

U DISTRICT URBAN DESIGN

Final recommendations: zoning, development standards,
affordable housing requirements, and amenities



Stephanie Bower, Architectural Illustration

October 6, 2016

www.seattle.gov/dpd/udistrict

Introduction

Dear Community Members:

Since 2011, the City of Seattle has worked closely with residents, businesses, institutions, and community organizations in the U District to plan for growth. This report provides a summary of the planning process, an overview of City investments and partnerships in the neighborhood, and a detailed explanation of new proposed land use regulations.

As one of the six urban centers designated in Seattle's Comprehensive Plan, the U District is a priority area for job growth, housing growth, and public investment. Private development and University of Washington growth are already reshaping the neighborhood, and a new light rail station opening in 2021 will likely intensify redevelopment.

In the face of these changes, we've heard a wide range of opinions from people in the neighborhood. Some are excited for new investment and activity in the neighborhood, others hope that new development can help address long-standing neighborhood challenges, and many are concerned about losing qualities that make the U District special, including its diversity, eclectic character, and affordability.

The legislation summarized in this report has four main pieces:

- 1. Zoning changes** allowing greater height and density in the core of the neighborhood near light rail and campus.
- 2. New design** standards to help development better fit the U District context - requirements including setbacks, landscaping standards, and tower spacing would shape future buildings.
- 3. Mandatory Housing Affordability (MHA) requirements** would require all new development to provide or contribute to affordable housing, to ensure that the neighborhood continues to offer housing options for a wide range of residents.
- 4. New requirements and incentives for amenities** including open space, historic preservation, family-sized housing, childcare.

The U District is already growing, and significant change will continue over the next decade with or without zoning changes. Many in the community are urging us to advance a plan that will help align future growth with local priorities, including affordability, public space, diverse and attractive architecture, and preserving character buildings. After extensive analysis, dialogue, and public review, we believe this proposal offers the best policy tools to help achieve the shared vision.

I extend my thanks to all those who have participated in the planning process, whatever your perspective. Good planning work can't happen without local insights and a healthy back-and-forth between different points of view. We look forward to continuing the dialogue in this and related projects.

Sincerely,



Director Samuel Assefa
City of Seattle Office of Planning and Community Development

1. Executive Summary

The U District is a thriving neighborhood with 14,000 residents, 6,000 jobs, dozens of independent businesses, and its own unique flavor. It's also a cultural and economic hub, as home to the University of Washington, Seattle's largest employer. Finally, it's a magnet for the youth, talent, and thought leaders of the Pacific Northwest.

All these factors contribute to the U District's designation as one of Seattle's six urban centers – the areas planned for the most growth in housing and jobs, and the highest level of public investment. Sound Transit's U District light rail station is opening at Brooklyn Ave NE and NE 43rd St in 2021, and substantial development is already underway.

Since 2011, City planners have worked with the community to identify priorities that can be addressed by land use planning and urban design. After much discussion and analysis, we recommend changes to zoning and development standards, as well as new requirements for affordable housing and other community priorities.

Planning for growth

Many in the community have asked the City to rethink zoning and development standards for the neighborhood. Specifically, people want new tools to help shape growth in a way that complements the light rail station, serves the high pedestrian volume of the neighborhood, and responds to neighborhood priorities.

Planning has been based on an inclusive community process, with over four years of participation by residents, business owners, the University of Washington, social service providers, and the faith community. The U District Urban Design Framework (2013) identified guiding principles (see page 10) and recommendations. Next, we studied several possible zoning scenarios through an Environmental Impact Statement (EIS, 2015).

Light rail, UW growth, and other factors are already bringing change to the U District: about 5,000 new households and 4,800 new jobs will come over the next 20 years. The goal of this proposal is to help shape that growth, and to apply requirements that will better mitigate its impacts.

After completing the environmental review, we drafted amendments to Seattle's Land Use Code, including zoning changes and new development standards. We took public comment on the draft zoning changes from May to July 2016, then revised our recommendations before transmitting to City Council.

Outline of recommendations

The recommendations are built on key ideas from community engagement. It has four main components.

- 1. Rezone, adding height and density in the core of the U District.** This part of the proposal would increase building height and density in areas close to light rail, central campus, and existing highrise buildings. The proposed zoning would allow a limited number of new towers, up to 240' and 320' for residential and 160' for office. This would put more homes and jobs in the area directly served by light rail.
- 2. U District-specific design standards.** These standards respond to community concerns about how development should fit with neighborhood context. They include:
 - **Maintain the scale and character of the Ave.** Keep heights on the Ave relatively low (no highrise), along with new upper-level setbacks and width limits. This will help maintain the scale and character that neighbors value.
 - **Set the stage for architectural variety and active frontage.** Apply standards that will result in a mix of heights and building forms rather than uniform midrise buildings. Make sure buildings meet the sidewalk with pedestrian-friendly frontage. Apply tower spacing, floor plate limits, and other standards for bulk and massing.

- *Provide thoughtful transitions.* Step height limits and density down from the core to the surroundings.

3. New requirements for affordable housing.

- For consistency with the City's Housing Affordability and Livability Agenda (HALA), include mandatory housing affordability requirements for new development.
- All new development on rezoned parcels would be required to set aside affordable housing, or pay into a City fund used to create affordable housing for lower income residents.

4. New requirements and incentives for open space, child care, historic preservation, and other amenities.

- Apply new requirements for open space in residential developments and all large site developments.
- Use incentive zoning to tie new development potential to neighborhood priorities including: child care, street improvements, open space, human services, and historic preservation.

Zoning is one piece of a broader set of efforts, including community initiatives, public investments, private development and UW's long-range-planning. Section 5 of the report summarizes key investments and partnerships, highlighting an integrated approach to planning in the U District.

Coordinated transportation systems, a thoughtful open space strategy, social services, and amenities that appeal to families are all important to people in the U District. To fully achieve these will require a sustained, long-term commitment from the public and, the City, and UW.

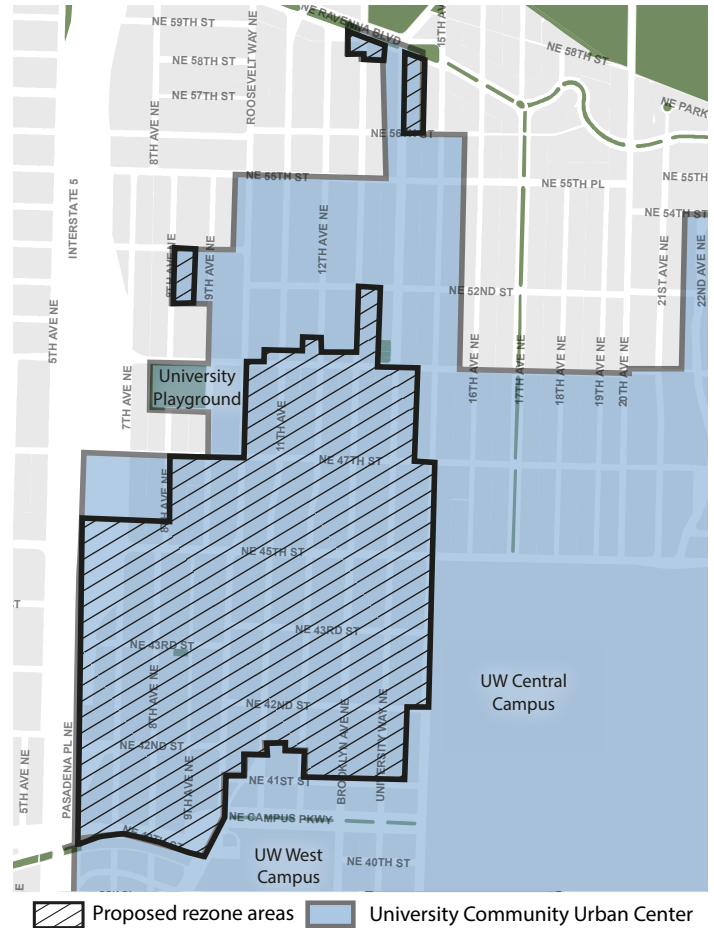


Figure 3. Proposed zoning changes would apply to western portions of the University Community Urban Center.



2. Context & Community Involvement

Since 2011, the Office of Planning and Community Development¹ (OPCD) and other City departments have been talking to the U District community about development, public space, transportation, and other issues related to growth and change. This effort has led to updates to the U District's Neighborhood Plan, a strategic plan, new partnerships, and a new vision for development and public spaces.

Why plan in the U District?

It's one of Seattle's six urban centers. The U District is designated as one of the six areas most important for job and housing growth.

Light rail is arriving in 2021. A new Sound Transit station at NE Brooklyn Ave and NE 43rd St. will provide high-speed connections to downtown and beyond.

New development. There are currently over 2,000 units in the construction pipeline, and we anticipate much more over the next 20 years. This growth raises both hopes and concerns for neighbors.

Community interest. Reacting to growth in the neighborhood, many want to get ahead of development and make strategic decisions about where and how changes should occur.

Balance human needs. The U District is home to a diversity of people and services. Planning and investments are needed to support all those who live, work, and visit the neighborhood.

Growth estimates

The City has just updated Seattle's Comprehensive Plan. Based on regional growth projections, we expect to add 70,000 households and 115,000 jobs over the next 20 years. From past trends and current growth, we estimate that 3,500 to 5,000 of those new households and about 4,800 jobs will locate in U District west of 15th Ave NE.

This growth can already occur under existing zoning in the U District. While the new zoning

¹ Formerly the long-range planning division of the Department of Planning and Development.



UW Daily

recommendations would increase capacity for growth, that is not the primary goal. Rather, the recommendations focus on how to shape the growth and connect it with appropriate mitigation and desired improvements.

Light rail in 2021

This \$2.1 billion infrastructure investment will have significant effects on transportation to and from the U District: the neighborhood will suddenly be minutes away from downtown, bus routes will change to build off the new capacity of light rail, and people on foot and bike will be much more concentrated in the blocks surrounding Brooklyn Ave NE and NE 43rd St. This infrastructure changes the relationship of the U District to the rest of the city.



University of Washington station. (Zach Shaner, Seattle Transit Blog)

Dense, walkable communities around light rail stops are referred to as “transit-oriented development” (TOD). The goal is for zoning and public investments to support job and housing growth in close proximity to transit. This allows more people to live and work close to transit. When focusing growth in a TOD pattern, it is appropriate to prioritize investments in open space, affordable housing, and amenities in the same area.

At the new University of Washington station, which opened in 2016, ridership is breaking records. The U District Station at the heart of the neighborhood is also expected to see heavy use.

Neighborhood snapshot

The concentration of students in the U District heavily influences demographics. The neighborhood is younger and more diverse than Seattle as a whole. More residents rent, and more households are cost-burdened (i.e. spending more than 30% of income on housing) than in other parts of Seattle. Most people in the neighborhood get around by foot, bike, or transit.

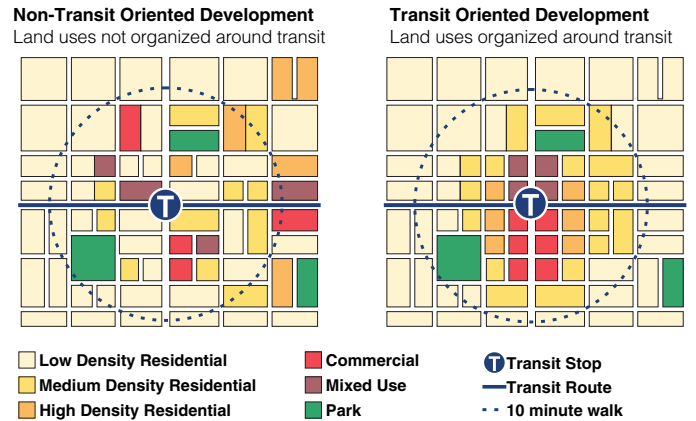
Key statistics: How the U District is different¹

	U District	Seattle
Younger: % of residents between the ages of 18 and 29	75%	23%
More diverse: % of population who are people of color	46%	34%
Transportation choices: % trips made by walking, biking, transit, or carpool	74%	41%
More renters: % of residents who rent	82%	52%
Housing cost burden: % of households paying 30%+ of their income toward housing.	66%	47%

¹ These numbers generally reflect the area west of 21st Ave NE and south of Ravenna Boulevard.

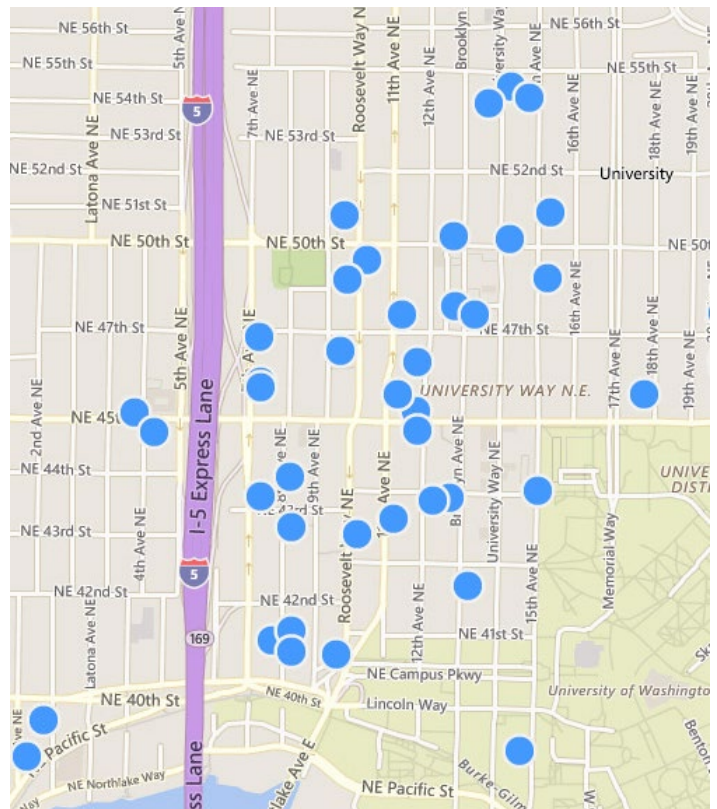
Relationship to Campus Master Plan

Recommendations in this report do not extend into UW’s west campus; the University is conducting their own master planning process, which will be informed by this rezone.



Seattle Planning Commission: “Transit Communities” report

Active development permits (September, 2016)



Rapid redevelopment is occurring under current zoning. Recent projects include numerous midrise apartment buildings aimed at the student market, a new office building, several affordable housing developments, and smaller infill residential projects.

Community involvement

Community members have volunteered enormous amounts of time and energy to help plan the U District's future. Since 2011, OPCD planners have hosted or presented at more than 90 public meetings in the U District, and community groups have held even more meetings and events. Stakeholders are dedicated to careful and thorough consideration of the issues.

In the late 1990s, a thorough neighborhood planning process resulted in the University Community Urban Center Plan (also known as the Neighborhood Plan). Key goals and policies were adopted into Comprehensive Plan. This effort continues to guide today's discussion.

The current phase of planning and community organizing activities started with a new coalition of neighborhood groups, now known as the U District Partnership (UDP). Supported by an "Only in Seattle" grant from the Office of Economic Development in 2011, the UDP brought together people with a range of perspectives, including:

- Residents
- Business owners
- UW students, staff, faculty
- Social service providers
- Faith community leaders
- Property owners

City planners worked closely with the urban design committee of the U District Partnership. Participants



In spite of a recent development boom, this 2015 aerial shows that the core of the U District has many large surface parking lots and other large likely redevelopment sites.

at any given time included 20-25 representatives of neighborhood organizations.

In addition to these committee meetings, we hosted or participated in dozens of open houses, public hearings, and community events. Along the way, we listened to the community to identify priority land use issues in the neighborhood: What trends concern people? What kinds of development would help build community?



Participants listen to a presentation at the U District Urban Design Framework open house, 2013.



U District Partnership urban design committee working session, 2012.

Key public meetings

Out of 90+ public meetings and hundreds of additional conversations with U District constituents, here are some highlights:

- Urban Design Framework meeting: April 2, 2013
- EIS Scoping Meeting: September 24, 2013
- Draft EIS Public Hearing: May 20, 2014
- Final EIS released: January 8, 2015
- Draft zoning open house: May 31, 2016
- Council Public Hearing: November 2016

For a more detailed list, see Appendix A.

What we heard

Throughout the process we've heard a wide range of opinions. Some people are eager for new growth, investment, and activity in the neighborhood, while others have serious reservations about the rate and scale of change. Many are concerned that the U District is losing its eclectic character, or that taller buildings will worsen traffic, shading, and displacement of residents and businesses.

The [U District Urban Design Framework](#), an early guiding document that came out of our planning process, laid out a set of guiding principles about growth and change (p. 10). Opinions vary widely about land use and zoning issues, but most agree on the following general guidelines:

- Maintain lower-density housing north of NE 50th St., focus new growth to the south.
- Provide reasonable breaks and transitions between higher and lower density areas.

- Give special consideration to the Ave: make sure that new development is compatible with the existing shopping district.

Height

Building height is a frequent topic at U District meetings. Many in the neighborhood advocate for increased height while others oppose possible changes. Those who support increased height cite the following reasons:

- Greater height and density within a 10-minute walk from the light rail station would put more homes and jobs close to the station and encourage infill on underused properties like surface parking lots.
- Allowing highrise could encourage a greater variety of buildings. Today, development is producing uniform midrise buildings. Many prefer to see a mix of heights.
- Raising heights would allow new requirements for affordable housing, public spaces, sidewalk improvements, and historic preservation. Existing zoning provides little in terms of mitigation and public benefits.
- Allowing highrise could diversify the housing mix beyond the current emphasis on student housing, with options for seniors, professionals, and families. It would also produce more affordable housing through MHA requirements (see Section 3).
- Allowing commercial highrise could help bring employers to the area. Other than UW jobs, employment in the U District has declined in recent decades.

For some concerned about height increases, the concerns are aesthetic: how will taller buildings affect views, shading, and the "feel" of the U District? Others worry about displacement: how will more intensive development affect existing businesses and the neighborhood's affordable housing?



Guiding principles

In the Urban Design Framework, participants identified guiding principles. We've heard similar themes throughout the planning process:

- 1. Recognize light rail as a catalyst for change.** Light rail will support commercial uses and residential density. It should be a focal point for redevelopment.
- 2. Balance regional with local.** The U District has its own flavor. As regional influences grow, maintain the eclectic local character.
- 3. Provide a network of great public spaces.** Improve parks, plazas, and streets to create inviting, memorable neighborhood spaces, and support public life.
- 4. Grow and diversify jobs while maintaining thriving retail and services.** Protect small businesses and expand the job base to include more office, tech, and R&D.
- 5. Welcome a diversity of residents.** Provide choices for residents of all ages and incomes. Provide support services and amenities.

- 6. Improve public safety.** Increase natural surveillance through lively streets, work closely with community police.
- 7. Encourage quality and variety in the built environment,** with a particular focus on good design where buildings meet the sidewalk.
- 8. Build an environmentally sustainable neighborhood.** Focus on walkability, efficient buildings, and green infrastructure.
- 9. Improve integration between UW and the U District.** Open the west edge of campus to the U District, and build on partnerships between UW and neighborhood groups.
- 10. Support and coordinate active transportation choices.** Improve bicycle and pedestrian infrastructure while continuing to support transit and cars.

Of particular concern, many oppose increased height on the Ave. While there are some proponents of highrise on the Ave, most people value the existing scale, character, and mix of uses, and would prefer to stay close to the current zoning. (Note that today's zoning on the Ave allows buildings up to 65'.)

In short, we've heard from those who think new highrise in the core of the U District make sense, and from others who oppose the scale of change. The rezones presented here are informed by both positions. We believe the recommended changes strike a balance, allowing some office and residential highrises while spacing out taller buildings and keeping them at an appropriate scale to reduce impacts. The proposed housing and amenity requirements would connect growth to mitigation. (See Section "4. Zoning Recommendations")

Note that economic analysis suggests that highrise development may not yet be financially feasible in the U District, but that it likely will be by the time the station opens in 2021.

Urban form

Conversations about zoning often focus on land use and height. However, design standards that shape

buildings can be just as important for fitting new buildings into the surrounding neighborhood. In our meetings, people have repeated similar priorities:

Street level character. Participants talk about the importance of achieving a human scale in buildings, especially at street level. They want attractive storefronts and active uses.

Variety. Almost all development underway has a similar scale: wide, midrise buildings that are 65' or 75' tall. People see this as monotonous, eroding the neighborhood's eclectic character. They would like standards to increase variety.



Figure 4. A City planner shares information about proposed zoning at the U District Streetfair (2016).

Light and air. Reacting to recent developments, people want requirements to control building bulk: midblock pedestrian pathways, maximum width, upper-level setbacks, maximum floor plate for taller buildings, and separation between towers.

Public space

The U District community has long advocated for more public space. The neighborhood falls short of the City's goals. While some argue that the campus provides a large open space for many in the neighborhood, others contend that campus doesn't serve people who don't study or work at UW.

As the neighborhood grows, more residents and workers will need open space and recreation. People cite both public and private open spaces as critical to livability in the growing U District.

Through an open space planning effort in 2015, participants confirmed a strong interest in open space in the core of the neighborhood. Many want a plaza near the future light rail station as well as other small open spaces as part of redevelopment.

Security, programming, and maintenance are important considerations for new public spaces. Drug dealing and public consumption have increased over the past decade, becoming a major concern for residents and businesses. Some constituents oppose new open spaces unless these issues are addressed first.

Housing and human services

Recent development has focused heavily on the student residential market, with many projects targeting higher-end student housing. People in the neighborhood want new housing to diversify, meeting the needs of a wider mix of residents.

U District stakeholders also support housing at a range of affordability levels, from transitional housing for recently homeless people to moderate income housing for workers who don't make enough to afford market-rate rents in the neighborhood. Many also support adding market rate housing for demographic groups beyond students - including families, seniors, and small households.

People in the U District are proud of the neighborhood's network of social service providers, including a food bank, needle exchange, homeless youth shelter, and various other shelter and food services. Participants in the planning process have asked the City to look for ways to support these services and keep them in the neighborhood. Stakeholders would also like to see more child care and senior services in the neighborhood to make sure the needs of the growing population are met.

Overall response

At each major public input phase (2013, 2014, 2016), public comments have fallen into a similar pattern. For the reasons discussed above, one third of commenters strongly favor rezones to allow



increased height and density, one third are strongly opposed, and one third agree with the basic idea of zoning changes to shape future growth, but have specific concerns.

For this final group, the priorities vary. In some cases they express support for highrise but only if adequately matched with new public space. For others, additional density must be linked to historic preservation, supporting social services, childcare, or other amenities and services.

Following up on the most recent public review period, from May to July 2016, we've released a [compilation](#) of the email comments received, as well as a [summary](#) report about key themes.

The final zoning recommendations respond to many of the issues that people raised during five years of public engagement. Many of the specific requirements relating to design standards, open space, transfers of development rights, bonuses for childcare or social service space, and other issues come directly out of comments we received.

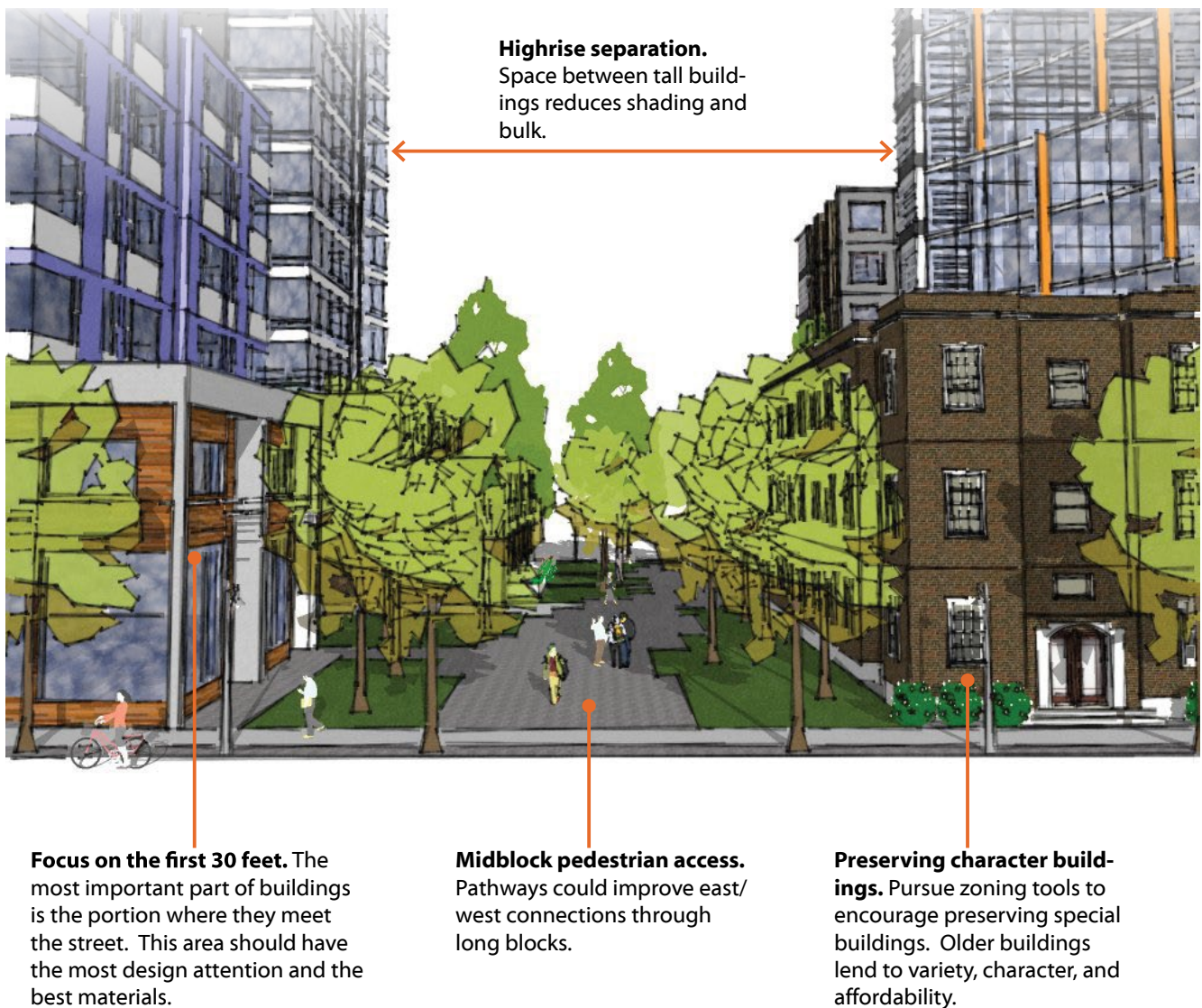
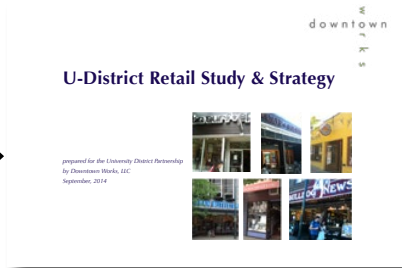


Figure 5. Excerpt from the U District Urban Design Framework, 2013.



Strategic Plan (2013). Led by the U District Livability Partnership (now UDP). Plan for business district revitalization, public safety, neighborhood leadership, and urban design.



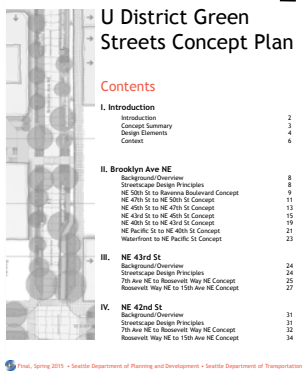
U-District Retail Study & Strategy (2014). Summarizes existing conditions, assets, and challenges of the Ave, presents recommendations for revitalizing the business district. (UDP and Office of Economic Development)



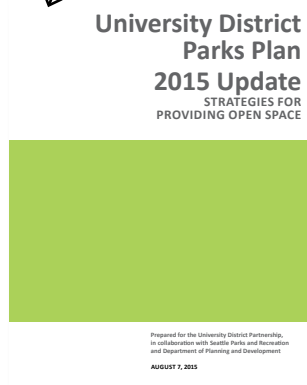
Urban Design Framework (2013). Summarizes public input about growth, open space, transportation, and related issues.



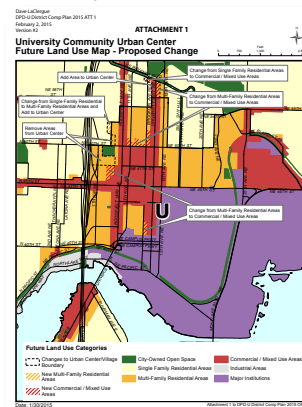
Environmental Impact Statement (2013-15). Studied growth under three zoning alternatives - detailed analysis of UDF concepts.



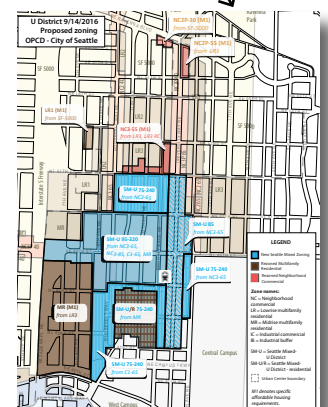
Street Concept Plan (2015). Designed festival street on Brooklyn, pedestrian and landscape improvements for private development. With SDOT.



Parks Plan update (2015). Priorities include centrally-located open space, a north/south "green spine", and small public spaces. With UDP & Parks.



Comp Plan amendments (2015). Amended goals and policies for the neighborhood, approved by City Council.



Zoning changes. Changes to uses, allowed heights, development requirements (described in this report).

Planning process results, 2012-2016

In the past five years, the Office of Planning and Community Development and partners have produced eight major planning documents. Each focuses on a particular scope of issues while building on previous efforts. All are available at www.seattle.gov/dpd/udistrict.

3. Analysis & policy development

Environmental Impact Statement process

When cities consider rezones that will likely have significant impacts on shading, traffic, or other environmental conditions, state law requires planners to write an Environmental Impact Statement (EIS). An EIS studies a range of alternatives and identifies likely impacts of each to inform policy discussions.

For the U District, the Department of Planning and Development (now OPCD) conducted this process from 2013 to 2015. We shaped ideas from the Urban Design Framework into three possible zoning scenarios. Alternative 1 looked at a medium-density upzone spread out over much of the neighborhood. Alternative 2 studied a more focused upzone, confined to the core but with greater heights. Alternative 3 studied growth under current zoning.

We modeled residential and job growth over 20 years for each alternative, then presented the results in the Draft EIS (April 2014). After a public hearing and comment period, we conducted further analysis, including a sensitivity analysis with two additional alternatives, and responded to comments in the Final EIS (Jan. 2015).

Through the EIS we identified various deficiencies and impacts of future growth. Deficiencies are problems under any growth scenario, including the “no action” alternative. These include a lack of

elementary school space, falling short of the City's open space goals, constrained electrical capacity, and ongoing challenges with cost of housing.

Impacts are problems caused or exacerbated by proposed zoning changes. These include increased shading of public parks, greater traffic delays in some locations, and greater inconsistency with open space goals. The deficiencies and impacts identified in the EIS inform many of the requirements recommended in this legislation.

In spring 2015, two groups of U District stakeholders filed appeals, challenging the document's adequacy. They raised critiques and questions about the City's analysis, focusing on housing affordability and open space. The Hearing Examiner ruled in favor of DPD, upholding the adequacy of the EIS.

Finally, in spring of 2016 we issued an EIS Addendum covering analysis of Mandatory Housing Affordability requirements.

Housing

During the planning process, OPCD looked at housing issues through several different studies, including an [existing conditions report \(2012\)](#), a [residential market analysis \(2013\)](#), the [Environmental Impact Statement \(2014-2015\)](#), and continual review of growth and real estate trends.

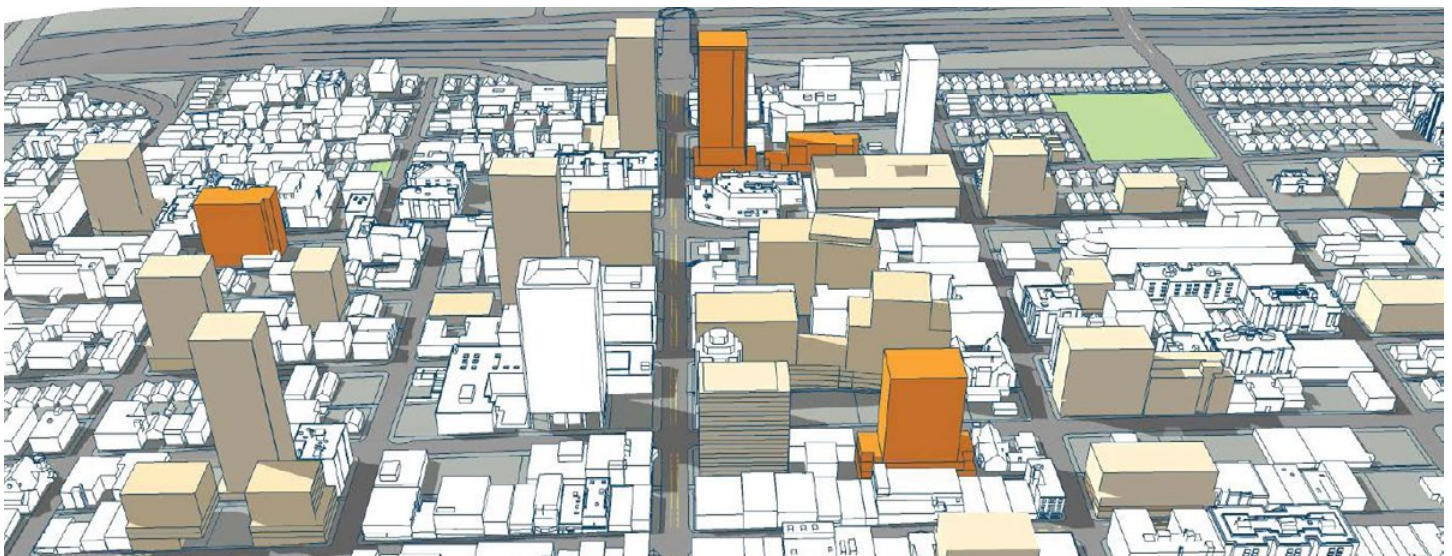


Figure 6. Rendering of projected growth under the highest density rezone alternative. Final EIS, January 2015.

Information from these and other citywide studies were synthesized into a Housing Displacement Analysis (2016), Appendix C to this report. Key findings include:

- ▶ In growing cities, the primary cause of residential displacement is a housing shortage. When people seeking housing outnumber available homes, housing gets more expensive as wealthier residents bid up the price and property owners target higher-income households.
- ▶ From 2010 to 2015, the number of jobs in Seattle increased almost twice as fast as the number of homes. During that same period, average rent for a one-bedroom apartment increased 35 percent.
- ▶ Displacement is already occurring in the U District with or without zoning changes. Direct displacement can occur from specific events, like an eviction to allow repairs or demolition. Economic displacement occurs as housing scarcity causes housing costs to rise.
- ▶ Displacement tends to have the most pronounced and acute effect on marginalized populations: low-income people, people of color, English language learners, and people with disabilities.
- ▶ Proposed zoning will reduce displacement compared to existing zoning by increasing market-rate and affordable housing options, and by concentrating growth on fewer sites.
- ▶ With or without zoning changes, growth over the next 20 years would result in an estimated 40-60 demolished homes. These numbers reflect assumptions about growth and likely development sites. Under a more aggressive set of assumptions, it's possible that up to 275 homes could be demolished.
- ▶ Additional height and density in the core of the U District would relieve pressure on existing housing by expanding housing opportunity overall. When housing is scarce, the need for subsidized housing increases.
- ▶ Outside single-family zones, more than 17 new homes have been built for every home demolished in Seattle (2010-2016).

- ▶ Market-rate housing rarely decreases in cost to a level affordable to the lowest-income households. Increasing the supply of rent- and income-restricted housing is critical to meeting this need.
- ▶ Under the proposed Mandatory Housing Affordability (MHA) requirements, new development would directly contribute to affordable housing. The City estimates that growth in the U District would create 620-910 affordable homes over 20 years.
- ▶ Some have advocated for a “one for one replacement housing” requirement. While there is not a clear policy path to require this for individual projects, our analysis shows that Mandatory Housing Affordability standards in the U District will produce substantially more affordable housing than a “one for one” requirement would do.
- ▶ Along with increasing housing choices and creating new subsidized housing, the City is pursuing further anti-displacement solutions, such as renter protections, preservation of existing affordable housing, and other actions to increase stability and opportunity.

See Section 4 for details and further discussion about the proposed affordable housing requirements.

2015 Comprehensive Plan Amendments

Through the community process and EIS analysis, it became clear that some Comprehensive Plan goals and policies for the U District needed updating. We proposed amendments, which Council adopted in September 2015. Updates included:

- New goals about open space in the core of the neighborhood.
- Removing outdated references and unclear language.
- Amending the Future Land Use Map to allow rezones in some parts of the neighborhood, and to remove the residential area around University Playground from the urban center.

Appendix G includes relevant goals and policies from the Comp Plan.

4. Zoning Recommendations

Snapshot: Key Issues

Building on the approach laid out in the Urban Design Framework, information learned through the EIS process, and public responses to draft zoning in spring 2015, OPCD has prepared recommendations for zoning and development standards in the U District. The proposal would allow denser, mixed-use development in the core of the neighborhood, with transitions to the lower density surrounding areas (zoning map, p. 17).

Along with additional height and density, the proposal includes requirements and incentives designed to:

- Achieve a variety of building types, scaled appropriately to neighborhood context, and providing an attractive street frontage.
- Increase production of affordable housing.
- Support development of new open spaces, schools, and cultural amenities.
- Increase landscaping in what is now a relatively impervious, treeless area.

The following section provides a discussion of the zoning and development standards. For a technical analysis of how the proposal fits the rezone criteria in the Land Use Code, see Appendix E.

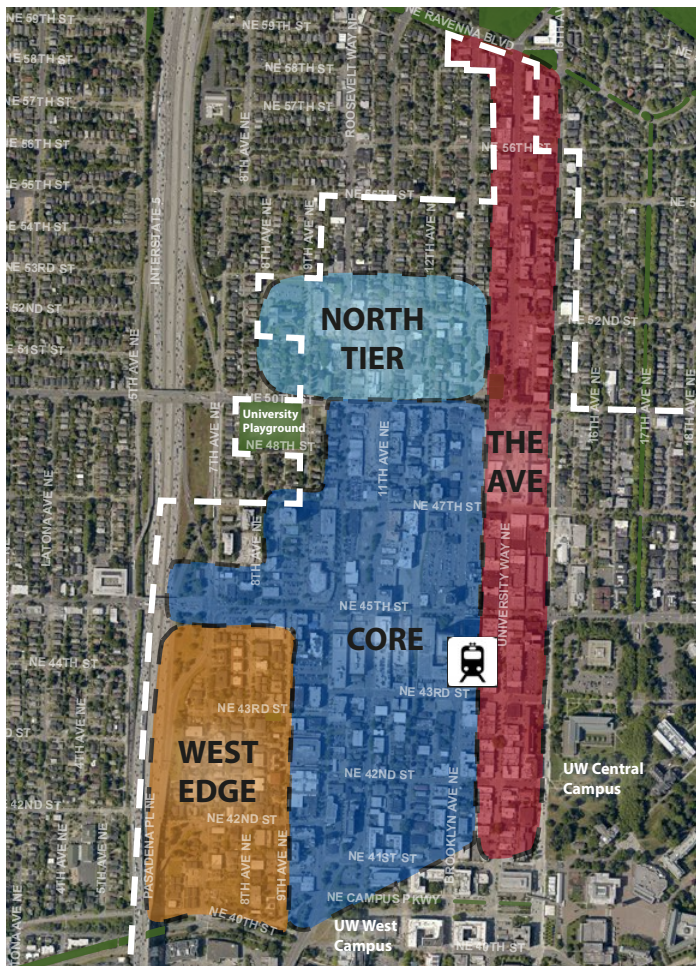


Figure 7. This report organizes discussion of zoning changes into four focus areas.

Focus Areas

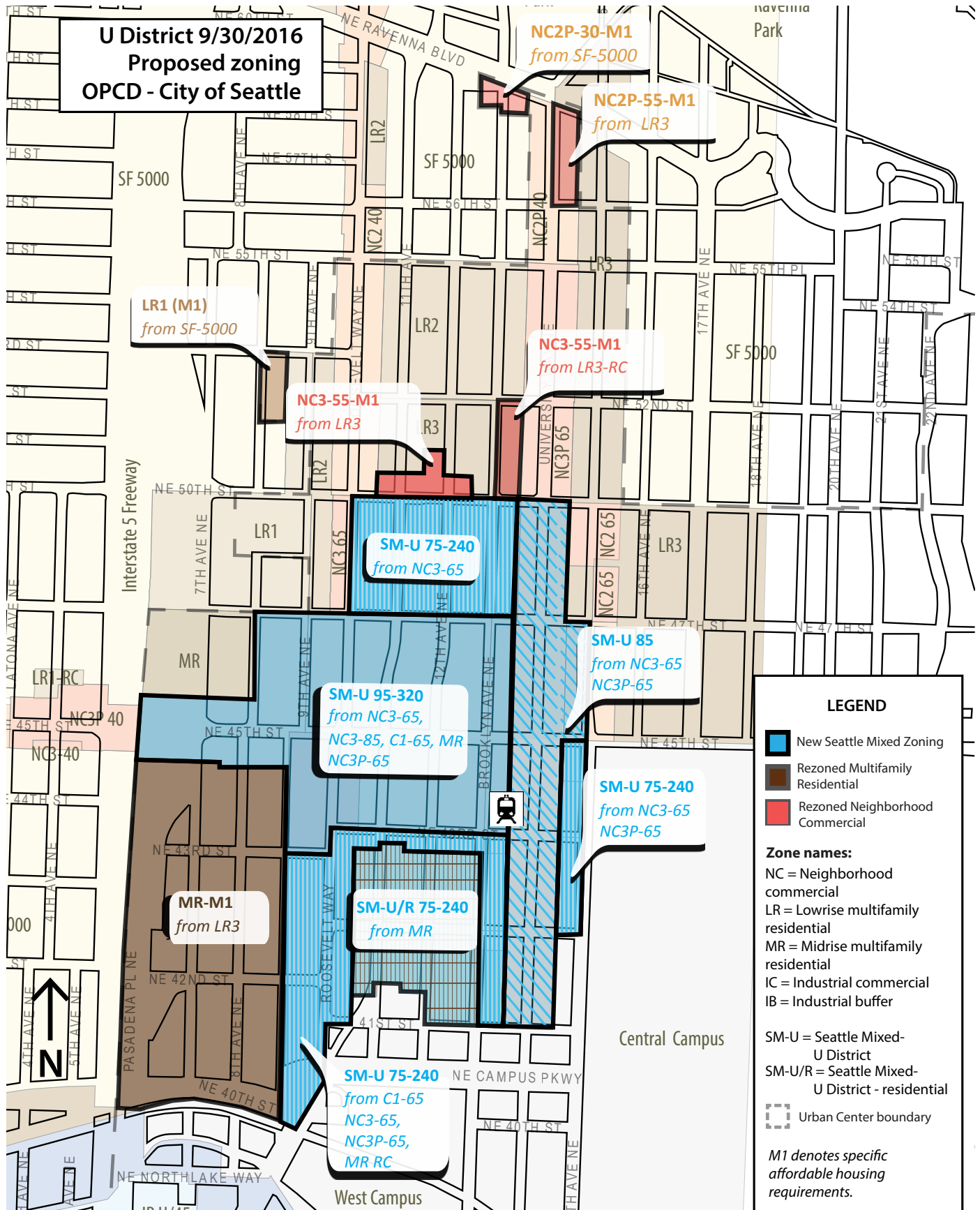
To help orient readers, details of the proposal are discussed in terms of four focus areas, shown in Figure 7.

The Core is where the greatest changes would occur. Containing the new light rail station, adjacent to campus, and home to several existing highrise buildings and large development sites, the Core is the area best suited to accommodate growth.

The Ave would continue to be the main pedestrian shopping and services area in the U District. To preserve existing scale and character, heights would stay relatively low on the half-blocks facing the Ave. The back sides of those blocks (facing 15th Ave NE and Brooklyn Ave NE) would see greater increases in allowed height.

The North Tier is a transition area from the Core to lower density residential areas to the north. More commercial uses would be allowed along NE 50th St, and other specific changes would help align zoning with existing uses.

The West Edge is a transition from the Core toward the freeway and Wallingford. An upzone to midrise multifamily residential would allow this enclave of student housing to grow further.



Summary: the U District Zoning Proposal

Table 1. Summary of Key Issues and Recommendations

Issue	Recommendations
Housing: affordability and variety	<p><u>New housing programs.</u> Apply Mandatory Housing Affordability (MHA) requirements to all upzoned property, requiring new development to provide affordable housing or make in-lieu payments, generating an estimated 620-910 affordable homes.</p>
	<p><u>Incentive for larger, “family-friendly” units.</u> Allow extra floor area for buildings that include 10+ larger units with 2-3 bedrooms to provide family housing options with direct access to outdoor amenity area.</p>
	<p><u>Allow some highrise development.</u> Highrise residential buildings tend to produce smaller, higher quality, and more expensive units that could appeal to retirees and professionals.</p>
	<p><u>Allow more midrise multifamily residential.</u> Change one area from Lowrise to Midrise Residential (MR). MR produces housing types ranging from studio apartments to larger condos to congregate housing.</p>
	<p><u>Preservation of older buildings through Transfer of Development Rights (TDR).</u> Options to earn extra floor area include preservation of older buildings. In many cases, these buildings have relatively affordable units (Appendix B).</p>
Open space	<p><u>Development bonuses for public space improvements.</u> Incentive zoning would link new density to providing non-housing amenities. To earn extra floor area, developments would have to provide open space, street improvements or other benefits.</p>
	<p><u>Transfer of development rights.</u> As part of incentive zoning, allow property owners to move development potential from one site to another - this makes it easier to find a viable park site.</p>
	<p><u>Residential amenity area.</u> New buildings with apartments or condos have to provide open space for residents.</p>
	<p><u>On-site open space.</u> Large sites must set aside 15% of the property as public open space. This provides open space and helps offset the bulk and massing of a large development.</p>
Single family residential	<p><u>Very limited single-family rezones.</u> All lots zoned for single-family residential would remain single family, except for three locations: Blessed Sacrament Church, Cowen Park Grocery, and an apartment building located on Ravenna Blvd.</p>
Managing building bulk and shadows	<p><u>Regulate bulk through Floor Area Ratio (FAR).</u> FAR manages the bulk of development while allowing design flexibility.</p>
	<p><u>Variety of scales.</u> The development standards are designed to encourage infill development, resulting in a mix of lowrise, midrise, and highrise development.</p>
	<p><u>Maximum width.</u> Limit building width to 250', to prevent overly wide buildings on the U District's long north/south blocks.</p>
	<p><u>Floor size limits and tower separation.</u> Limit the footprint (or “floor plate”) of highrise buildings based on tower height, and highrises must be spaced a minimum 75' from one another.</p>
	<p><u>Setbacks in key locations.</u> Apply street-level and upper level setbacks in specific locations to help reduce bulk, create an appropriately scaled street wall, and create openness next to constrained sidewalks.</p>

Table 1. Summary of Key Issues and Recommendations

Issue	Recommendations
<p>Historic preservation</p>	<p><u>Floor area exemption and bonus for preserving landmarks and masonry buildings.</u> Don't count historic buildings against the total development allowed on a property, and allow extra floor area for preserving them.</p>
	<p><u>Transfer of development rights for landmarks and historic buildings.</u> Allow property owners to move development potential from one site to another in order to protect designated landmarks and other historic brick buildings.</p>
	<p><u>Avoid major changes to height & density on the Ave.</u> To preserve the general scale and character, do not allow highrise development on the lots abutting the Ave.</p>
<p>Jobs</p>	<p><u>Keep flexibility for a range of uses.</u> Apply zoning that allows residential, retail, office, research, and a variety of other commercial uses.</p>
	<p><u>Allow larger commercial buildings.</u> Allow building configurations that work for office and research uses. Highrise office would be allowed, typically up to a height of 160'. Bulk would be regulated through floor size limits, floor area ratio, and other standards.</p>
	<p><u>Support Ave businesses.</u> Require commercial frontage along the Ave to maintain a continuous pedestrian retail area. Increase density on the surrounding blocks to grow the local customer base.</p>
	<p><u>Transfers of Development Rights.</u> New standards to encourage historic preservation can help preserve existing buildings with smaller, more affordable commercial space.</p>
<p>Childcare</p>	<p><u>Floor area exemptions.</u> Don't count childcare or school facilities toward the maximum amount of development that can occur on a lot.</p>
	<p><u>Incentive zoning.</u> Any commercial development that takes advantage of new height/density must provide childcare space or pay in lieu.</p>
<p>Trees and landscaping</p>	<p><u>Seattle Green Factor.</u> This requirement encourages tree preservation, rain gardens, green roofs, rooftop gardens, and other types of planting.</p>
	<p><u>Street tree requirements.</u> SDOT will continue to require preservation of healthy street trees during construction and planting of new street trees.</p>
	<p><u>Stormwater Code.</u> Regulations for flow control and water quality emphasize the use of green infrastructure to meet drainage requirements.</p>
<p>Social services</p>	<p><u>Floor area exemption.</u> Don't count space that will be used for social services toward the maximum amount of development that can occur on a lot.</p>
	<p><u>Floor area bonus.</u> Allow bonus floor area for any development that include space for social services.</p>

Affordable housing requirements

As part of this proposal, all rezoned areas would have new affordable housing requirements. These requirements help address the challenges presented by the rising cost of housing.

During the planning process, many in the community advocated for adding affordability requirements as part of a U District rezone to make sure that future development contributes to long-term affordability. This idea gained support in 2015 through the Housing Affordability and Livability Agenda (HALA), initiated by the Mayor and City Council. HALA convened an interdisciplinary task force of 28 members, including housing experts, community group representatives, non-profit housing providers, and for-profit architects in order to find housing solutions.

The HALA committee issued a report in July 2015 with 65 recommendations for making Seattle more affordable. Key among these were upzones to allow increased housing supply, along with new requirements to set aside rent- and income-restricted units or make in-lieu payments to a housing fund.

The HALA committee recommended Mandatory



"We are facing our worst housing affordability crisis in decades. My vision is a city where people who work in Seattle can afford to live here. Housing affordability is just one building block to a more equitable city. It goes hand in hand with our efforts on raising the minimum wage, providing preschool education for low-income children, and increasing access to parks and transit. We all share a responsibility in making Seattle affordable."

– Mayor Ed Murray

Housing Affordability requirements (MHA) as the primary tool for addressing housing affordability as Seattle grows. MHA requirements are intended to apply in all multifamily residential and commercial areas throughout the City, along with upzones to increase development capacity.

MHA includes a residential program and a commercial program (MHA-R and MHA-C). Council has adopted frameworks for each of these programs, but they do not apply to new development until Council subsequently approves zoning changes that add development capacity. In this process, the U District would be an early adopter.

Mandatory Housing Affordability in the U District

Under MHA, developers in the U District will be required to contribute to affordable housing as part of new development. This contribution can be met either by including affordable housing within new development ("performance") or by paying into a fund to support development of affordable housing.

The performance and payment requirements would vary by zone, as shown in Table 2.

For residential development, the amount of affordable housing required under the performance option is calculated by multiplying the percentage by the total number of homes to be developed. For commercial development, the square feet of affordable housing to meet the performance option is calculated by multiplying the required percentage by the floor area of commercial uses. Payment amounts would be measured in dollars per square foot of residential and commercial development, excluding portions of buildings that are underground as well as certain exempted commercial area. Payment amounts will adjust annually to account for inflation. Appendix F contains a detailed discussion of the relationship between payment and performance amounts.



The U District is a diverse community. To support the wide range of residents and workers, it needs a diversity of housing and services.

In setting the performance and payment amounts, we considered factors including:

- The critical need for affordable housing;
- The importance of additional housing supply in limiting future increases in housing cost;
- The increase in development capacity being provided;
- The feasibility of development under proposed zoning, including the higher costs of high-rise construction;
- Market trends, particularly related to arrival of light rail in the U District;
- Additional requirements to provide open space or other incentive zoning amenities (see p. 31);
- The challenges of building single-purpose commercial buildings in lowrise and midrise zones, due to the cost of steel and concrete construction.

The total amount of new affordable housing produced will depend on the amount of development that occurs. Assuming the growth

projections in the EIS, we estimate that MHA in the U District will produce between 610 and 920 units of affordable housing over the next 20 years. A summary of specific requirements for units created through performance and payment are below.

Performance Option

All affordable housing provided through the performance option must meet the standards outlined in Seattle Municipal Code 23.58B and 23.58C. (Concurrent with discussion of the U District rezone, Council will consider amendments to Chapter 23.58B to better align that chapter with the recently adopted 23.58C.)

Location: Affordable housing must be located on the same site as the development being permitted for residential development. For commercial development, the affordable housing may be located on the same site or elsewhere within the University Community Urban Center.

Duration of affordability: Rental housing must remain affordable for 75 years, except that in the case of a residential development that is demolished or changed from residential use, or converted to ownership housing, the requirements expire at that time. In the event of such demolition, change of use, or conversion to ownership housing, the owner must make a payment in lieu of continuing affordability.

Distribution: Affordable housing units must be distributed throughout each structure within the development containing residential units.

Table 2. Mandatory Housing Affordability Requirements in the U District

	Residential		Commercial	
	Performance %	Payment \$	Performance %	Payment \$
SM-U High-rise zones ¹ (SM-U 75-240, SM-U 95-320, SM-U/R 75-240)	9%	\$20.00	9%	\$20.00
Lowrise and midrise zones with M1 suffix (LR1, NC2P-30, NC2P-55, NC3-55, MR)	9%	\$20.00	8%	\$11.25
Mixed use on the Ave (SM-U 85)	6%	\$13.25	5%	\$7.00

¹If a project in a highrise zone cannot build highrise due to development standards such as minimum lot sizes or tower separation, the MHA requirements will be the lower payment/percentage amounts shown for SM-U-85.

Table 3. Affordable housing income limits (60% Area Median Income)

Household size	Qualifying income
1	\$37,980
2	\$43,380
3	\$48,780
4	\$54,180
5	\$58,560

Source: Office of Housing, based on Income Limits published by U.S. Department of Housing & Urban Development Program

Comparability to other units: Affordable housing must be comparable to market-rate units in terms of number of bedrooms/bathrooms and size. The units must have substantially the same features as other units, and households occupying affordable housing must be allowed access to the same development amenities as other tenants. Tenants of affordable units must also be offered comparable lease terms to those of market-rate tenants.

Public subsidy: An applicant for a permit may seek public subsidies for development, but the affordable housing units provided to satisfy MHA requirements must be different than those provided as a condition of such subsidy or incentive. For example, if 20% of the total units in a development must be rent- and income-restricted in order to qualify for a residential property tax exemption using Seattle's Multifamily Property Tax Exemption (MFTE) program, those units must be *in addition to* any units provided to satisfy affordable housing requirements under MHA.

Eligible households:

- For a rental unit with a net area of 400 square



Table 4. Allowed rents in affordable housing at 60% AMI

Bedrooms	Maximum rent
0	\$949
1	\$1,017
2	\$1,219
3	\$1,409
4	\$1,572

feet or less, affordable housing may serve only households with incomes no greater than 40% of AMI at initial certification and no greater than 60% of AMI at annual recertification;

- For a rental unit with a net area greater than 400 square feet, affordable housing may serve only households with incomes no greater than 60% of AMI at initial certification and no greater than 80% of AMI at annual recertification;
- For an ownership unit, affordable housing may be sold only to households with incomes no greater than 80% of AMI at initial occupancy and that meet limits on assets.

Additional requirements for affordable housing for renters:

- Rent levels: Monthly rent (including a utility allowance and any recurring fees required as a condition of tenancy) may not exceed 30% of the income limit for an eligible household.
- Annual income certification. Owners must re-certify tenant incomes and household sizes annually. Owners must attempt to obtain third party verification whenever possible.
- Over-income households: If a tenant of an affordable housing unit is determined, upon recertification, to no longer be an "eligible household," the owner of the development must provide a comparable substitute unit of affordable housing as soon as one becomes available. In addition, the owner of the development must provide at least six months' notice of any rent increases to over-income tenant households once the unit substitution has occurred.

Additional requirements for affordable ownership housing include:

- Affordable sale price: The initial sale price is regulated to be affordable for households at 65% of Area Median Income. The Office of Housing administers rules about the maximum down payment and other housing costs.
- Affordable resale price: The resale price will be calculated to allow modest growth in homeowner equity while maintaining long-term affordability for future buyers.
- Other restrictions: Owners must occupy the units as their principal residence, and meet other conditions to maintain the property.

Payment Option

Developers who choose to use the payment option would be required to provide a cash contribution to the City that would be used to develop, or in some cases preserve, affordable housing. The Office of Housing will deposit all cash contributions into a special account established solely for the purpose of supporting housing for renter households with incomes at or below 60% of AMI, or owner households with incomes at or below 80% of AMI.

The Office of Housing invests funds strategically in long-term affordable housing developments. The regulatory framework for MHA lays out the following

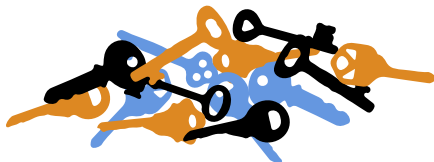
The total amount of affordable housing created under this proposal (somewhere between 620 and 910 homes over 20 years) will depend on how much growth actually happens in the U District. More building projects would lead to more development of affordable housing.

priorities for determining where MHA funds should be spent:

- Affirmatively furthering fair housing choice.
- Locating within an urban center or urban village.
- Locating in proximity to transit: light rail and/or frequent bus service.
- Furthering City policies to address the needs of communities vulnerable to displacement.
- Locating affordable housing near the developments that generate cash contributions.

In some cases, projects in the SM-U highrise zones will not be able to build highrise due to constraints from design standards. For example, a site may not meet minimum lot size requirements for a highrise, or cannot achieve the minimum spacing from existing highrise buildings. In these cases, the ordinance provides that the performance and payment amounts shall be reduced to the amounts that apply in SM-U 85.

In the next 20 years, **40-275 homes** will be demolished, **with or without** zoning changes. Many of these have low rents.



1 key = 20 homes

Under **existing** zoning, no more than **20 affordable homes** would be created through incentives.



Under the **proposed** zoning, **~620-910 affordable homes** will be created through developer requirements.

*In addition, 4,000-5,000 market rate units will be created in the U District.

Broader application of HALA initiatives

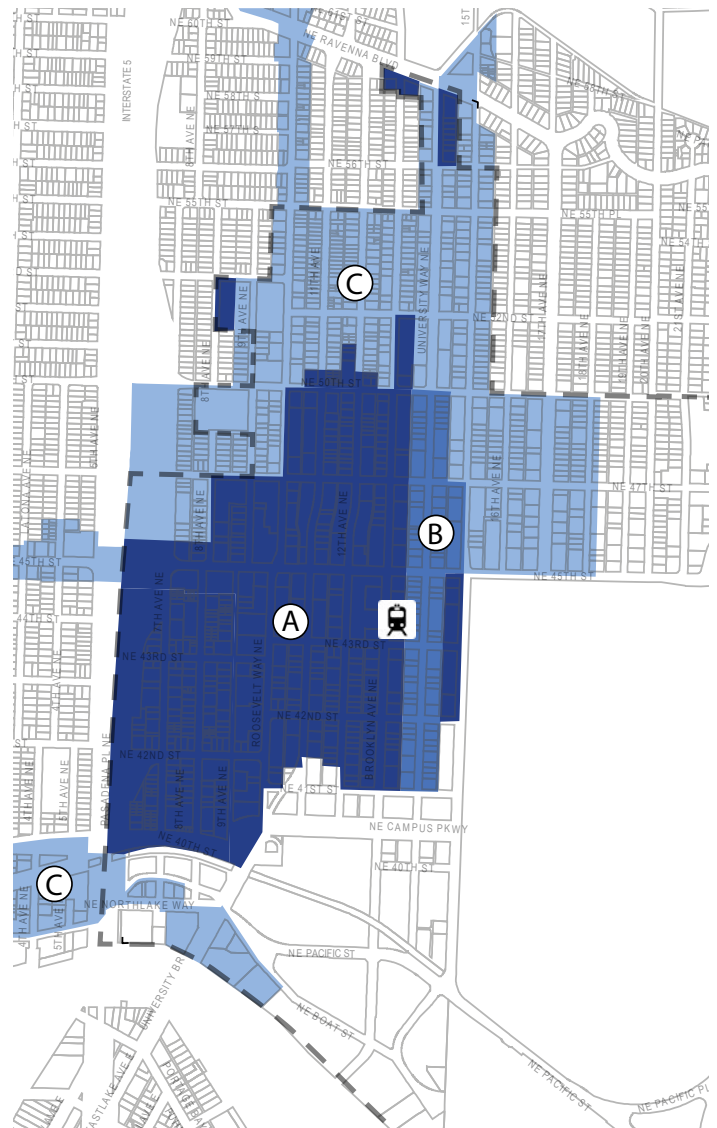
After the U District, Downtown and South Lake Union are likely to be the next areas where the City will implement MHA. The City is also undertaking a community engagement process that will continue into 2017 to identify specific zoning changes to implement MHA citywide. It is likely that when those changes are adopted, they will modify some of the commercial and multifamily residential properties in the U District that are not included in this current proposed action (see map).

Other housing affordability actions

The following are additional HALA-recommended actions that the City is advancing or has advanced to support the creation and preservation of affordable housing (separate from zoning changes):

- New tenant protection laws to prevent “economic eviction” and ensure due process for tenants facing eviction.
- Renew and expand the Seattle Housing Levy - Seattleites approved a new expanded levy in August 2016.
- Renew the Multifamily Tax Exemption (MFTE) Program – The MFTE program was renewed by the City Council in November 2015. The program was expanded to all multifamily-zoned areas and also provides increased incentives for providing affordable units with 2 or more bedrooms.
- Create a Preservation Property Tax Exemption Program – The City and other affordable housing advocates support the passage state legislation that would create a local option for a 15-year tax exemption for property owners who agree to set aside 25 percent of their units for low-income tenants. This legislation did not pass in 2016, but advocates may try again next year.
- Create a Voluntary Employers Fund - The City is leading an effort to establish a program where the City will partner with local employers and major institutions to contribute to a City fund that builds and preserves affordable housing.

MHA in the U District



- A) U District rezones with highrise or other substantial increases (2016).** MHA-R amounts are 9% of units or \$20 per square foot.
- B) Ave rezones.** MHA-R amounts are 6% of units or \$13.25 per square foot.
- C) All other existing commercial and multifamily residential properties (2017).** Rezoning will be addressed, and MHA applied, as part of zone-wide changes anticipated in 2017.

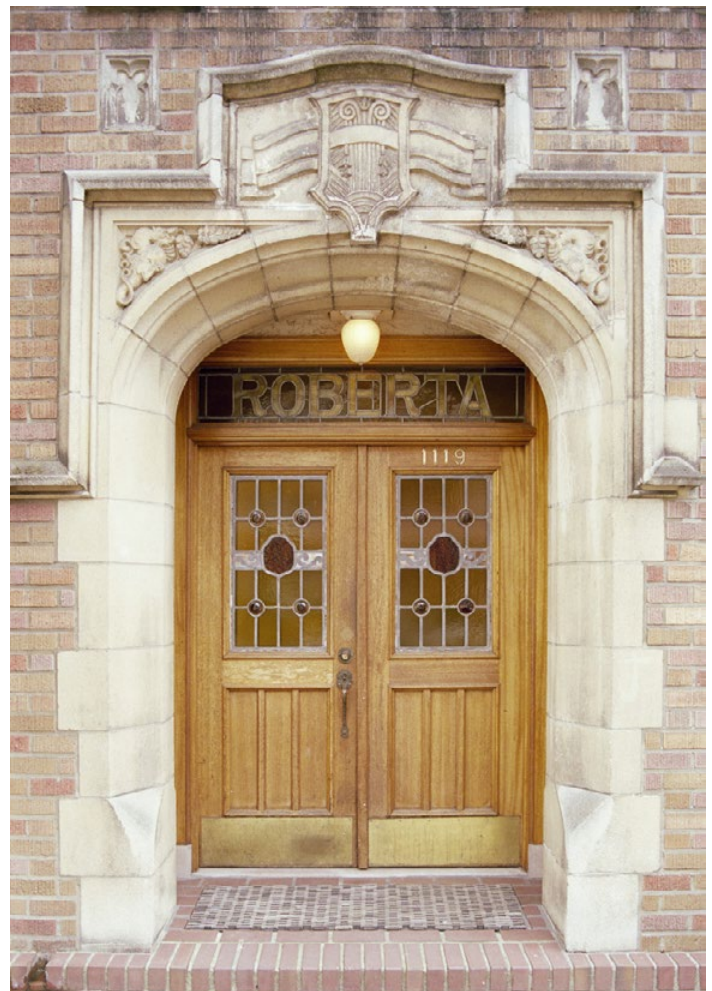
Housing variety

In addition to affordability, OPCD recognizes the desire in the U District for housing that serves a broad demographic spectrum. While young people age 18-29 make up 75% of the U District's residents, the community also includes young families, recent graduates, senior citizens, and middle-aged people. Within each age category, there is a wide range of ethnic and economic diversity.

Because recent development has focused heavily on student housing, some people are interested in increasing the breadth of housing choices going forward. Zoning can't and shouldn't dictate which groups of people live where, but it can help achieve a mix of housing types to serve different needs.

The current zoning proposal strives to do this in several ways:

- Exemption for larger "family-friendly" residential units. The proposed SM zoning includes a provision where larger units conducive to family housing do not count against the total square footage allowed for the building. Specific criteria include 2 or more bedrooms, a minimum area of 900 square feet per unit, and direct access to outdoor amenity space (e.g., stoops connecting to a courtyard).
 - Incentives for providing school facilities. Allow a floor area exemption for schools within a development.
 - Allow some highrise residential in the core. The tower portions of these buildings will tend to serve seniors and professionals - the construction type is too expensive to pencil out for most student housing developers.
 - Maintain single-family and lowrise residential in the north. The proposal focuses rezones south of NE 50th St., leaving much of the lower-density zoning intact to the north. This preserves another housing type that works for families and can also be subdivided to provide relatively low-cost housing for students.
 - Rezone the area west of Roosevelt to midrise residential (MR). MR zoning allows spacious, high-quality apartment construction (often with larger unit sizes) suitable for professionals and families. It also allows congregate housing, with shared living space.
- Requiring childcare in certain developments (see p. 31). Under incentive zoning, large nonresidential developments must provide or contribute to childcare – this would help make the neighborhood more attractive to families.



Roberta Apartments, University District



The Core

Extending from NE 50th St. down to the edge of UW's West Campus at NE 41st St., the Core is the focus area with the biggest proposed changes. It is the location of the new light rail station (NE Brooklyn Ave and NE 43rd St), and it is adjacent to the activity centers of the Ave and the UW campus.

Further, several analyses identify the Core as appropriate for highrise development¹. Due to the existing highrise buildings (UW Tower, Hotel Deca, and University Plaza Condos), new towers would not be out of place. Several large, consolidated properties, used mostly as surface parking, represent the major redevelopment sites in the neighborhood. The focus area is separated from lower density residential uses by a freeway, major arterials, and medium-density uses.

Demand for housing in the core will be even higher in the future than it is today. Close to UW's central campus, the core will soon be an 8-minute train ride from downtown. Already a major employment center due to UW jobs, the neighborhood may become more attractive to other employers.

¹ Heartland, Residential Market Analysis, 2013. DPD, Urban Design Framework, 2013. GGLO, Urban Design & Market Feasibility Analysis, 2016.



Looking south from on Brooklyn, into the core of the U District.

The proposal would change zoning in much of the Core to "Seattle Mixed" (SM) zoning. SM zoning encourages a mix of residential and non-residential uses with some highrise development, and it allows the City to customize development standards for a specific neighborhood. A core set of standards apply to all Seattle Mixed zones, but the Land Use Code has separate subchapters for each neighborhood to address local conditions. In this case the new zones would be called "Seattle Mixed – U District" or "SM-U."

To see the specific zoning boundaries, see the proposed rezone map on p. 17.

Which uses are allowed?

Seattle Mixed zoning allows flexibility for residential, retail, services, office, biomedical research, schools, research and development, parking structures meeting specific requirements, and light

Table 5. Use standards for Seattle Mixed-U District (23.48.005, 23.48.605)

Allowed uses include:	Prohibited uses include:	Conditional uses:
<ul style="list-style-type: none"> • Multifamily residential • Retail and services • General office • Schools • Biomedical research • Arts and culture facilities • Parking structures 	<ul style="list-style-type: none"> • All high impact uses • Park-and-ride lots • Drive-in businesses • Solid waste management • Heliports • Animal shelters • Jails 	<ul style="list-style-type: none"> • Mini-warehouses

manufacturing. It prohibits high impact uses and various other incompatible uses, including solid waste management, heliports, jails, park-and-ride lots, drive-in businesses (other than gas stations), and heavy manufacturing (23.48.005). Some uses, such as mini-warehouses, are allowed on a conditional basis, limiting their size and operations.

The Seattle Mixed Residential (SM/R) zone south of NE 43rd St. is primarily a higher-density residential zone. It allows limited non-residential uses, but only in a small fraction of each development - like a small street-level retail space or café.

Floor area ratio: How big can buildings be? (23.48.620)

While discussion about zoning tends to focus on the maximum allowed height, "Floor Area Ratio" is a development regulation that is equally important to the bulk and scale of future buildings.

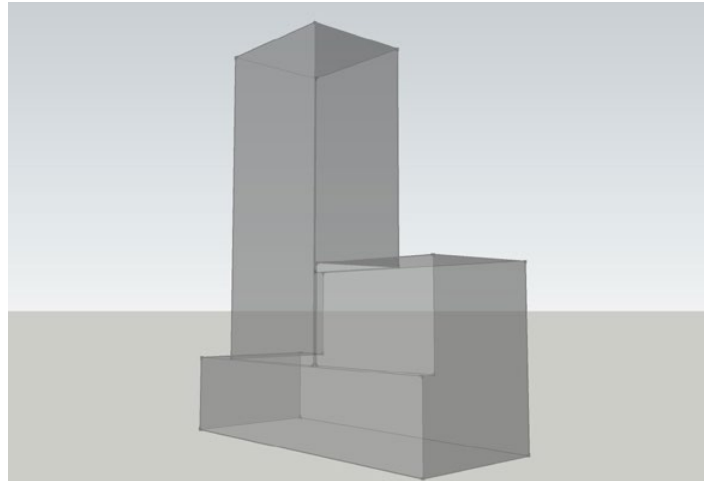
Floor Area Ratio, or FAR, establishes how much development is allowed on a given lot, in relation to lot area – with an FAR limit of 4 on a 10,000 square foot lot, a project could have up to 40,000 square feet of floor area. Those 40,000 square feet could be arranged in different ways – for example, a taller, slimmer building on part of the lot, or a 4-story box that covers the entire lot.

Under existing zoning in the U District, maximum FAR in the core ranges from FAR 4.25 to 6. Allowed heights range from 65-85', so in most cases, using the full allotment of FAR fills most of a property up to the maximum allowed height.

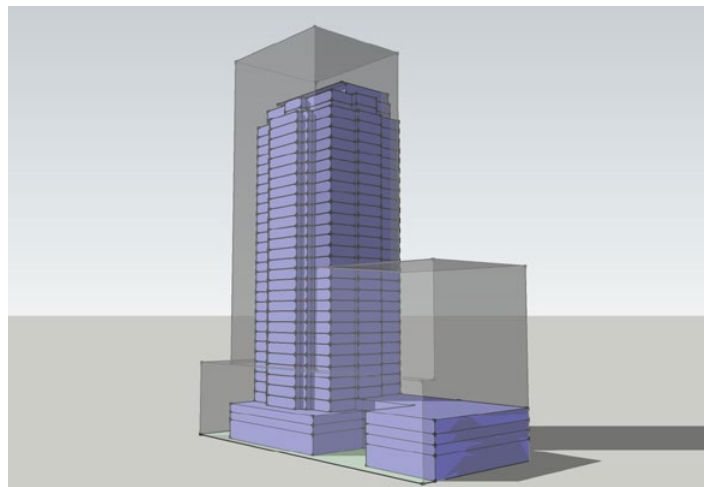
The proposed FAR limits for SM-U, in combination with height limits, encourage a greater variety of building types. There are many ways to achieve the allowed FAR.

A "base" FAR is allowed outright for development projects in these zones. To exceed the base, an applicant must participate in incentive zoning, which allows additional floor area (up to the maximum FAR) only if the project provides non-housing amenities, in addition to MHA requirements. See details below.

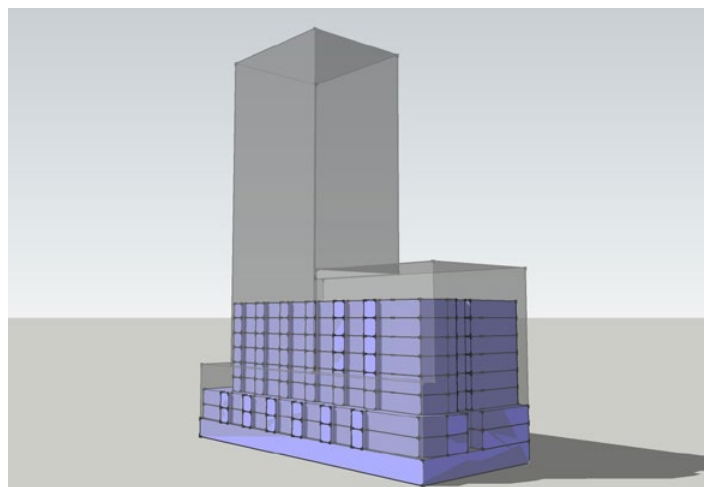
In SM-U, a project's FAR limit is determined by the building's uses and height (Table 7). The standards are designed to accommodate two basic highrise types. Larger footprint office buildings are allowed up to a maximum height of 160', while more slender residential buildings are allowed up to 240' or 320'



A "zoning envelope" shows the theoretical space that a building could occupy. It is defined by setbacks, width limits, maximum height, and other bulk control standards.



FAR determines how much of the zoning envelope a project can fill. This example shows a residential development with an FAR of 11.



Within the same zoning envelope, this example shows a commercial development with an FAR of 7.

(depending on the zone). Many combinations of uses and forms are possible.

FAR exemptions (23.48.620). To encourage certain uses, SM-U standards exempt them from floor area calculations. These are uses that would support the continued liveliness and character of the U District, but which a developer may be less inclined to provide, since doing so would reduce the amount of floor area that could be used for more profitable uses. These include:

- Space dedicated to social services
- Arts and culture facilities
- Ground level retail and services
- Designated landmark structures
- Preschool, elementary school, or secondary school
- 2+ bedroom units with specific features amenable to family housing

Transfers of development rights and combined lot development (23.48.626) In SM-U zones, transfers of development rights (TDR) and combined lot standards are both mechanisms that allow projects to move floor area from one parcel to another. These provisions help protect historic buildings, provide open space, and support a mix of building types.

Developers may move development capacity from a “sending site” to a “receiving site,” building a

Table 7. Floor Area Ratio			
Developments 85' or less in height Seattle Mixed – U District (SM-U)			
Zone	Base FAR	Maximum FAR	
All SM-U & SM/R-U zones	4.75	6	
Developments greater than 85' in height Seattle Mixed – U District (SM-U)			
Zone	Base FAR	Max FAR commercial	Max FAR residential & mixed use
SM-U 240	4.75	7	10
SM/R-U 240	4.75*	0.5*	10*
SM-U 320	4.75	7	12

* In SM/R-U, FAR for all non-residential uses is limited to 0.5, and floor plate above 45' is limited to 10,500 sq ft. Table simplified from 23.48.620

bigger project in the receiving site in order to protect existing uses and/or structures at the sending site.

There is no gain in permitted floor area under these provisions; the floor area is only allowed to be moved between lots, and development on all lots would still be subject to applicable height limits and other development standards. This can help achieve better massing of buildings and open spaces.

Table 6. Transfers of development right and combined lot standards		
Seattle Mixed – U District (SM-U)		
	TDR	Combined lot
What can be moved?	Unused base FAR	Base and extra FAR (extra must be earned through incentive zoning)
Eligible sending sites	Sites within the U District Urban Center containing public open space, landmarks, historic masonry buildings with structural upgrades	Any property within the same block as the receiving site.
Eligible receiving sites	Any property within the SM-U zones that is using incentive zoning to exceed the base FAR allowance	Any property zoned SM-U within the same block as the sending site.
How does the standard affect the receiving site?	Helps earn the extra floor area through incentive zoning.	Increases the total amount of development that could happen on a given site, but does not earn extra floor area.

An important difference between combined lot standards and transfer of development rights (TDR) is that a combined lot allows property owners to move both the base and bonus floor area between properties. TDR only allows moving the base floor area. However, TDR allows flexibility to move development potential between blocks while combined lot standards only allow moving potential within a block.

For a preliminary inventory of buildings eligible for preservation through TDR, see Appendix B.

How tall can buildings be?

Maximum heights are as shown on the zoning recommendations map on page 17. In the core, they range from 240' to 320', with the highest heights flanking NE 45th St., stepping down to the north and south.

Most SM-U zones list two heights. The maximum height applies to developments that include a residential highrise. In SM-U 75-240 and SM-U 95-320, highrise office buildings are also allowed, but the larger floor plates for office are only allowed up to 160'.

The lower height (75' or 95', depending on zone) applies to developments that do not include highrise. See the following sections for further discussion about the standards that would determine whether or not a site can build highrise.

Standards for highrise² buildings (23.48.625-645)

While the height limit is increased throughout the core, it does not mean that every property can develop as a highrise. Standards limit how many highrises are allowed and how close together they can be. Of these, the most important limits are:

- No highrises on lots smaller than 12,000 square feet in the SM-U 320' and SM-U 240' zones.
- Minimum separation of 75' between highrise structures.
- "Podium" or base standards – lower portions of a building can cover most of the lot area, but only up to 45' in height.

² In this proposal, "highrise" is considered as any building that goes higher than 85' in height.

Highrise office and residential examples:

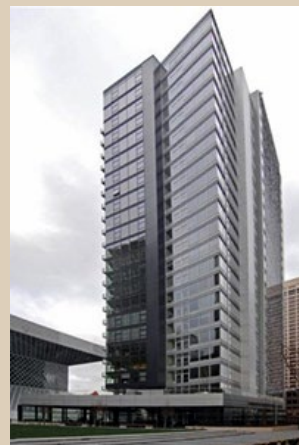
*Similar to what would be allowed for highrise in SM-U zones.
FARs estimated by building envelope for most examples.*



2720 3rd Avenue
148 residential units over retail
Height: 125'
Lot Area: 19,432 sq ft
Building area: 174,982 SF
Floorplate: ~14,000 SF
FAR: 9 FAR
This has a larger floor plate than allowed in SM-U for residential at this height (12K SF), but smaller than would be allowed for office (20K SF)



234 9th Ave N
12-story building with office, retail, and 1 residential unit.
Height: 160'
Lot Area: 21,582 sq ft
Building area: 165,297 SF
FAR: 7 FAR
Floorplate: 14,500 SF
This has a larger floor plate than allowed in SM-U for residential at this height (12,000 SF), but smaller than would be allowed for office (20K SF).



909 5th Ave
23-story condo tower over a drugstore, office, and parking structure
Height: 240'
Lot area: ~24,000 sq ft
Building area: ~225,000 sq ft
FAR: 9.5

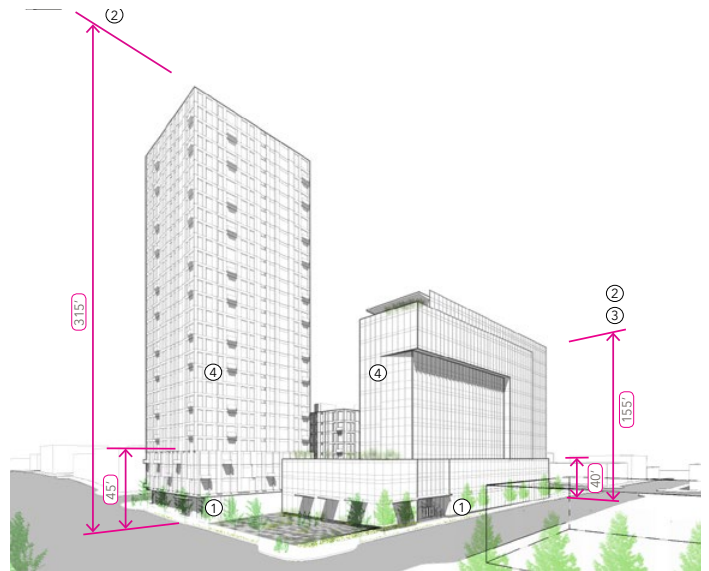
- Limits on floor size: in the residential SM/R-U zone, the average floor size above the podium may not exceed 10,500 square feet. In the other SM-U zones, the maximum floor size above the podium is linked to building height and use (Table 8).

Further, the interaction between height limits and FAR will constrain the size and location of highrise buildings. Buildings designed with a larger floor size (18-20K sq ft) will typically hit the FAR limit before they get to 160' in height. To reach the maximum tower heights allowed (240' or 320'), a typical development would need to use a much smaller floor plate, around 9,000 square feet – this floor size building works in a residential tower, but is too small for most offices.

Table 8. Highrise floor size limits	
Limits apply to buildings taller than 85'	
Building characteristics	Max floor size
Zero to 45' in height	No limit
Floors between 45'-160' (non-residential)	20,000 sq ft (24,000 sq ft for R&D)
Floors between 45'-160' (residential)	12,000 sq ft
Buildings that exceed 160', up to 240'	10,500 sq ft all floors above 45'
Buildings that exceed 240'	9,500 sq ft all floors above 45'



Potential locations for highrise. This figure highlights properties that are both likely to redevelop and large enough to allow highrise under the proposed zoning. Note that in several economic and development analyses, the anticipated highrise development is lower than the eligible sites shown here (2-14 highrise buildings, depending on aggressiveness of assumptions).



Two SM-U prototype buildings:

Residential tower (left)
 Height: 315'
 Site size: 28,840 sq ft
 Building area: 191,000 sq ft
 FAR: 10.6

Office tower (right)
 Height: 155'
 Site size: 38,000 sq ft
 Building area: 130,000 sq ft
 FAR: 6.2

Incentive zoning (23.58A)

Along with housing, amenities to support growth are a key priority. In particular, people want childcare to make the neighborhood more family-friendly, open space to provide more places for interaction and community events, and historic preservation to maintain neighborhood character.

Incentive zoning is a tool used to achieve development-related public benefits in higher density parts of Seattle. Through this program (SMC 23.58A), a developer is allowed to exceed the base floor area limit for the zone, up to a defined maximum, when they provide public amenities selected from a menu of mitigation options.

In the past, incentive zoning has included both affordable housing and non-housing amenities. Going forward, the City intends for affordable housing obligations to be met through compliance with MHA (see previous discussion), but non-housing incentive zoning requirements (e.g., childcare, open space, green streets, landmark preservation) will continue to be the mechanism for achieving additional floor area.

The U District has incentive zoning in only two small areas currently - this proposal would expand it to all the new SM-U zones. The following prerequisites would apply for any project seeking extra floor area:

- LEED Gold certification
- Transportation demand management plan

After these standards are met, a project must either provide on-site amenities or a payment-in-lieu to earn the extra floor area. Options to earn extra floor area in SM-U zones are as follows in Tables 9 & 10.

Nonresidential development must earn 65% of its extra floor area through contributions to child care. Providing childcare helps make living and working in the U District possible for more families. The facilities must meet specific requirements to comply with state child care standards, and provide slots at a variety of income levels including households with incomes at or below 80% of area median income.

Other features that earn extra floor area are:

- Neighborhood open space. Typically provided as a plaza as part of a development, open to the public. A developer can earn this extra floor



U District highrises at night. RNAPhotos via Flickr.

Table 9. OPTIONS FOR GAINING FLOOR AREA ABOVE BASE FAR - Residential development

Amenity feature	Bonus square footage earned
Neighborhood open space	21:1
Green street setbacks	15:1
Green street right-of-way improvements	15:1
Mid-block corridor	15:1
Historic building transfer of development rights (TDR)	3:1

Table 10. OPTIONS FOR GAINING FLOOR AREA ABOVE BASE FAR - Non-residential development

%	Amenity feature	Bonus square footage earned
65%	Child care facilities (in addition to fulfilling MHA)	~8,000 sq ft per slot
35%	Neighborhood open space	7:1
	Green street setbacks	5:1
	Green street right-of-way improvements	5:1
	Mid-block corridor	7:1
	Historic building transfer of development rights (TDR)	1:1



Figure 8. Affordable housing requirements and non-housing amenities. All buildings must meet MHA requirements from the ground up. Projects choosing to take advantage of bonus floor must also meet incentive zoning requirements, providing open space, child care, landmark preservation, and/or other features.

area through fee-in-lieu if contributions are used toward a public park or privately developed open space.

- Green street setbacks. Open space or landscaping abutting a designated green street: Brooklyn Ave NE, NE 43rd St., NE 42nd St.
- Green street right-of-way improvements. New sidewalks, landscaping, bike facilities, or other features identified in a streetscape concept plan. These improvements can be abutting the development site, or on a designated green street within a quarter mile.
- Mid-block corridor. Path allowing public passage from one side of a block to the other side, meeting minimum standards.
- Transfer of development rights for landmark buildings and vulnerable masonry buildings. Eligible sending sites include designated

landmarks and historic brick buildings that will be retrofitted with seismic improvements.

Both residential and non-residential development can also gain up to 0.5 extra FAR by incorporating the following features, provided that they meet specific code requirements:

- Landmark buildings or vulnerable masonry buildings.
- Space dedicated to human services.
- Preschool, elementary school, or high school.
- “Family-friendly” housing with 2+ bedrooms.



Figure 9. Building width. U District buildings have historically been relatively narrow, typically ranging from 50'-200'. The long north-south blocks allow much wider buildings though, and recent developments are often larger than 300' wide. Very wide development, applied broadly across the neighborhood, would reduce architectural variety and visual interest. The proposed zoning would limit building width to a maximum of 250'.

Building form: detailed development standards

Maximum width and depth (23.48.635). Blocks in the U District are very long in the north/south direction. This affects walkability and architectural character.

In Seattle's downtown, blocks are typically 240' x 240'. In Portland's Pearl District, the street grid divides blocks into 200' x 200' squares. These smaller blocks lend themselves to flexible, varied route options for pedestrians and also to a good variety of buildings.

To compare, U District blocks are 400'-600' in length and about 220' in width. Historically, retail buildings were built 40-50' wide, and apartment buildings ranged from 50'-120'. In recent years however, new buildings have become much wider – many recent developments range from 300' – 450'. Even with well-articulated massing, where good materials and details are used, these very wide buildings have a monotonous effect on the streetscape.

This proposal recommends a maximum building width and depth of 250' feet. This limit encourages greater architectural variety, preventing a long half block from being dominated by a single building. It still allows larger, efficient floor configurations for a variety of housing and employment uses.

Churches, schools, community centers, and buildings over the light rail station would be exempt from the width limit. Other projects could get a departure through a Design Review process, but

the applicant would have to demonstrate a design approach that solves the bulk/scale challenge of larger buildings.

Midblock pedestrian corridor (23.48.640). Midblock corridors can play two important roles in U District development. First, they would allow more paths for east/west pedestrian movement – allowing more flexible routes and opportunities for ground-level businesses. Second, if applied to large lot developments, they would serve to break up development into a more appropriate scale for the neighborhood.

This proposal would require mid-block corridors for development on lots that exceed 30,000 square feet and about two north/south avenues. The ends of the corridor would need to be at least 150 feet from the block corners. The corridor needs to be at least 25' wide on average, with some larger portions. These pathways would count toward open space requirements (explained below). Also, if the corridor is open to the public, it would be eligible to earn extra floor area allowed through incentive zoning.

Modulation (23.48.646). Modulation means variation in a facade surface – some portions extend forward and others are set back. Modulation breaks up long facades for variety facing the street, and reduce the overall appearance of bulk.

Unlike modulation requirements in many parts of Seattle, the proposed standards would apply to all



Building modulation breaks up the mass of a building's frontage. When done well, it creates visual interest and can reflect the program inside the building to passersby. (GGLO)

portions of buildings, not just the upper levels. These requirements would apply to any development on a lot greater than 15,000 square feet, pushing portions of the facade back 10' from street lot lines, at widths and intervals that vary depending on the height of the building.

Setbacks (23.48.640; 23.48.645). Setback requirements are used in zoning to achieve several different outcomes. In some cases, setbacks relieve pressure on crowded walkways. In other cases they provide some separation and privacy for

residents and adjacent properties. Certain setbacks, especially at upper levels, help integrate new buildings into a historic context, and to provide light and a feeling of openness at the street level.

In an urban, mixed use neighborhood, setbacks should be applied with care. For pedestrian-oriented commercial areas, the traditional urban form has storefronts meeting the sidewalk. This creates an active street edge: passersby are drawn into businesses, and ground-level businesses create a sense of security by providing "eyes on the street." Also, overly strict setbacks could make development challenging on the U District's narrow half-blocks.

Based on these considerations, OPCD recommends the setbacks listed in Table 11.

Street level requirements (23.48.040). Design quality and the mix of uses at the street level play a critical role in defining neighborhood character. They determine how hospitable sidewalks are for people on foot; a generous sidewalk with good landscaping doesn't feel safe or pleasant if it runs along a blank wall or a long swath of parking.

For any lot abutting a street within an SM-U zone, ground-level commercial space should engage pedestrians and allow flexibility to accommodate a variety of uses over time. The following standards would help achieve this:

Table 11. NEIGHBORHOOD SETBACKS IN SM-U ZONES

Location	Distance	Purpose
Street level setbacks		
NE 45th St (from the freeway to 15th Ave NE)	8'	Wider pedestrian area
NE 50th St (from the freeway to 15th Ave NE)	5'	Wider pedestrian area
NE 43rd St and NE 42nd St	3' average	Green street landscaping
Any ground-level residential or live/work units	7' average	Privacy for residents, allow stoop/entry landing
Upper-level setbacks		
All projects that do not exceed 85' in height	10' for all portions above 65' in height (average)	Control bulk & street wall of all non-highrise buildings
Abutting University Way (The Ave)	15' for all portions above 45', above 80% of street frontage (average)	Maintain a street wall consistent with the historic scale of the Ave
SM-U 240 or SM-U 320 lots abutting or across the street from multifamily residential zones	15' for all portions above 65'	Provide appropriate transitions to lower density zones

- Transparency: business frontage must be at least 60% transparent (windows and doors).
- Blank facades are limited to a maximum of 15' wide. This may be increased where artwork or special architectural features are used to provide visual interest.
- Ground-level businesses must have a minimum floor to floor height of 13'. Higher ceilings create spaces that work for different uses over time. Spaces with lower ceilings are hard to retrofit for restaurants or other uses that require specific mechanical equipment. A spacious ground level also creates more attractive frontage, and is often more consistent with historic storefronts.
- Commercial space at the ground level that is required or exempt from FAR calculations must allow access from the sidewalk – it cannot be accessed through internal circulation only.

“Neighborhood character is established by the streetscapes and urban design that occur below 30 feet, regardless of the height of the buildings. The additional density provided by the greater upzone will create more social capital, transit ridership, economic growth, and simultaneously reduce car-dependency and GHG output. The Ave is in need of more residents and a greater variety of residents to provide 24-hour activation, eyes-on-the-street, and reduced crime.”
– *Public comment, 2014*

Beyond these standard requirements, additional requirements apply in some high volume streets connected to the Ave business district (see “Class 1 Pedestrian Streets” on Figure 10).

- A minimum of 75% of frontage must be occupied by active uses including general sales and service, eating and drinking establishments, entertainment uses, public libraries, public parks, and arts facilities.
- The required street level uses must be within 10' of lot line.
- All other uses including residential and live/work units are limited to no more than 25% of the frontage in this area.

Successful residential units at the ground level require a careful balance between engaging passersby on the sidewalk and providing privacy for residents. These seemingly conflicting goals can actually support each other: if a ground-level unit is adequately separated, residents are more likely to open blinds and windows, and/or use open spaces adjacent to the sidewalk. Code requirements include the following:

- Set ground-level units back an average of 7', and no less than 5'.
- Private amenity areas, stoops, steps, porches, and/or landscaping within that setback.
- Bay windows, canopies, and other architectural features may extend up to 4' into the setbacks.



Figure 10. Neighborhood green streets (Brooklyn, 43rd, and 42nd), Class 1 pedestrian streets, and locations of street level use requirements.



The U District also has three designated neighborhood green streets (Brooklyn Ave NE, NE 43rd St, and NE 42nd St). Street improvements as part of development along these streets must be designed in accordance with concept plans pre-approved by OPCD and SDOT. Also, improvements along the green streets may count toward incentive zoning requirements (see pp. 31-32).

Open space (23.48.650, 23.48.045). Usable open space is an important priority for the U District community. Many who support increased height and density do so because they see it as a means to accommodate growth while increasing open space amenities for the neighborhood.

“...a unique network of open spaces must be created that successfully balances the needs of its growing population and refines the District’s unique identity. This will involve collaboration amongst the City departments, UW administrators and students, University District Partnership (UDP), business community, and residential neighbors.”

-U District Open Space Plan, 2015

The proposal includes both requirements and incentives for new open space. Open space requirements apply in the following circumstances:

- Residential amenity space is required for any project that includes more than 20 residential units. It must be equal to at least 5% of all residential floor area. It must be accessible to all residents, and it may or may not be accessible to the public. At least half must be unenclosed, and incentives encourage putting the open space at street level.
- Public open space is required for large lot developments. On any lot exceeding 30,000

square feet, development must provide open space equivalent to at least 15% of the lot area. The standards allow flexibility for a variety of accessible open spaces, including plazas or atriums.

Open space incentives include everything described previously in the discussion of incentive zoning (page 29). In order to access additional floor area and height, developers must provide or contribute to one or more types of amenities, including plazas, midblock crossings, off-site open space, or green street improvements.

For more information on partnerships to provide open space in the core of the neighborhood, see page 44.

Trees and landscaping (23.48.055). All rezoned areas in this proposal, including the SM designations at the core, would be required to comply with Green Factor landscaping standards. Green Factor uses a landscape scoring system and sets a minimum score that all new projects are required to meet. The scoring system is weighted to favor landscape features with high functional value, like large trees, rain gardens, and green roofs.

This is the same landscaping requirement that has applied to commercial zones in the U District since



A plaza designed to meet the large lot open space requirement in South Lake Union.

2007 and multifamily residential zones since 2011. It is the primary reason for the rooftop garden areas and more generous planting strips seen in recent developments, and will continue to increase tree canopy in the U District's core over time.

In the core of the U District, most of the large development sites have a tree canopy cover of less than 5% (in many cases, it is 0%, without even street trees). Under the proposed standards, canopy for redeveloped sites would increase to greater than 15%, the City's target for mixed use and commercial areas like the U District.

Parking location standards (23.48.685). The proposed SM zoning for the U District does not include parking minimums. This is consistent with citywide policies on parking in urban centers. It does include some specific limits and standards:

- Accessory parking for non-residential uses is limited to one space per every 1,000 square feet of gross floor area.
- One story of parking is allowed above grade for every two stories below grade.
- At the ground level, all parking must be separated from the street by intervening uses.
- Above the ground level, at least 30% of the length of any parking area must be separated from the street by an intervening use – the rest must be screened.

Seattle Mixed chapter outline:

Seattle Mixed (SM) general

23.48.002 Scope of provisions
23.48.005 Uses
23.48.010 Relocating landmark structures
23.48.020 Floor area ratio (FAR)
23.48.021 Extra floor area
23.48.025 Structure height
23.48.040 Street-level development standards
23.45.045 Amenity area for residential uses
23.48.055 Screening and landscaping standards
23.48.065 Noise and odor standards

23.48.075 Light and glare standards
23.48.080 Required parking and loading
23.48.085 Parking and loading location, access and curb cuts
23.48.090 Assisted living facilities
23.48.095 Pet daycare centers

Seattle Mixed U District (SM-U)

23.48.602 Scope of provisions for SM-U zones
23.48.605 Uses in SM-U zones
23.48.615 Structure height in SM-U zones
23.48.620 Floor area ratio in SM-U zones
23.48.621 Mandatory housing affordability (MHA) program in SM-U zones
23.48.622 Extra floor area in SM-U zones
23.48.623 Transferable of Development Rights (TDR) and Transferable of Development Potential (TDP)
23.48.624 Bonus floor area for open space amenities in SM-U zones
23.48.625 Structure height in SM-U zones
23.48.626 Combined lot development in SM-U zones
23.48.627 Adoption of rules to implement SM-U zone regulations
23.48.630 Adoption of vulnerable masonry structure rules
23.48.635 Maximum width and depth limits in SM-U zones
23.48.640 Street-level development standards in SM-U zones
23.48.645 Upper-level development standards in SM-U zones
23.48.646 Facade modulation in SM-U zones
23.48.650 Required open space for large lot developments in SM-U zones
23.48.680 Parking quantity in SM-U zones
23.48.685 Parking location in SM-U zones
23.48.690 Development agreements in SM-U zones



U District skyline at dusk. (Matt Hoehnen)



Burke-Gilman Trail



The Ave

The Ave (University Way NE) is the U District's defining corridor. It's an important center of student life, eating, shopping, and cultural activity. While opinions vary about how people want to see the Ave improve, people value the street's overall character and liveliness. In our public outreach, we've heard

strong support for preserving the Ave's scale and fine-grained commercial mix.

This proposal keeps heights on the Ave relatively low, going from 65' to 85' south of NE 50th St., and keeping the existing zoning to the north. Zoning would continue to allow a mix of commercial and residential uses. To see the specific zone boundaries, see the draft rezoning map on p. 17.

Along the portion of the Ave that will remain zoned NC, the existing "pedestrian designation" overlay will continue to encourage active frontage. This overlay requires 80% of street frontage to be occupied by the following non-residential uses:

- Arts facilities
- Community gardens
- Eating and drinking establishments
- Entertainment uses
- Food processing and craft work
- Institutions, except hospitals or major institutions
- Lodging uses
- Medical services
- Small offices
- Parks and open spaces

"While a neighborhood changes, the communal spaces, like main streets and parks, should be slow to change. The slow to change shared spaces would provide a constant in a neighborhood and help ensure that the identity of a neighborhood isn't uprooted."

-Public comment, 2015

- Rail transit facilities

South of NE 50th St., we recommend applying a new zone of Seattle Mixed - U District 85' (SM-U 85). This zoning would require ground-level uses similar to those required for NC pedestrian overlay areas. It would add 20 feet of allowed height, along with new development standards:

- **Upper level setback (23.48.645).** Above 45', portions of buildings must set back an average of 15' to maintain a lower facade along the street.
- **Maximum width.** Buildings can't exceed 250' in width (details in the "Core" section).

- **Modulation.** Large buildings must break up the facade for variety and an appropriate scale (details in the "Core" section).

- **Incentive zoning and MHA requirements.** (See the "Core" section)

- **Midblock pedestrian pathways and open space requirements.** (See the "Core" section)

Today's zoning allows development to achieve an FAR limit of 5.75. Under the proposed zoning the new maximum would

be an FAR of 6. While the additional height gives flexibility for the form of development, the actual bulk



Cowen Park Grocery, at the north end of Brooklyn. As requested by Roosevelt Neighbors Alliance members, this rezoning would allow 1-2 stories of development above the store/cafe.

would be similar to what is currently allowed.

East of the Ave, several half-blocks facing onto 15th Ave NE are appropriate for larger development. South of 45th, the proposed zoning is SM-U 240', described in the previous section. North of 45th, one half block would see a moderate increase from NC3-65 to SM-U 85.

Throughout this area, we recommend removing the existing "Station Area Overlay District." This overlay was established to provide additional capacity and flexibility under existing zoning, but the proposed rezone further increases the overall capacity in the area, making the overlay redundant and confusing (Figure 11).

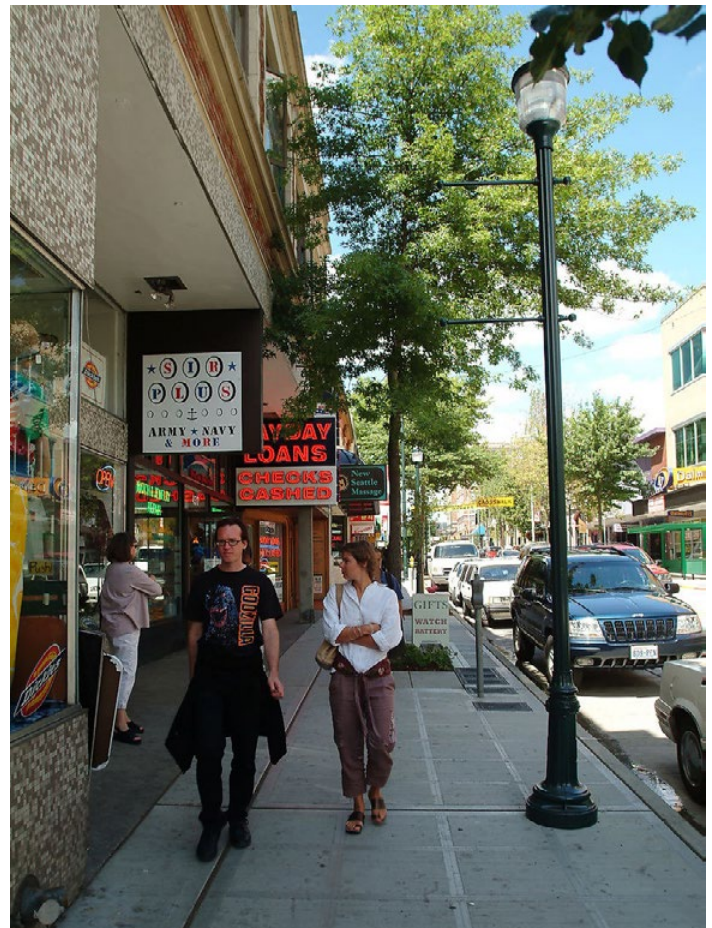
At the north end of the Ave, the proposal includes two minor zoning amendments. First, a strip of LR3 frontage on the east side of the northernmost block would change to Neighborhood Commercial (NC2P-55-MHA). This would be more consistent with the pedestrian commercial character of the Ave and with the adjacent uses. Also, there is at least one nonconforming business (a restaurant) and existing non-conforming apartment buildings structures (i.e., they do not meet standards of the current LR zone). Rezoning to NC would more closely match the existing buildings.

Second, the proposal would change two parcels fronting on NE Ravenna Blvd from Single-Family Residential to Neighborhood Commercial. These parcels also feature non-conforming uses - apartments, a neighborhood grocery store, and a café. Changing the zoning to NC2P-40-MHA would better reflect the fact that the Ave business district extends out to Ravenna. It would also allow those uses to redevelop or build an addition in the future. Neighbors have requested that the City grant this additional flexibility to the grocery store site to help that business grow in place.

NOTE: This proposal would apply Mandatory Housing Affordability requirements to all rezoned areas (see discussion on pages 20-25). Parcels that retain their current zoning for now will likely have MHA requirements added in 2017 when the City applies zone-wide changes.



Figure 11. The existing Station Area Overlay. This designation adds capacity under current zoning, but is made redundant by proposed zoning. OPCD recommends removing it as part of this rezone.



Pedestrians on the Ave, 2003.



The North Tier

This area, north of NE 50th St and west of the Ave, represents a physical and demographic transition from the dense, active core to the lower density residential areas to the north. Land uses are varied but tend toward residential. Buildings are smaller, and the mix of residents is different. More families, middle-

aged residents, and seniors live in this part of the neighborhood.

The proposal would change zoning along the north side of NE 50th St from Lowrise Multifamily Residential to Neighborhood Commercial (NC3-55-M1). NC3 is a better fit with the existing nonresidential uses along this corridor: the U Heights Community Center, YMCA, library, fire station, and small retail businesses. The rezone would better allow the Ave business district to grow onto 50th and would support the YMCA's planned expansion and redevelopment.

To the west of Roosevelt, the proposal would modify zoning on the west half of the Blessed Sacrament Church property. Blessed Sacrament and the Roosevelt Neighbors Alliance have requested a rezone to this area. Currently the historic landmark church has split zoning: the west half is single family and the east half is LR1. Changing the west half to LR1-M1 would make the whole property consistent, facilitating long-term improvements including a new level of underground parking and accessibility upgrades.

Other than Blessed Sacrament, single family and lowrise multifamily zoning would remain in place in this area. It is outside the immediate walkshed of the light rail station, and this area has a high concentration of relatively affordable rental housing and owner-occupied homes.

To see the specific zone boundaries, see the draft rezone map on p. 17.

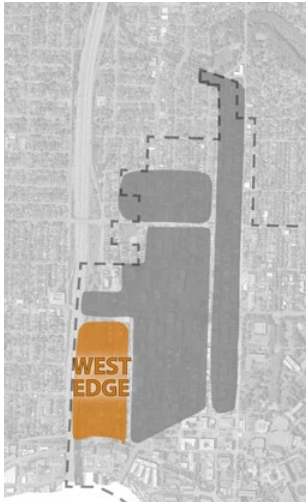
"It has been our longtime goal to preserve our neighborhood's historic character by preserving the old housing stock... Existing housing is sought after for a life style preferred by many people, including families, drawn here by close proximity to work and school... They have renovated their old homes and are an integral part of the community. Many old houses in our neighborhood are divided into duplexes or triplexes with rents that are considerably more affordable than smaller units of new construction."

-Roosevelt Neighbors Alliance
public comment, 2014

As discussed in previous sections, Mandatory Housing Affordability requirements would apply to the rezones proposed as part of this action. Multifamily zones that remain "as is" for now will likely be modified in 2017.



Zoning changes along NE 50th St would make it possible for the YMCA to redevelop at their current location. The new facility is planned to include housing for recently homeless young adults.



The West Edge

Between the U District's core and the freeway, a collection of new and old apartment buildings provides housing primarily for UW students. This area is not appropriate for intensive mixed use, due both to the existing concentration of residential uses and also to the narrow streets and awkward dead ends. The redevelopment

sites in this area tend to be relatively small and spread out.

The proposed zoning would change this area from Lowrise Multifamily Residential to Midrise Multifamily Residential. In addition to allowing more overall housing in this close-in focus area, MR zoning would allow the development of congregate housing, i.e., private units that share kitchens and living spaces. This type of development helps provide affordable housing options for students and others.

To see the specific zone boundaries, see the draft rezone map on p. 17.

See below for a more detailed comparison of LR3 and MR zoning.

Building examples in Multifamily Residential (MR) zones:



403 Belmont Ave E

7-story structure with 47 residential units. Parking for 16 vehicles below grade.

Height: 72'

Lot area: 7,207 sq ft

Building area: 32,260 sq ft

FAR: 4.25 FAR

Table 12. EXISTING AND PROPOSED ZONING

	Existing Zoning: LR3	Proposed Zoning: MR
Maximum allowed height	40'	85'
Floor Area Ratio (FAR)	1.1 to 2, depending on housing type	4.5
Landscaping	Seattle Green Factor	Seattle Green Factor
Setbacks	7-15 feet, depending on lot line	7-15 feet, depending on lot line
Residential amenity area	25% of lot area	5% gross area of development

5. Implementation Partnerships

The legislative proposal described in this report is one piece of a larger effort. Since the beginning of the planning process in 2011, discussions about land use and urban design have been linked to other important work in the neighborhood, including community-driven initiatives, new public investments, and private development. We've worked with neighborhood groups, businesses, social service providers, many City departments, and the University of Washington.

People in the U District care about building form, density, housing affordability, and the other issues that are directly affected by zoning. But they also care about a broader set of issues, including coordinated transportation planning, a thoughtful open space strategy, social services, and amenities for all kinds of residents. The zoning recommendations in this report will help address these issues, but achieving the vision of comprehensive solutions will depend on a sustained, long-term commitment from many.

Coordinated City investments

In September, Mayor Ed Murray identified some key investments in the U District community, including City spending on infrastructure, social services, affordable housing, and cultural facilities.

Key examples include:

- New and expanded parks at U Heights Center, Christie Park, and Portage Bay waterfront.
- New affordable housing, including 181 units in new buildings opening in 2016 and 2017.
- A new partnership with the ROOTS Young Adult Shelter, U District Partnership, and UW to set up and fund a homeless youth employment program.
- A variety of investments in the neighborhood's "clean and safe" priority, including community police engagement and the "Find It, Fix It" program.
- New protected bike lanes on Roosevelt, NE Campus Parkway, and elsewhere.



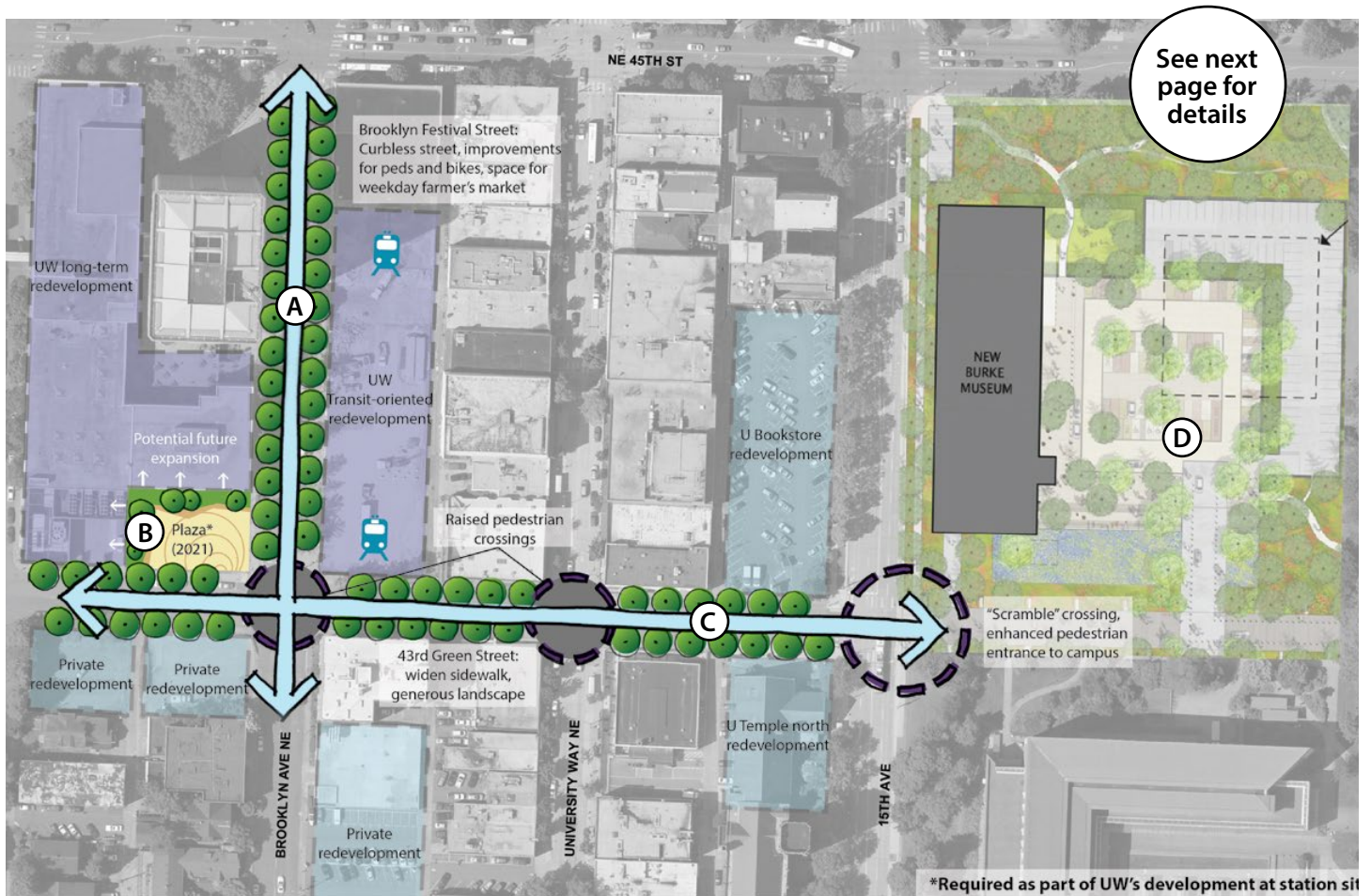
"Marion West" is one of two new affordable housing developments that the City is funding in the U District in 2016-17. Together, they will provide 181 new homes, including transitional housing for homeless families.



SDOT is investing in a new greenway, intersection safety, protected bike lanes, and a sidewalk expansion (Seattle Greenways).

- Improved bus service, and integration of surface transit with light rail.
- Pedestrian safety improvements, including an expansion of the NE 43rd St. sidewalk connecting light rail to the Ave and UW's Central Campus.

For a full summary of investments and partnerships, please see Appendix D.



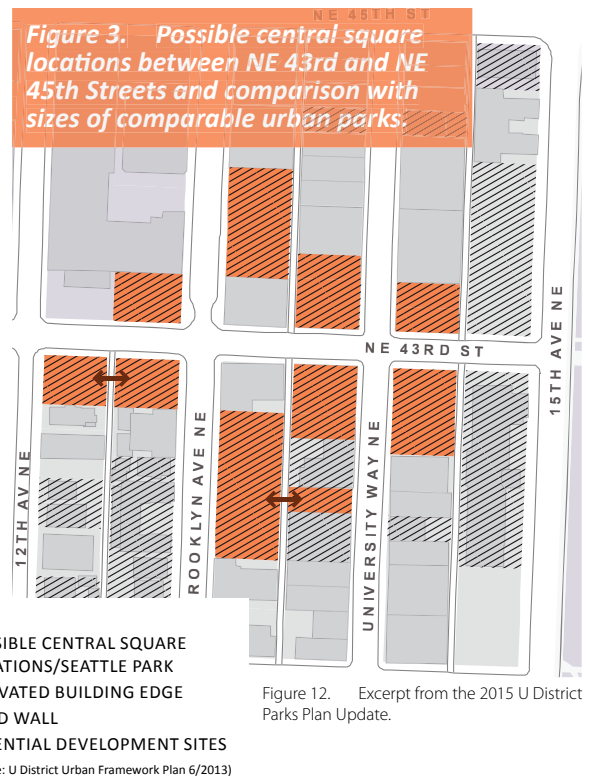
Central open space partnerships

In 2014 and 2015, the City and the U District Partnership hosted a series of public meetings to talk about open space priorities for the neighborhood. We finalized a [Parks Plan update](#) for the neighborhood later in 2015.

The highest priority coming out of this process was a centrally-located, publicly-owned plaza, as well as complementary open spaces.

Three public agencies, Sound Transit, University of Washington, and City of Seattle are working together to help address this community priority, with the investments summarized on this and the following pages.

As the new open spaces are completed, Seattle Parks is interested in partnering with community groups to program activities to encourage a lively, fully-used public realm in the neighborhood's core.

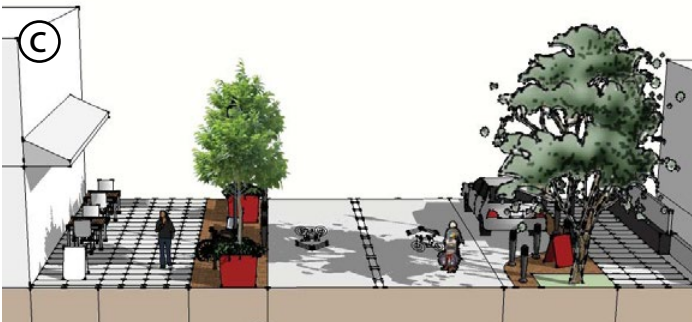




A) Brooklyn Festival Street. When Sound Transit rebuilds the street next to the U District light rail station, they will provide a curbsless festival street similar to Bell Street Park Boulevard (pictured). The concept design, which came out of a public process in 2014-2015, allows for regular closures to car traffic to host community events. The Neighborhood Farmer's Market Alliance plans a weekday market for this location, as a spinoff of the Saturday market on the Ave. (Photo: MIG|SvR)



B) Public open space. In the 2015, the community identified several suitable sites for a central plaza (see Figure 12). At one of these locations (NW corner of Brooklyn and NE 43rd St.), UW will develop a public open space to meet the requirements of their planned development on Brooklyn. Initially, the scale will be similar to this corner plaza in South Lake Union, but the site may grow in the future if UW redevelops buildings around UW Tower.



C) NE 43rd St pedestrian improvements. Prior to the station opening in 2021, the City will expand the sidewalks and provide new landscaping on the blocks connecting light rail to the Ave and campus. In some locations, the widened sidewalk will allow sidewalk cafes.



D) Burke Museum rebuild. UW is building a new Burke Museum facing into the neighborhood at 15th Ave NE. In addition to the new museum facility, the project will open the west edge of campus, provide a more welcoming pedestrian entrance, and provide new landscaping and public space. (Rendering: Olson Kundig|Stephanie Bower)

6. Departmental Recommendation

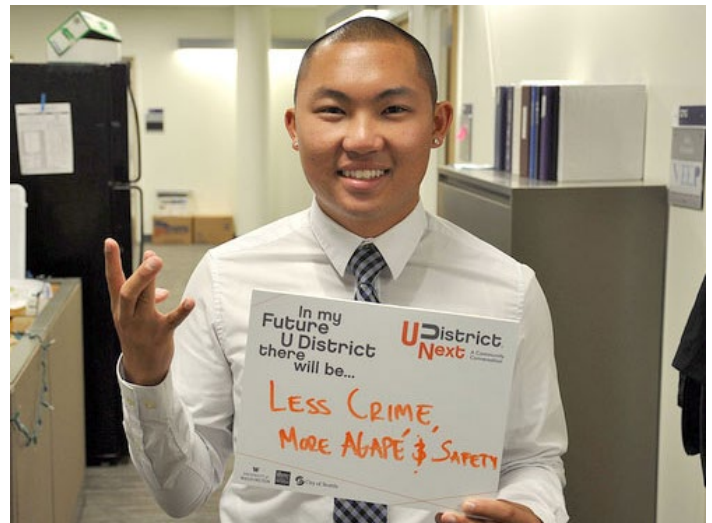
People in the U District view the arrival of light rail and growth with a mixture of excitement and concern. Many hope that the changes will reinvigorate the neighborhood, drawing residents, visitors and shoppers back to an area that has gradually lost businesses and investment. Many are concerned about a wave of growth displacing current residents and businesses, with out-of-scale buildings that detract from overall livability. Others envision a new U District: a thriving jobs center fueled by new biomedical research and tech jobs, but managing to retain its eclectic urban character and diverse cultural organizations.

This zoning proposal incorporates thinking from all of these groups, gathered over five years of community involvement. It combines neighbors' personal preferences with technical analysis about what can realistically happen at likely development sites.

The recommendations would allow substantially greater density in the neighborhood's core. To mitigate the impacts of this growth, the recommendations include:

- New affordable housing requirements
- New public space requirements
- Standards to control the bulk of new developments, including tower spacing and floor plate limits
- Provisions to maintain the general pedestrian retail scale of the Ave and preserve historic buildings.

In addition to the proposed zoning and development standards, the City is working with the public, the U District Partnership, and UW to bring about other positive changes in the neighborhood, including safer transportation, better open space, and improved housing and services. Together, the zoning and investments will help shape growth in a way that benefits this dynamic neighborhood and the people who live and work in it.



Appendix A Summary of Public Meetings

The following is a partial list of meetings between planners from OPCD (formerly DPD) and groups in the U District. It does not include hundreds of public meetings with the U District Partnership board and working groups, individual stakeholders, City staff, and UW.

10-Oct-11	UW undergraduate students
4-Nov-11	University stakeholders to discuss upcoming OED grant and opportunities for community planning
17-Jan-12	Youth Social Service Providers
27-Jan-12	UW Transportation
6-Feb-12	U District Town Hall/ Mayor's Forum
15-Feb-12	UW Book Store
16-Feb-12	University Park Community Club
28-Feb-12	"Only in Seattle" Press Event
28-Feb-12	Seattle Police Department North Precinct
13-Mar-12	Roosevelt Neighbor's Alliance
15-Mar-12	University Greenways
1-May-12	Sound Transit Open House
14-May-12	Conversation on Homelessness
15-May-12	Youth Social Services Providers
21-Jun-12	U District Farmer's Market
3-Jul-12	Ron Moe-Lobeda, University Lutheran
9-Jul-12	Seattle Police Department North Precinct
12-Jul-12	Northeast District Council
13-Jul-12	Public Safety working group, SPD, DON and community members
26-Jul-12	Historic Preservation advocates
8-Aug-12	University District Community Council
10-Aug-12	Public Safety working group meeting and walking tour
11-Sep-12	Chris Curtis, U District Farmers Market
24-Sep-12	UW Landscape Architecture studio
9-Oct-12	Community Conversation happy hour at Lucid Lounge
9-Oct-12	Meeting with service providers and student team in advance of outreach to homeless youth and young adults

11-Oct-12	Walk and Talk sponsored by Feet First
11-Oct-12	Roosevelt Neighborhood Association
23-Oct-12	University Park Community Club
25-Oct-12	Community Conversation, community-wide event
25-Oct-12	U District Square
30-Oct-12	Reception with UW President Young for community members active in planning
9-Nov-12	Meeting with residents from the northern planning area
13-Nov-12	Roosevelt Neighbors Alliance
14-Nov-12	University Greenways
6-Dec-12	Community Conversation, community-wide event
13-Dec-12	Meeting with Ave business owners
28-Feb-13	Seattle Planning Commission
12-Mar-13	Roosevelt Neighbor's Alliance
29-Mar-13	Urban Design Framework "Drop in office hours" at Café Allegro
2-Apr-13	UDF Open House, U Heights CC
4-Apr-13	Urban Design Framework "Drop in office hours" at Café Allegro
4-Apr-13	UDF presentation and discussion at Northeast District Council
5-Apr-13	Urban Design Framework "Drop in office hours" at Café Allegro
18-Apr-13	Presentation to University Plaza Condos
4-May-13	Mayor's Office walking tour and open house
14-May-13	CUCAC (City/University Citizens Advisory Committee), U District Square discussion of public space
16-May-13	U District Parking Associates
20-May-13	Concerned RNA neighbors (U Heights Community Center, evening meeting)
12-Aug-13	Phil Thiel & U District Square
21-Aug-13	Neighborhood Farmer's Market Alliance
24-Sep-13	U District EIS scoping meeting
25-Sep-13	U District Parking Associates
26-Sep-13	Planning Commission housing and neighborhoods committee
3-Oct-13	Open Space Planning Forum

31-Oct-13	Open Space Planning Forum (U District Partnership "spin-off")
12-Nov-13	Roosevelt Neighbors' Alliance
13-Nov-13	National League of Cities
15-Nov-13	Historic preservation advocates
20-Nov-13	Greenways neighborhood meeting (SDOT led, DPD supporting)
13-Jan-14	Open Space Planning Forum
31-Jan-14	Roosevelt Neighbors Alliance concerned members
11-Mar-14	RNA – update on EIS process
16-Apr-14	Green streets public open house (U Heights)
30-Apr-14	RNA and Blessed Sacrament – Urban Center boundary discussion
13-May-14	CUCAC re: DEIS
20-May-14	Draft EIS Public Hearing
24-Jul-14	Canterbury Court residents
16-Oct-14	ASUW – Student union reps, on housing and zoning issues
11-Nov-14	Roosevelt Neighbors Alliance – Comp Plan amendments, EIS
13-Jan-15	CUCAC re: Comp Plan amendments
29-Jan-15	Student American Planning Association – overview of City projects, discussion
8-Jun-15	YMCA representatives
19-Aug-15	YMCA, Low Income Housing Institute
25-Nov-15	ROOTS and UDP (Youth Employment)
25-Nov-15	U District Square
9-Dec-15	YMCA
7-Jan-16	Northeast District Council
22-Jan-16	University Temple Methodist
14-Mar-16	ROOTS, Human Services Department, U District Partnership, UW, re: homeless youth employment
11-May-16	U District Community Council
16-May-16	Seattle Displacement Coalition, Roosevelt Neighbors Alliance, others, for a housing and displacement forum
17-May-16	Ravenna Bryant Community Association
21-May-16	U District Street Fair
22-May-16	U District Street Fair
31-May-16	Draft zoning open house

2-Jun-16	"Office Hours" Suzzallo Library
8-Jun-16	"Office Hours" Cafe Allegro
14-Jun-16	"Office Hours" U Heights Center
14-Jun-16	Roosevelt Neighbors Alliance
16-Jun-16	"Office Hours" Cafe Allegro
16-Jun-16	UDP Urban Design Committee
20-Jun-16	Ravenna neighbors informal mtg
12-Jul-16	City/University Citizens Advisory Committee (CUCAC)
9-Sep-16	Council briefing
20-Sep-16	Council briefing
20-Sep-16	Eastlake Community Council



Drumheller Fountain and Mount Rainier Vista, University of Washington campus. Photo credit: *The Seattle Times*.

Appendix B Buildings Eligible for TDR

Under the rezone proposal, developers that want to build above the base floor area must participate in the “incentive zoning” program. These requirements allow various options for a project to gain additional floor area; one option is to gain floor area by buying unused development potential from historic buildings.

This appendix lists the buildings that would be eligible for “transfer of development rights” (TDR) under this proposal. Owners of these buildings could sell development rights from their property to another property that wants to build bigger. This mechanism helps raise money for rehabilitating older structures, which have historic character and are often relatively affordable.

Two categories of buildings are eligible:

- **Designated historic landmarks.** These are buildings that meet a high standard of historical significance and/or architectural character. They are designated by the Landmarks Preservation Board, and they have special restrictions that limit options for redeveloping or modifying them. In return, they receive special tax benefits. To be eligible for TDR, landmarks must be in the SM-U zones or in a Neighborhood Commercial zone with a height of 55' or greater.
- **Vulnerable masonry buildings.** These are buildings that have been identified as being higher risk for earthquake damage - they are in need of structural retrofits to meet current safety standards. To be eligible for TDR under this proposal, they must also be identified as “Inventory” or “Hold” in a historic resources survey - meaning they are potentially eligible to be designated as landmarks.

Note that there are currently only a handful of designated landmarks currently in the U District, but many potential landmarks. More property owners may be inclined to go through the process once TDR is available.

Eligible landmark buildings:



Neptune Theater Building (1301 NE 45th St)

Lot area: 11,405 SF

Proposed zoning: SM-U 320

Building chargeable floor area: 19,806 SF

Base FAR: 4.75 (54,174 SF)

Available TDR: 34,368 SF



University Heights School (5031 University Way NE)

Zoning: NC3 65

Lot area: 79,640 SF

Building chargeable floor area: 55,653 SF

Base FAR: 4.75 (378,290 SF)

Available TDR: 322,637 SF



Fire Station #17 (1010 NE 50th St)

Proposed zoning: NC3 75

Lot area: 10,500 SF

Building chargeable floor area: 23,537 SF

Base FAR: 4.75 (111,801 SF)

Available TDR: 88,264 SF



United Methodist Episcopal (4142 Brooklyn Ave NE)

Proposed zoning: SM-U/R 240

Lot area: 8,240 SF

Building chargeable floor area: 12,550 SF

Base FAR: 3.2 (26,368 SF)

Available TDR: 13,818 SF



Wilsonian Apts Ballroom (4710 University Way NE)

Zoning: NC3 65

Lot area: 14,834 SF

Building chargeable floor area: 79,374 SF

Base FAR: 4.75 (70,462 SF)

Available TDR: 0 SF

Vulnerable masonry buildings - preliminary inventory

This list includes a preliminary list of building that appear to be unreinforced masonry and also qualify for preservation under the zoning proposal, based on historic resource inventory status. There may be additional buildings eligible under this proposal.

Common Name	Address	Historic Resource Inventory Category	Unreinforced Masonry?	Zone
Levere Apartments	4105 Brooklyn Avenue NE	Yes-Hold	Yes	SM-U/R 240
Big Time Brewery	4133 University Way NE	Yes-Hold	Yes	SM-U 85
Blue Moon	712 NE 45th Street	Yes-Hold	Yes	SM-U 320
University Baptist Church	4554 12th Avenue NE	Yes-Inventory	Yes	SM-U 320
Hardt Apts./Bucklin Bldg.	4137 University Way NE	Yes-Inventory	Yes	SM-U 85
Frederick Apartments	4737 Brooklyn Avenue NE	Yes-Inventory	Yes	SM-U 240
Varsity Arms Condo	4235 Brooklyn Avenue NE	Yes-Inventory	Yes	SM-U/R 240
Carol and Roberta Apts	1115/1119 NE 43rd Street	Yes-Inventory	Yes	SM-U 320
Wellesley Apartments	4203 Brooklyn Avenue NE	Yes-Inventory	Yes	SM-U/R 240
University Regency	4522 Brooklyn Avenue NE	Yes-Hold	Yes	SM-U 320
10 unit apartment bldg.	4134 11th Avenue NE	Yes-Hold	Yes	SM-U/R 240
Rudy's Barbershop/Apts	4736 University Way NE	Yes-Hold	Yes	NC3P 65
M. J. Feet	4336 University Way NE	Yes-Hold	Yes	SM-U 85
Meister Building/Varsity Theater	4329 University Way NE	Yes-Inventory	Yes	SM-U 85
Gelb Building	4534/4536 University Way NE	Yes-Inventory	Yes	NC3P 65
Masonic Building	4338 University Way NE	Yes-Inventory	Yes	SM-U 85
Lambert Building	4546/4550 University Way NE	Yes-Inventory	Yes	NC3P 65
La Paz Building/Apts	4200 University Way NE	Yes-Inventory	Yes	SM-U 85
University Methodist Church	1415 NE 43rd Street	Yes-Hold	Yes	SM-U 240
Hardwick Swap Shop	4212 Roosevelt Way NE	Yes-Hold	Yes	SM-U 240?
Johnny's Flowers	4145 University Way NE	Yes-Hold	Yes	SM-U 85
Stanford Apartments	1304 NE 42nd Street	Yes-Inventory	Yes	SM-U 320
Carter Hall (Condo)	901-905 NE 43rd Street	Yes-Inventory	Maybe?	SM-U 320

Appendix C:

U DISTRICT URBAN DESIGN

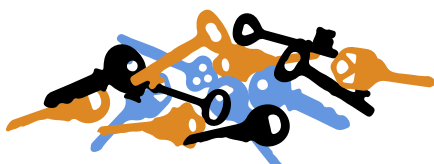
Displacement Report



Executive Summary

- ▶ In a growing city like Seattle, the primary cause of residential displacement is a housing shortage. When the number of people seeking housing exceeds the number of homes available, housing of all types gets more expensive as wealthier residents bid up the price of housing, and property owners have an incentive to target higher-income households.
- ▶ From 2010 to 2015, the number of jobs in Seattle increased almost twice as fast as the number of homes. During that same period of time, average rent for a one-bedroom apartment increased 35 percent.
- ▶ Displacement is already occurring in the University District (U District) with or without zoning changes. Direct displacement can occur from specific events, like an eviction to allow repairs, rehabilitation, or demolition. Economic displacement occurs over time as housing scarcity causes housing costs to rise.
- ▶ Displacement tends to have the most pronounced and acute effect on marginalized populations: low-income people, people of color, English language learners, and people with disabilities.
- ▶ Our analysis finds that the proposed zoning changes will reduce displacement in the U District compared to existing zoning by increasing both market-rate and affordable housing options and by concentrating growth on fewer redevelopable sites.
- ▶ The U District Environmental Impact Statement (EIS) found that with or without zoning changes, 40-60 homes will be demolished over the next 20 years. These numbers reflect assumptions about growth and likely development sites. Under a more aggressive set of assumptions, it's possible, but unlikely, that up to 275 homes could be demolished.
- ▶ Additional height and density beyond current zoning in the core of the U District would relieve pressure on existing housing by expanding housing opportunity overall. When housing is scarce, the pressure on and need for subsidized housing increase.
- ▶ Outside of single-family zones, more than 17 new homes have been built for every one home demolished in Seattle (2010-2016).
- ▶ Even as it ages over time, market-rate housing rarely decreases in cost to a level affordable to the lowest-income households. Increasing the supply of rent- and income-restricted housing is critical to meeting this need, particularly in times of substantial growth.
- ▶ Under the proposed Mandatory Housing Affordability (MHA) requirements, new development would directly contribute to affordable housing. The City estimates that growth in the U District would create 620-910 affordable homes over 20 years.
- ▶ Some have advocated for a "one-for-one replacement housing" requirement. While there is not a clear policy path to require this for individual projects, our analysis shows that MHA requirements in the U District will produce substantially more affordable housing than would a "one-for-one" requirement.
- ▶ Along with increasing housing choices and creating new subsidized housing, the City is pursuing further anti-displacement solutions, such as renter protections, preservation of existing affordable housing, and other City- and community-led actions to increase stability and opportunity.

In the next 20 years,
40-275 homes
will be demolished,
with or without zoning changes.
Many of these have low rents.

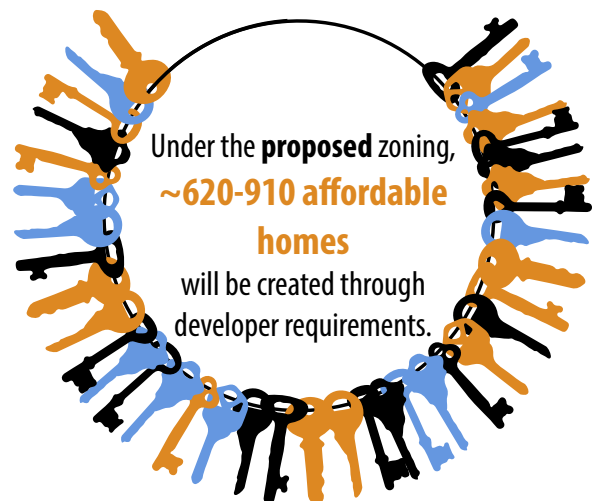


 1 key = 20 homes

Under **existing** zoning, no more than
20 affordable homes
would be created through incentives.



*In addition, 4,000-5,000 market rate units will be created in the U District.



Under the **proposed** zoning,
~620-910 affordable
homes
will be created through
developer requirements.

Introduction

In recent years, Seattle has experienced substantial growth in population, employment, and housing. Between 2010 and 2015, Seattle's population increased by 50,000 people. Development is underway throughout the city, and many neighborhoods are changing. By 2035, Seattle expects to add 120,000 new residents and 70,000 new jobs.

As a designated urban center, the U District is one of the areas planned for the most growth in housing and jobs and the highest level of public investment. About 5,000 new households and 4,800 new jobs will come to the U District in the next 20 years. With Sound Transit's opening of a light rail station at Brooklyn Ave NE and NE 43rd St in 2021, passengers will enjoy an eight-minute trip between the U District and Downtown, fundamentally changing the relationship of the U District to the rest of the city.

In anticipation of this growth, City planners have worked with the U District community since 2011 to identify pri-

orities that land use and urban design requirements can address. After five years of inclusive planning, in May 2016 the Seattle Office of Planning and Community Development (OPCD) released a [proposal](#) for zoning changes and new development standards that will shape how the neighborhood grows. The proposal reflects years of community process with residents, business owners, the University of Washington, social service providers, and faith communities. Guiding documents and studies from that process include the [U District Urban Design Framework](#) and the [Environmental Impact Statement \(EIS\)](#).

A prominent theme throughout this planning process has been concern about the affordability of housing in the U District and the potential displacement of current residents. Several U District planning studies have explored how growth and land use changes in the neighborhood could affect this issue. The purpose of this document is to gather and summarize our findings about displacement into a single report for the U District.

What is displacement?

Displacement is the relocation of residents, businesses, or institutions from an area due to the burdens placed on them by the rising cost of housing or commercial space. Displacement occurs in two ways. **Direct displacement** is precipitated by specific events that result in a tenant moving out, such as the expiration of covenants on rent- or income-restricted housing; eviction to allow building repairs, rehabilitation, or demolition; or a large, sudden rent increase. **Economic displacement** occurs gradually over time as people, businesses, and institutions can no longer afford the rising costs of rent or property taxes. Displacement can also be reinforcing, as the departure of important business establishments, cultural anchors, and institutions from a neighborhood may reduce the reasons that existing community members have to stay, and business and institutions that serve specific communities may experience dwindling revenues or membership as those communities move. This is sometimes described as a form of cultural displacement.

Displacement tends to have the most pronounced and acute effect on marginalized populations: low-income people, people of color, English language learners, and people with disabilities. Typically, these groups are disproportionately burdened by all forms of displacement. See the City's [Growth & Equity Analysis](#) for a broader discussion of these equity issues.

Many people are interested in the relationship between new development and displacement. Most of the concern focuses on potential displacement of residents in the U District, but people worry about displacement of long-time neighborhood businesses as well. These are important, complex issues to address because new development can have both positive and negative effects on the amount of displacement that occurs. This report focuses primarily on the causes of residential displacement and our analysis of the likely production and demolition of housing in the U District.

In a region experiencing population and economic growth, the primary cause of residential displacement is a housing shortage.¹ When the number of people seeking housing exceeds the amount of housing available, housing gets more expensive across the entire market. Even during the current boom in apartment construction, employment growth in Seattle has outpaced housing growth. From 2010 to 2015, the number of jobs in Seattle increased almost twice as fast as the number of housing units.² During that same period of time, average rent for a one-bedroom apartment increased 35 percent.³ When more people are competing for housing, property owners are able to capture higher rents, leading to economic displacement. The same forces increase the prices of homes for sale, further straining the rents by keeping would-be homeowners in the rental market.

Housing scarcity also spurs direct displacement. A tight housing market encourages property owners to rehabilitate lower-cost housing to target wealthier households or demolish existing buildings for redevelopment. This can further strain housing affordability, as building rehabilitation and demolition for new construction can directly eliminate lower-cost housing and force existing tenants out of their homes.

This illustrates the nuanced relationship of growth and affordability: Building more housing is critical to accommodating new residents in a growing city and minimizing rent increases. But a new building can result in the loss of some lower-cost housing even while it increases housing choices overall.

As the number of people who want to live in Seattle increases, several factors contribute to pressure on our housing stock:

- Land use rules limit how much housing can be built. In areas where many people want to live,

this increases the cost of the housing available there.

- Some households do not earn enough income to afford even the cheapest market-rate housing and instead seek affordable housing that relies on various forms of public subsidy. The need for affordable housing far exceeds the amount of subsidy and the number of affordable homes available.
- While the number of people looking for housing in a given city can change quickly for various reasons (including growth in the local economy, the popularity of a certain neighborhood, or the unaffordability of homeownership), it can take several years for new development to respond due to the long process of financing, designing, permitting, and constructing new housing.
- In Seattle and across the United States, more young people are choosing to live in cities rather than suburbs, and many baby boomers are downsizing and moving into central cities. Together, these demographic shifts mean more people are looking for housing in urban areas.

Zoning plays a role in this process. Zoning can influence displacement by affecting the amount, type, and location of development that occurs in a neighborhood and citywide. In general, more zoning capacity encourages the development of larger buildings; new residential buildings increase the supply of housing and sometimes result in demolition of existing housing. Lower zoning capacity discourages or prevents development of new buildings, thereby limiting supply and encouraging rehabilitation of existing buildings instead. Rehabilitation of residential buildings generally results in more expensive homes without an increase in the overall supply of housing.

For these reasons, the risk of displacement is not necessarily lower where development potential is limited. Even in an area where current zoning would not allow development of larger buildings, it is common to see small houses rehabilitated, expanded, or replaced with larger houses available only to people with higher incomes. Redevelopment in these cases results in higher-cost housing without creating more housing options to meeting our growing need. In fact, for a given level of

1 See [California's High Housing Costs: Causes and Consequences](#) for data on the effects of housing shortages on housing prices.

2 Puget Sound Regional Council (PSRC) Covered Employment Estimates; City of Seattle Permit Data Warehouse.

3 In addition to housing scarcity, other factors contribute to our housing affordability challenges, too. For example, changes in wages affect the burden that housing costs place on people, and high land costs and construction costs influence the price of new housing.

growth, increasing zoning capacity allows more housing to be constructed on each parcel, reducing the amount of demolition necessary.

Other factors influence displacement, too, such as the presence of affordable housing. Under Mandatory Housing Affordability (MHA), new development would be required to contribute toward affordable housing in areas where the City has increased development ca-

capacity. This would expand the overall supply of housing while also creating housing reserved for people earning less than the 60 percent of the area median income. As our population grows, the highest-income households will always be able to find housing, and the lowest-income households are less likely to be able to compete for scarce housing. Expanding both market-rate and rent-restricted housing options is critical for reducing displacement pressures.

Summary of analysis to date in the U District

Throughout the U District planning process, several documents have addressed housing and displacement.

- The [U District Existing Conditions report](#) (2012) provided key demographic statistics about the neighborhood, surveyed existing land uses, and characterized the housing market. The U District is younger, has a larger share of people of color, and is composed of a much higher proportion of renters than Seattle overall. In the U District, 90 percent of households rent. Two-thirds of households pay 30 percent or more of their gross household income towards housing costs, well above the Seattle average of 47 percent.
- In 2013, the City hired Heartland, a real estate market consultant, to conduct a [residential market analysis](#) to supplement the U District Urban Design Framework. This analysis primarily focused on the question of whether highrise development is likely to be financially feasible in the U District over the 20-year planning horizon. The analysis also examined the existing demographic composition and housing stock of the U District and identified groups likely to be attracted to living in the U District.
- As part of our update to the Comprehensive Plan, the City did a high-level analysis of how different patterns of growth could affect displacement risk and access to opportunity for marginalized people. This [Growth & Equity Analysis](#) categorized neighborhoods in Seattle according to these findings. The U District emerged as an area with a high risk of displace-

ment and high access to opportunity. For neighborhoods like this, the primary recommendation is "investment in affordable housing and stabilization of small businesses and cultural organizations to allow market-rate development to occur with minimal displacement."⁴

- In January 2015, the City released its [Final Environmental Impact Statement \(FEIS\)](#) analyzing several alternatives for accommodating growth through increased height and development intensity in the U District. The FEIS considered the three alternatives studied in the [Draft Environmental Impact Statement \(DEIS\)](#) and two additional alternatives that assumed a higher growth estimate than considered in the DEIS. In the Population, Employment, Housing section, the FEIS estimated how much affordable housing was likely to be produced through voluntary incentive zoning under each alternative.
- In May 2016, an [Addendum](#) to the Environmental Impact Statement (EIS) for the U District Urban Design alternatives was published to provide additional analysis about the MHA requirements for affordable housing that would apply to multifamily and commercial development after zoning changes in the U District. The Addendum included estimates of affordable housing that could be lost through demolition and produced through MHA.

⁴ As an example of this approach, planning in the Othello neighborhood from 2008 to 2010 included an application for a HUD Community Challenge Planning Grant. The City won a \$3 million grant to stabilize the Othello business district as a center for multicultural goods and services.

Displacement risk in the U District

Given the complex and nuanced forces that affect housing prices, it's hard to quantify precisely the risk of displacement for a neighborhood area. Together, though, our analyses to date suggests how growth and redevelopment in the U District is likely to affect displacement and housing affordability over the next 20 years.

Existing housing in the U District

More than three-quarters of existing homes in the U District are apartments, with the remainder divided among two- to four-unit buildings, condos and townhomes, and single-family homes. The vast majority of apartment buildings are five stories or less, and 65 percent of apartments were built before 1990. The variety of housing types and the range of housing quality present in the U District make it one of the more affordable urban centers or villages in Seattle. Average rent in the U District is \$1,425 for all rental housing and \$1,865 for housing built since 2006.⁵

Several factors contribute to this affordability: the availability of small apartments, including small efficiency dwelling units (SEDUs); the presence of older multifamily structures; and the existence of subsidized, rent-restricted housing.

The City and its housing partners use various public funding sources and tools to develop affordable housing. This includes the Seattle Housing Levy, federal tax credit programs, and local land use and financial incentives directed at private development. In the U District, these programs have developed and preserved several affordable homes, including:

- **Gossett Place.** 62 homes for homeless individuals and couples, including veterans. The building has an affordability requirement through 2060.

⁵ Dupre + Scott Apartment Advisors, Spring 2016 data for buildings with 20+ units in the University neighborhood area.

Apartment Rental Rates — University area

Unit type	Average size (sq. ft.)	Average rent	Average rent per square foot
Studio	476 sq. ft.	\$1,142/month	\$2.40/sq. ft.
1 Bedroom	665 sq. ft.	\$1,336/month	\$2.01/sq. ft.
2 Bedroom 1 Bath	725 sq. ft.	\$1,392/month	\$1.92/sq. ft.
3 Bedroom 2 Bath	1,214 sq. ft.	\$2,271/month	\$1.87/sq. ft.
All units	675 sq. ft.	\$1,425/month	\$2.11/sq. ft.

Apartment Rental Rates — citywide

Unit type	Average size (sq. ft.)	Average rent	Average rent per square foot
Studio	482 sq. ft.	\$1,249/month	\$2.59/sq. ft.
1 Bedroom	721 sq. ft.	\$1,550/month	\$2.15/sq. ft.
2 Bedroom 1 Bath	851 sq. ft.	\$1,772/month	\$2.08/sq. ft.
3 Bedroom 2 Bath	1,273 sq. ft.	\$2,533/month	\$1.99/sq. ft.
All units	703 sq. ft.	\$1,630/month	\$2.32/sq. ft.

- **Sortun Court Townhouse.** 16 homes, with an affordability requirement through 2038.
- **University District Apartments.** 53 affordable homes currently in development.
- **University Commons Apartments.** 37 affordable homes currently under construction.
- **Multifamily Tax Exemption (MFTE):** 106 affordable homes in new construction multifamily residential developments for up to 12 years in exchange for tax exemption on residential improvements

The Seattle Housing Authority owns and operates two buildings in U District area through its Low Income Public Housing Program:

- **University House.** An apartment building with 101 one-bedroom homes.
- **University West.** An apartment building with 112 one-bedroom homes.

Mandatory Housing Affordability (MHA)

The proposed zoning changes would implement a new affordable housing requirement, ensuring that growth leads directly to the creation of affordable housing. Under MHA, new multifamily and commercial buildings would be required to contribute to affordable hous-

ing. A developer can fulfill this requirement by including affordable housing in the building or by paying into a City fund for affordable housing. In either case, housing generated through MHA are set to be affordable to households earning up to 60 percent of the area median income (\$37,980 for an individual and \$54,180 for a family of four). Ownership housing created through MHA would be affordable to households earning up to 80 percent of the area median income.

OPCD estimates that redevelopment in the U District under the proposed zoning will create 620-910 new affordable homes through MHA over the next 20 years. If growth exceeds our estimates, even more affordable housing production would result. Under existing zoning, expected growth over the same period would create only 20 affordable homes, as redevelopment would not be subject to MHA requirements.

The Office of Housing would use payment generated from MHA to leverage other state and federal funding sources for affordable housing throughout Seattle (see map on next page). Several recent projects in the U District were created through payments from the current voluntary incentive zoning program, including Arbora Court, a 133-unit affordable housing project under development (bottom left). Other projects created through Housing Levy and federal funding include the 48-unit Marion West affordable apartment building that also houses the University District Food Bank (bottom right).



Opening in 2017, Arbora Court (left) is an example of subsidized rent-restricted housing that the Office of Housing has funded in the U District with payments collected through the voluntary incentive zoning program. Other recent affordable housing in the U District funded through Housing Levy and Federal funding includes the Marion West apartments (right). Together, these two buildings will add 181 new affordable homes to the neighborhood.

The 620-910 affordable homes created through MHA due to growth in the U District would offer new housing options for low-income individuals and families. MHA would address displacement pressure by ensuring that growth leads directly to more affordable housing.

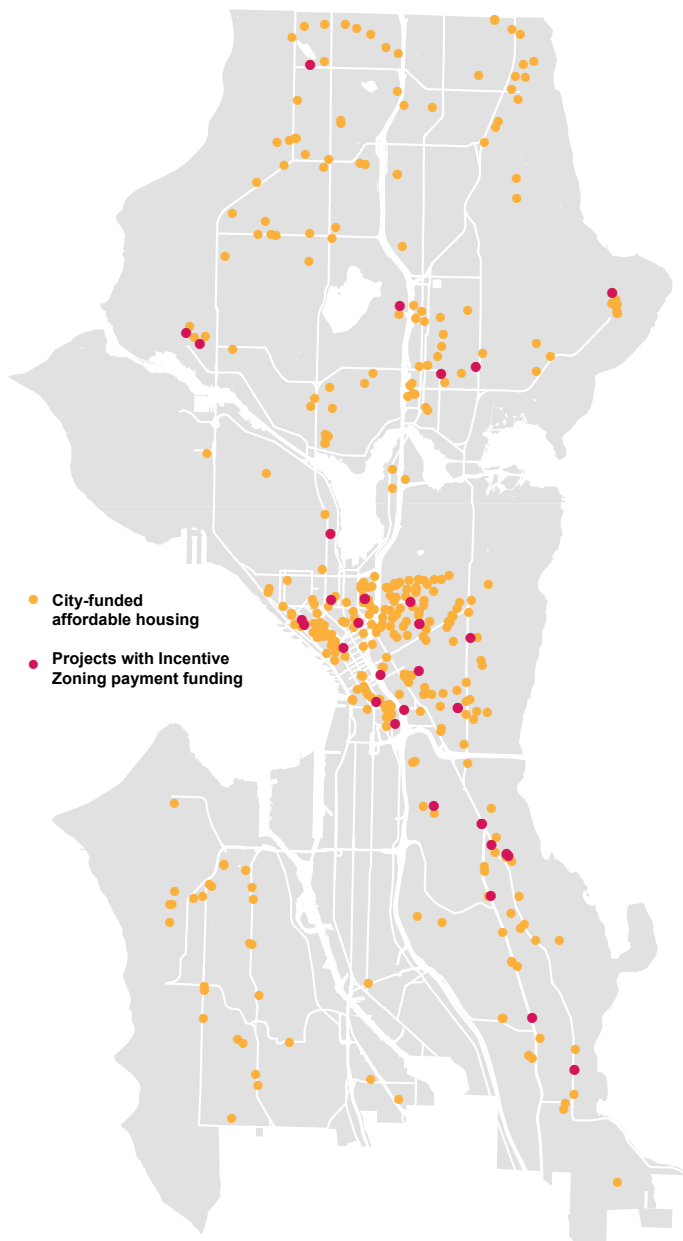
Direct displacement in the U District

Direct displacement can occur when low-cost market-rate housing occupied by low-income residents is demolished or rehabilitated. Some direct displacement is already occurring in the U District as older buildings give way to new ones or are rehabilitated and will continue to occur with or without potential zoning changes.

To estimate how much demolition could occur in the U District over the 20-year planning horizon, the EIS compared the current development on each parcel in the neighborhood with the development that would be allowed under existing and proposed zoning in order to identify the sites most likely to redevelop. If all of these sites redeveloped (a "full buildout"), the number of new homes would far exceed what the City expects to be built over the next 20 years. Therefore, the analysis includes assumptions about *which* sites are most likely to redevelop under each alternative given the amount of growth the City expects in the area. Many of these sites, identified as most likely to redevelop based on the large difference between what is built there today and what could be built under current or future zoning, are surface parking lots or single-story commercial buildings, which have no housing currently, or single-family homes. In total, these redevelopable sites have very few existing residential units.

Under current zoning, OPCD estimated that 3,900 new homes would be created in the planning area under the 20-year planning horizon. By referring to the map of redevelopable sites and the size and type of buildings that existing zoning allows, OPCD determined that redevelopment to accommodate these 3,900 homes under existing zoning would likely result in the demolition of about 60 homes over 20 years. This estimate is based on parcel information from the King County Assessor's Office.

Alternative 2B reflects the densest, most compact growth pattern studied in the EIS. To estimate the potential impacts of this higher density zoning, OPCD made the conservative assumption that more zoning capacity could in fact result in more housing growth overall in the U District. Under Alternative 2B, accommodating 5,000 new homes would result in the demolition of about 40 homes over 20 years, again based on Assessor's data about the sites most likely to redevelop. OPCD thus concluded that between 40 and 60 homes are likely to be demolished in the next 20 years.



For more than three decades, the Office of Housing has built affordable housing in neighborhoods throughout Seattle, including high-cost areas.

data on actual rents, conditions, or tenants' incomes. Together, this means 1,500 homes is a very approximate number of homes in the U District that are more than 15 years old that may *someday* experience redevelopment or rent increases. Critically, the report provides no evidence of how zoning changes would affect that outcome positively or negatively.

In fact, recent development statistics suggest that, even under current zoning, development in the U District results in a relatively low rate of demolition. From 2010 through July 2016, the U District gained more than 14 times as many homes as were demolished. Furthermore, because the ratio of new homes to demolished homes increases in higher-density zones, the proposed zoning changes would tend to allow more new housing for the same number of demolished homes, compared to current zoning.

Not all demolitions result in the direct displacement of low-income households. The demolition estimates in the EIS reflect *all* demolitions, not just demolition of low-cost housing. But because buildings with less profitable housing are often the first to redevelop, it's reasonable to assume that many of the 40-60 units likely to be demolished based on expected growth in the U District are relatively low-cost market-rate rental homes. Many of the people living in these homes probably cannot afford to pay more in rent, but some higher-income households may be "downrenting," or choosing to pay less of their income towards rent, and therefore are more capable of relocating. Together, this suggests that many, but perhaps not all, of the 40-60 units demolished would eliminate low-cost housing occupied by low-income people. However, even if not demolished, these low-cost market-rate homes are vulnerable to changes that could displace people. At any time, under current or future

zoning, a property owner might suddenly increase the rent. A property owner might also choose to rehabilitate his or her building to target wealthier households, effectively displacing current tenants without any increase in the number of housing options overall and with no contribution to affordable housing through MHA.

While the EIS estimated demolitions by identifying specific redevelopable parcels and quantifying their existing housing (zero, for parking lots and commercial buildings), it's possible that other sites could redevelop earlier for any number of reasons. This could affect the number of demolitions that occur as the U District grows. As a conservative upper bound, the "full build-out" scenario wherein construction occurs on all redevelopable parcels to the full capacity of the proposed rezone would result in more than 9,800 new homes and the demolition of 275 homes — a ratio of roughly 35 to one. These numbers far exceed the amount of housing growth expected in the U District in the next 20 years. Yet, given the empirical data shown above, this demolition estimate is plausible, since the "full buildout" scenario envisions growth in denser highrise buildings that, all else equal, necessitate fewer demolitions of existing structures. And the same caveats apply: most demolished units would be relatively low-cost housing, although some could be occupied by wealthier "downrenting" households. Full buildout would also involve redevelopment of owner-occupied single-family homes, which results not in displacement but in a large economic profit from the sale of the property for its owner.

Some people living in housing that is demolished would have access to [tenant relocation assistance](#). The program covers low-income households earning up to 50 percent of the area median income who have to move due to demolition or renovation. However, relocation

Residential construction and demolitions, 2010-2016

Area	New units	Demolished units	Ratio
University Community Urban Center	1,795	124	14.5 to 1
Seattle all zones	33,725	2,609*	12.9 to 1
Seattle excluding single-family zones	31,415	1,787*	17.6 to 1
Seattle Downtown and Highrise zones	4,947	161*	30.7 to 1

* Demolition data excludes the 272 units removed when the McGuire apartment building was demolished due to faulty construction.

assistance eases, but does not fully mitigate, the challenge that low-income households face when forced to move.

Finally, it is worth noting other implications of redeveloping existing housing. Much of the low-cost market-rate housing in the U District is very low quality. Due to their age and condition, some buildings may not be safe and may require substantial investment to maintain. In addition to meeting current life-safety codes, newer buildings are also subject to much stricter energy-efficiency standards than applied to previous generations of construction, meaning that redevelopment of our housing can lead to better environmental outcomes over time.

The proposed zoning changes would reduce direct displacement in the U District compared with existing zoning. Under the proposal, expected growth would result in fewer demolished homes, even if the proposal leads to a larger amount of growth than otherwise expected, because higher-density zoning allows more development for a given land area. Through MHA requirements, the proposal would also leverage growth to create affordable housing, addressing displacement by increasing housing options for low-income people.

Economic displacement in the U District

The previous section noted that, zoning changes aside, some direct displacement is already occurring in the U District. The same is true for economic displacement. Currently, as our housing shortage pushes prices upward, some people relocate to areas where housing is cheaper.

Estimating how redevelopment in the U District under different zoning scenarios could affect economic displacement involves several considerations:

- Redevelopment is currently underway in the U District and will continue with or without zoning changes. Current zoning in the U District already allows for substantial residential and commercial growth. Absent MHA requirements, new multifamily and commercial development in the U District will not directly contribute to affordable housing except in very limited circumstances.
- As more people look for housing in Seattle, pressure on existing housing increases. Economic displacement occurs when rising rents cause people to relocate, but it is difficult to

Average rent in the University area (\$ per net rentable square foot)

Year built	March 2011	March 2016	Change in average rent
all years	\$1,018 (\$1.61)	\$1,425 (\$2.11)	40.0%
2008-present	\$1,342 (\$2.10)	\$1,859 (\$2.73)	38.5%
before 2000	\$932 (\$1.50)	\$1,222 (\$1.81)	31.1%
before 1980	\$826 (\$1.55)	\$1,101 (\$2.02)	33.3%

Nominal median household income for Seattle

2010	2014	Change in median household income
\$63,088	\$71,273	13.0%

quantify since most neighborhoods naturally experience in- and out-migration, and the City doesn't have good information about why and to where people move. However, data show that rents are increasing in the U District, not only in new buildings but in existing older housing also, as unmet demand for housing puts pressure on the entire market.

- The City has or is pursuing strategies to stabilize communities and expand opportunity in addition to Mandatory Housing Affordability. For example, the Office of Housing's preservation program involves acquisition and financing of existing affordable multifamily housing. The City is also pursuing a property tax exemption that could motivate private landlords to agree to rent and income restrictions that maintain affordability in existing housing at risk of rent increases.
- Finally, expanding housing choices near the future U District light rail station can provide additional benefits to low-income households by reducing transportation costs through lower-cost transit options — even if housing costs continue to consume a large share of household income.

Compared to the No Action scenario, additional development capacity would allow more housing to be built, easing one of the primary factors (a shortage of housing) that contributes to upward pressure on rents. Adding height and density in the core of the U District would increase housing choices for existing and future residents.

It may seem counterintuitive that market-rate development can ease displacement pressures or help lower-income households, since the high cost of urban land, the cost of construction, and other factors mean that most new market-rate housing targets higher-income households. However, as households compete for housing, the highest-income ones tend to succeed in finding a home to rent or buy. Though expensive, new housing absorbs demand from wealthier households that otherwise bid up the price of housing elsewhere. The proposed zoning would allow more places for people to live, thereby putting downward pressure on housing prices overall.

Many of the existing homes that are affordable in the U District are rented at market rates. They are affordable to lower-income households because their size, appearance, or other characteristics cause their rents to be relatively low — but very little of this housing was originally built for low-income households. When housing opportunity is limited, more people compete for a finite number of homes, pushing prices upward and inhibiting the process where housing becomes more affordable over time as it ages.⁶ In turn, higher housing prices encourage middle-income households to stay where they are and incentivize property owners to rehabilitate or redevelop existing buildings in order to capture higher rents. Over time, creating more new housing allows the price of older market-rate homes to decline. But this is a gradual process: households transition in and out of housing over years, and homes in new buildings take a long time to materialize even when our city is growing quickly. Furthermore, the cost of market-rate housing rarely decreases to a level affordable to the lowest-income households before that housing becomes profitable to rehabilitate or redevelop.

A recent [report](#) from the California Legislative Analyst's Office found evidence that market-rate housing construction slows rent increases and reduces displacement pressures. In low-income neighborhoods, displacement rates were considerably lower in the areas that had the most market-rate housing construction. Reviewing the same data, researchers at Berkeley's Urban Displacement Project [concurred](#) that market-rate housing reduced pressure on rents and added that construction of subsidized housing had an even greater effect on reducing displacement.

Addressing our housing shortage is critical for minimizing economic displacement. The proposal allows for more housing choices in the U District. Given the high demand for housing in Seattle, building new housing is essential for minimizing increases in the cost of housing. It also would create affordable housing through MHA. Research shows that both market-rate and affordable housing production reduce economic displacement.

⁶ See Heartland's [U District residential market analysis](#) for more discussion on this topic. For evidence of the effects of filtering and a discussion of its viability in different market conditions, see [Rosenthal \(2013\)](#).

Other tools

Mandatory Housing Affordability requirements and zoning for increased housing capacity are two tools that can help minimize the risks of displacement. Other critical anti-displacement strategies that the City is advancing or has advanced include:

- New tenant protection laws to prevent "economic eviction" and ensure due process for tenants facing eviction.
- Renew and expand the Seattle Housing Levy - Seattleites approved a new expanded levy in August 2016.
- Renew the Multifamily Tax Exemption (MFTE) Program - The MFTE program was renewed by the City Council in November 2015. The program was expanded to all multifamily-zoned areas and also provides increased incentives for providing affordable units with 2 or more bedrooms.
- Create a Preservation Property Tax Exemption Program - The City and other affordable housing advocates support the passage state legislation that would create a local option for a 15-year tax exemption for property owners who agree to set aside 25 percent of their units for low-income tenants. This legislation did not pass in 2016, but advocates may try again next year.
- Create a Voluntary Employers Fund - The City is leading an effort to establish a program where the City will partner with local employers and major institutions to contribute to a City fund that builds and preserves affordable housing.

Conclusion

With or without zoning changes in the U District, some displacement is inevitable. In a largely developed city like Seattle, redevelopment sometimes involves demolition of existing buildings, some of which contains low-cost market-rate housing occupied by low-income people. And in a growing city like Seattle, high demand for housing drives the cost of housing upward across the entire market. When people compete for scarce housing, higher-income households generally succeed in finding a home to rent or buy, and the lowest-income households disproportionately face the risk of displacement.

Our analysis finds that the proposed zoning changes will reduce displacement in the U District compared to existing zoning.

- By allowing taller, higher-density development in the core of the neighborhood near light rail, the proposal would accommodate more growth on fewer redevelopable sites, reducing demolitions compared to existing zoning.
- By increasing the total number of housing choices as the U District continues to grow, the proposal would help minimize the rent increases that cause economic displacement.
- By implementing MHA requirements, the proposal would ensure that new development contributes directly to affordable housing, expanding housing options for low-income people who may be facing displacement pressures.

Together, these findings suggest that our approach to growth in the U District will expand housing opportunity, create affordability through development, and minimize displacement.

U District Reports

U District Existing Conditions report (2012):

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdd016671.pdf

U District Residential Market Analysis:

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpds022258.pdf

Growth & Equity Analysis:

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2427615.pdf

Draft Environmental Impact Statement (DEIS):

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2142923.pdf

Final Environmental Impact Statement (FEIS):

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2225241.pdf

Addendum to the Environmental Impact Statement:

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2447905.pdf



Stephanie Bower, Architectural Illustration

Appendix D:

U DISTRICT URBAN DESIGN

Guiding Growth and Planning for Change

The U District is a thriving neighborhood with thousands of residents and an active business district. As home to UW, it's a cultural and economic hub and a magnet for the region's youth and talent. Neighborhood groups are working with the City to plan for growth and the arrival of light rail in 2021.

Neighborhood efforts underway include:

- Community partnerships
- New zoning and design standards
- City investments in transportation, open space, affordable housing, and human services





Planning for Change in the U District

Dear Community Members:

Since 2011, the City of Seattle has been working collaboratively with the residents, the University of Washington, businesses, and leaders of the U District to ensure that as the neighborhood grows, it does so in a way that creates a livable, affordable, vibrant, and interconnected community for all. Together, we have tackled

some tough issues and laid out a plan that reflects many voices. From light rail and affordable housing, to creating open space—the U District is charting its own future.

Last year, I created the Office of Planning and Community Development (OPCD) to help the U District, and all Seattle neighborhoods, do the hard work of planning for growth. Their charge is to engage people across Seattle and work with City departments to meet the needs of neighborhoods. Here in the U District, OPCD is working with community-based organizations, businesses, neighbors, human service agencies, and the University of Washington to move your priorities forward.

The U District's Urban Design Framework identifies key strategies to address U District priorities including:

- Zoning and development standards to provide for a growing number of residents and people working in the neighborhood, while preserving the things that make the U District special;
- New requirements and incentives to provide affordable housing, open space, child care, and other amenities;
- Updated neighborhood design guidelines that support a livable, walkable neighborhood and the unique character of the U District;
- Green streets and other streetscape improvements that will host farmers markets and street festivals; and
- Additional parks, plazas, and open spaces for recreation and community events.

The following pages outline how, together, we will make this shared vision a reality. The City is ready to work with you, invest in the U District, and support a strong community as the neighborhood grows.

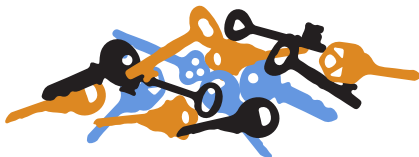
We must stay true to our vision for the future and our values of equity and inclusiveness. I am grateful for your work to create a bright future for everyone who lives, works, and visits the U District.

Sincerely,

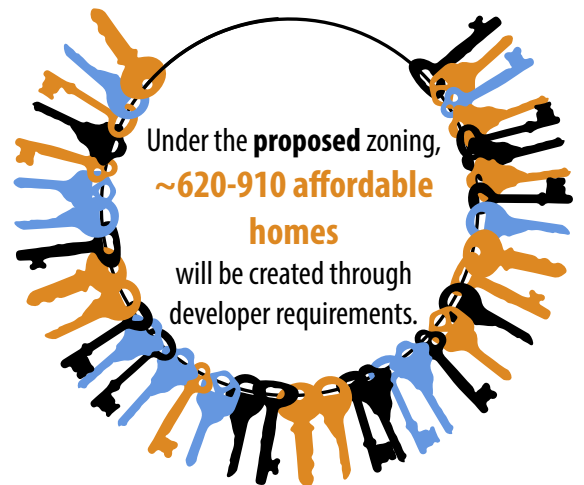
Mayor Ed Murray



In the next 20 years, **40-275 homes** will be demolished, **with or without zoning changes.** Many of these have low rents.



Under **existing** zoning, no more than **20 affordable homes** would be created through incentives.



Under the **proposed** zoning, **~620-910 affordable homes** will be created through developer requirements.

1 key = 20 homes

*In addition, four to five thousand market rate units will be created in the U District.

Guiding Growth

Zoning changes

The proposed zoning and design standards respond to growth and reflect community priorities. They encourage a variety of building types, and they provide for new affordable housing, open space, and streetscape improvements that will benefit the neighborhood.

The U District rezone will direct growth to blocks near light rail and campus, and it will lead to better-designed buildings. It will also help keep the neighborhood affordable for a diverse range of residents. This is a priority of the community and the Mayor.

Affordable housing



The proposed zoning for the U District incorporates Mandatory Housing Affordability (MHA) requirements, which will further increase the supply of affordable housing over time by an estimated 620-910 units.

Open space and other amenities

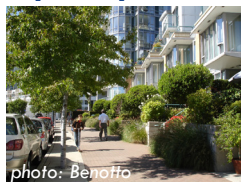


photo: Benotto

New zoning will require large sites to provide public open space, and residential development to provide open space for residents. Incentive programs will encourage new child care, schools, sidewalk improvements, and space for social services.

Preserving historic buildings



The proposed zoning allows developers to participate in a "transfer of development rights" (TDR) program where owners of historic buildings could sell development rights from their property to another property

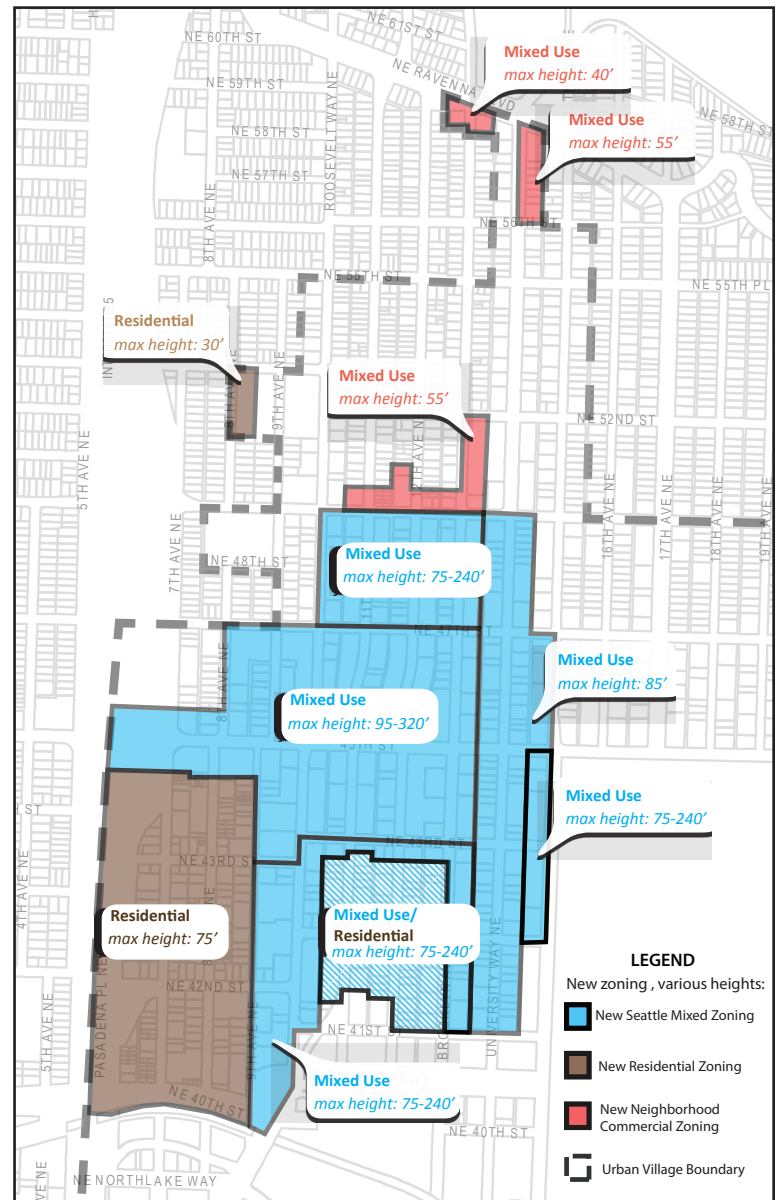
owner who wants to build bigger. Through this program, owners of older buildings in the U District could obtain funds for maintenance and improvements so that the buildings can be preserved.

Design standards



Proposed standards set the stage for variety and active street frontage. They allow a mix of heights and building forms instead of uniform midrise buildings.

The proposal responds to many of the community's priorities about how development



Proposed zoning changes for the U District

For zones that show two height limits, many developments will be limited to the lower (midrise) height, some office buildings can go to 160', and some residential developments could include towers that achieve the higher listed height.

should fit neighborhood context. New standards prevent overly wide buildings, apply setbacks and tower separation to control massing, and require pedestrian-friendly frontage.

After new zoning for the U District neighborhood is adopted, the City will continue working with the community to update the neighborhood design guidelines. These guidelines supplement zoning requirements to reinforce the desired building character and to make sure that development is responsive to local transit, bicycle, and pedestrian improvement plans.



image: Stephanie Bower

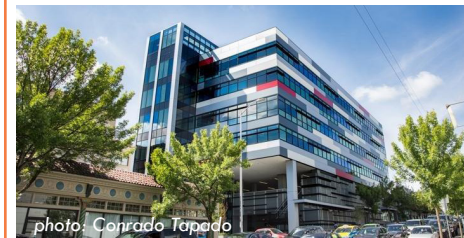
Investing in the U District

YMCA redevelopment



New, larger facility will include transitional housing for homeless youth, a daycare, and an indoor pool.

CoMotion Labs (UW Innovation District)



New headquarter space for experts to partner with government, businesses, and nonprofits in forming start-ups.

Making walking and biking safer and easier



- Planned bike lanes for 11th Avenue
- Protected bike lanes under construction on Roosevelt, NE Campus Parkway, and NE 40th St
- Expanded sidewalks on NE 43rd St

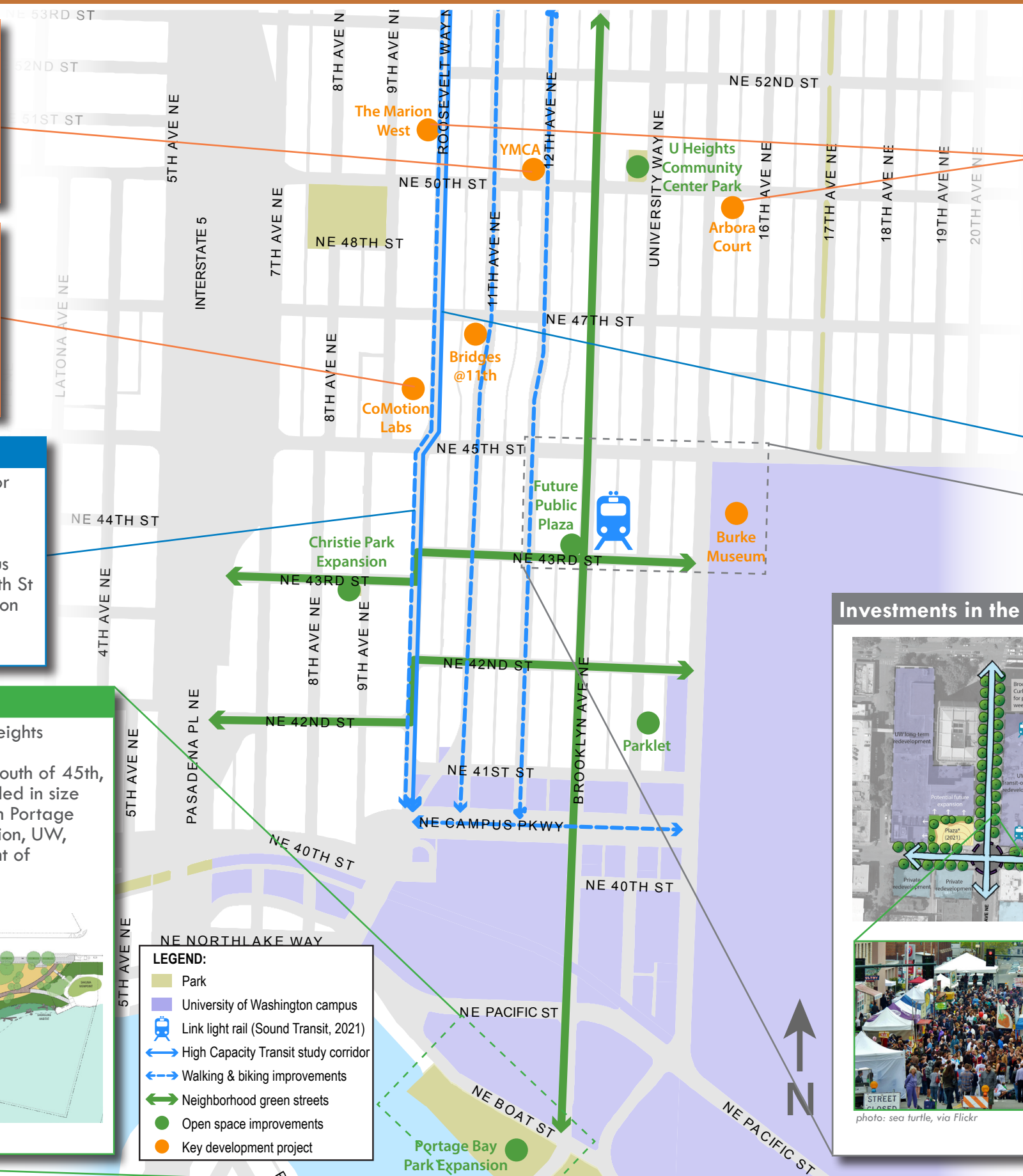
New and redesigned parks



- New park at the University Heights Community Center
- Christie Park, a pocket park south of 45th, will be redesigned and doubled in size
- Large new waterfront park on Portage Bay (Seattle Parks & Recreation, UW, Washington State Department of Transportation)



image: Walker Mercy



LEGEND:

- Park
- University of Washington campus
- Link light rail (Sound Transit, 2021)
- High Capacity Transit study corridor
- Walking & biking improvements
- Neighborhood green streets
- Open space improvements
- Key development project

New affordable housing

The Office of Housing funded two new affordable housing buildings, opening in 2016 and 2017:

- LIHI's "The Marion West" (48 units)
- Bellwether Housing's "Arbora Court" (133 units)



photo: Low Income Housing Institute



image: Weber Thompson

Bus rapid transit and improved bus service

- SDOT is studying high capacity transit along the Roosevelt corridor
- SDOT, Metro, Sound Transit, and OPCD continue to plan improved bus service for the U District



photo: Seattle Transit Blog

Investments in the station area core

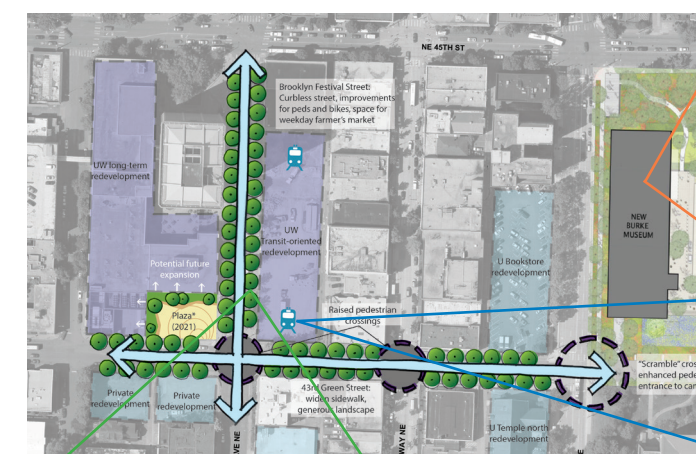


image: Olson Kundig/Stephanie Bower



image: Jacobs Associates/Sound Transit



photo: sea turtle, via Flickr

"Festival Street" on Brooklyn Ave NE will be developed by Sound Transit. Zoning will support further investments on Brooklyn.

The U District light rail station will open in 2021. About 12,000 transit riders will pass through the station daily. Riders will travel to Downtown in 8 minutes and to Northgate in 5 minutes.

Strengthening Community Partnerships



The Office of Planning and Community Development (OPCD) serves as a point of contact for the community and collaborates across city departments to help ensure that new investments are coordinated and responsive to the needs of the U District community.

U District Partnership (UDP)

The U District planning and community organizing work began with a coalition of neighborhood groups, now known as the U District Partnership (UDP). The formation of the Partnership was supported by “Only in Seattle” grants from the Office of Economic Development and funding from the UW. The UDP brought together people with a range of perspectives, including residents, business owners, UW students, staff, faculty, social service providers, faith community leaders, and property owners.

The UDP includes committees focused on business development, events and marketing, urban design, and the “Clean and Safe” initiative (see below). While continuing to receive grants from the City, the UDP has built sustainable funding through a Business Improvement Area (BIA) and support from the UW.

UDP Clean and Safe Projects

The “Clean and Safe” initiative has been identified as the highest priority for the UDP. The UDP promotes use of the City’s “Find it, Fix It” app, monitors coordinated cleaning efforts, and addresses vacant properties. UDP staff and volunteers provide ongoing street cleaning, pressure washing, and graffiti removal, and organize monthly cleanups around the U District with 25-50 volunteers at each event. The Clean and Safe Committee recently completed the “U Loo” study, in partnership with the U District Conversation on Homelessness and DON. The study recommends the installation of 24/7 public restroom facilities in the U District.

Public safety

The Seattle Police Department (SPD) designated a Community Police Team officer to the U District who works with community members to promote public safety. The UW Police Department (UWPD) works in partnership with SPD and serves as backup. The UWPD recently moved to a new building on 15th Ave NE and will share the space with SPD. Partnerships with the City of Seattle and University Police departments allow the UDP to track crime

in the U District resulting in an improved public perception of safety. Coordination between UWPD, SPD, and King County Metro Police has substantially reduced drug dealing on the Ave.

Youth Employment Program

The U District is home to a strong network of social service providers, with a particular focus on services for homeless youth and young adults. Many organizations provide food, shelter, sanitation, and other basic services. The ROOTS shelter for young adults has been working to build a “shelter to employment” pipeline to provide job training and employment opportunities for their clients. Together with the U District Partnership, they ran a pilot program in 2014, and are now working with the City and UW to strengthen and grow this program.

Neighborhood Farmers Market Alliance

The U District Farmers Market operates a year-round farmers market on Saturdays at U Heights, providing access to healthy foods. Through a partnership with the Office of Sustainability and the Environment, people who receive EBT/SNAP benefits can participate in the “Fresh Bucks” program, which supplies them with vouchers to spend at the market. Further, the City and Sound Transit’s plan for Brooklyn Ave is designed to host a spin-off weekday market by the light rail station.

Green Seattle Partnership

The Green Seattle Partnership is a collaboration between the City, Forterra, community groups, businesses, schools, and thousands of volunteers working together to restore and actively maintain the City’s forested parklands including Ravenna Park and the City-owned portion of the Union Bay Natural Area. The Green Seattle Partnership has also developed a self-guided “Tree Walk” for the U District that highlights significant trees and their benefits to the urban landscape.

University of Washington Town-Gown Relations



The City maintains ongoing communication and coordination with the University of Washington's campus and capital planning staff. The following are some of the UW plans and projects that are underway in the U District.

Centrally-located open space

The UW has committed to provide for public open space at the intersection of NE 43rd St and Brooklyn Ave NE when they develop above the transit station. This open space area would be adjacent to the planned *Festival Street* and has the potential to expand in the future. (see map on p. 4-5)

Volunteer efforts and service learning

The Carlson Leadership & Public Service Center develops service-learning and community-based research for UW students that sustain partnerships, deepen learning, and contribute to the greater community. In the U District, 3,500 service learners have been engaged between 2002 and 2014 with 50 community partners. Service learners are critical contributors to the ROOTS shelter for homeless young adults.

Burke Museum and improved campus connections

The UW has begun construction of a new Burke Museum at NE 43rd St and 15th Ave NE. The new building, supported in part through a capital facilities grant from the City, will face 15th Ave NE, removing the retaining wall and welcoming the community into the campus.

Faculty/staff housing

The recent successful collaboration between UW and Children's Hospital on the "Bridges@11th" project provided 184 apartments, 37 of which are affordable to households earning 65%-85% of area median income. Many are larger, family-friendly units. The UW is continuing to look for ways to expand faculty and staff housing opportunities near campus.

Childcare facilities

The UW is expanding its childcare program by approximately 140 spaces to help meet the needs of faculty, staff and students. There are currently three child care centers at the Seattle campus providing year-round, on-site infant, toddler, and preschool childcare.

Light rail station site and surrounding area

The UW is working to develop the site above the new transit station. Longer-term, they are considering redeveloping nearby UW property to maximize job growth, housing, and open space.

UW Campus Master Plan update

The UW is updating the Campus Master Plan to prepare for growth and provide new ways of learning and preparing students for their next phase in life. The University is working closely with its Citizen's Advisory Committee to make certain the community's voice is heard. The Plan considers new spaces for learning and innovation, new open spaces for the public, and softening the hard boundary along 15th Ave NE. CUCAC, OPCD, SDCl, SDOT, and SPU will work closely to review and provide input on the plan as it is developed.

Innovation District

The UW Innovation District is a place for experts in social work, public health, engineering, life sciences and performing arts to partner with government, business and non-profit groups to form successful startups. On the UW campus and beyond, the Innovation District will spur discoveries that will help solve real world problems. The UW has recently opened the new CoMotion Headquarters on Roosevelt Ave NE, which includes 34 individual workspaces, two virtual reality (VR) labs, conference rooms, event rooms, and other common spaces. Collectively, the CoMotion HQ lab space and existing incubator space on campus, in Fluke Hall and Startup Hall, will further the successful history of nurturing UW startups. The Fluke Hall incubator space, currently houses 20 startup clients and has graduated eight more. It has helped clients raise more than \$33 million in equity, and received more than \$14 million in grants. Two startups have been acquired, and startups continue to raise equity and grant money after leaving the incubator space.

U District Urban Design A Community Collaboration

OPCD has hosted or presented at over 80 public meetings since 2011.

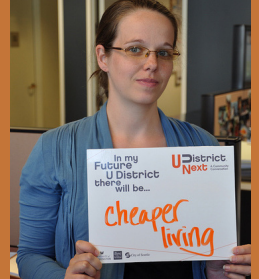
2011

U District community planning begins



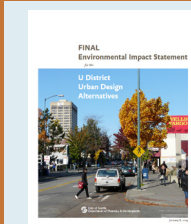
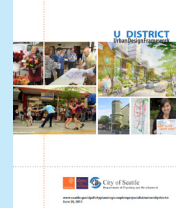
U District Partnership forms

2012



2013

Strategic Plan, Urban Design Framework



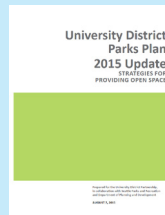
Environmental Impact Statement (EIS)

2013-2015



2015

Parks Plan update, Green Streets Concept Plan, Comprehensive Plan amendments

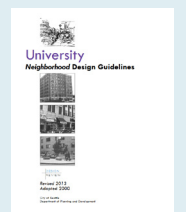


Zoning Recommendations

2016

2017

Neighborhood Design Guidelines update



Contact Us:

SeattleOPCD 
#UDistrictPlanning 

UDistrict@seattle.gov 

www.seattle.gov/dpd/udistrict

U District Urban Design

Director's Report Appendix E: Rezone Analysis

Current zoning overview

The zoning inside the University Community Urban Center is a mix of Commercial (C1), Neighborhood Commercial (NC2 and NC3), Midrise Multifamily (MR), Lowrise Multifamily (LR1, LR2, and LR3) and Single-family (SF5000). Properties along University Way NE and Roosevelt Way NE are generally zoned Neighborhood Commercial (NCP 2 and 3) and Commercial (C1) which allows for mixed-use commercial/residential buildings. Northwest of NE 50th St and Brooklyn Ave NE, zoning is primarily Lowrise 2 (LR2), Lowrise 3 (LR3) and Single Family (SF 5000). Southwest of NE 45th St and 9th Ave NE, zoning is primarily Lowrise 3 (LR3).

Intent of zoning changes

In general, the proposed rezones increase the allowed density and intensity of development near the future light rail station. The intent is to provide for a pedestrian-oriented, transit-oriented center by concentrating commercial and residential growth in the blocks surrounding the U District Light Rail Station (to be located on Brooklyn Ave NE between NE 43rd St and NE 45th St.). Additional rezone recommendations are proposed to transition from the most intense areas of development surrounding the light rail station to lower density residential areas to the north and west.

In combination with proposed rezones, development standards that address ground-level uses and façade treatment, streetscape improvements, and bulk and scale of new buildings are proposed. Generally, these standards are designed to encourage a greater variety of building forms than what is likely under existing zoning. The proposed zoning supports the Goals and Policies of the University Community Urban Center Plan per the recently adopted 2015 Comprehensive Plan Amendments.

Third, the zoning changes include new requirements and programs to respond to the community's stated desire for affordable housing, open space, and other amenities to mitigate the impacts of growth. These include new open space requirements as well as Mandatory Housing Affordability (MHA) requirements. See the Director's Report for a full discussion.

Seattle Mixed Zoning

OPCD recommends rezoning the area generally within the watershed of the U District Brooklyn light rail station to Seattle Mixed (SM). This zone designation can incorporate a broad range of potential future land uses while accommodating existing land use activities. The function and locational criteria of Seattle Mixed better matches existing uses, such as existing high rise development like the University Tower and University Plaza Condominiums. The SM zone is consistent with the community's goal of creating a diverse mixed-use neighborhood with a strong pedestrian orientation that supports the existing retail corridors and provides opportunity to develop additional housing and employment space.

Applying Seattle Mixed also allows OPCD to recommend more detailed development standards, responding specifically to the community's stated desires including more variety in buildings, more open space in conjunction with new development, and a broader mix of housing types.

Consistency with Rezone Criteria

The following sections compare elements of OPCD's proposal with the rezone criteria in Seattle Municipal Code Chapter 23.34. OPCD is recommending 12 rezones to implement the goals and policies of the University Community Urban Center plan by promoting a lively, mixed-use neighborhood that can accommodate a range of new residential, commercial, retail and office uses while preserving the character and function of the University Way NE ("Ave") retail corridor and existing single family neighborhoods. The proposed rezones include approximately 150 acres in the University Community Urban Center.

For a more detailed discussion of the rezone's objectives, please see the U District Urban Design Director's Report.

The following are the key elements of the rezone:

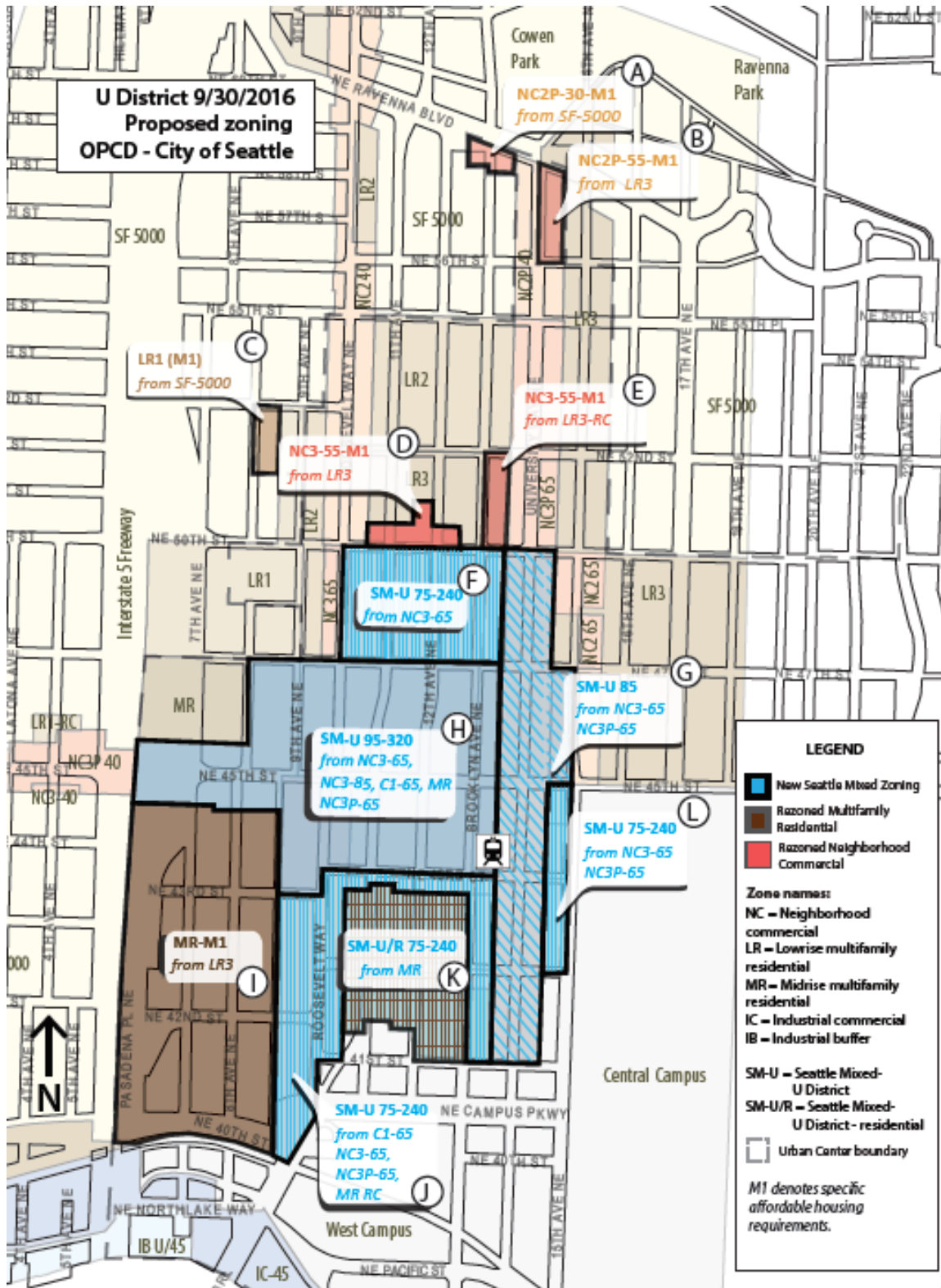
Base Zoning. All of the rezones are depicted on Exhibit A: U District Rezone Map on page 4. Development under this new zoning beyond the development potential of the current zone would be contingent on an incentive zoning program. In addition, mandatory housing affordability (MHA) would apply in all rezoned areas. The 12 rezone areas are identified as follows:

- Area A: Rezone existing Residential, Single-family 5,000 (SF 5000) with a height of 25-30 feet, to Neighborhood Commercial 2P 30 (M1¹) [NC2P-30 (M1)] with a height of 30 feet
- Area B: Rezone existing Residential, Multifamily, Lowrise 3 (LR3) with a height of 18-40 feet to Neighborhood Commercial 2P 55 (M1) [NC2P-55 (M1)] with a height of 55 feet
- Area C: Rezone existing Residential, Single-family 5,000 (SF 5000) to Residential Multifamily, Lowrise 1 [LR1 (M1)]; from 25-30 feet to 18-40 feet
- Area D: Rezone existing Residential, Multifamily, Lowrise 3 with a height of 18-40 feet (LR3), to Neighborhood Commercial 3 with a height of 55 feet [NC3 55 (M1)]

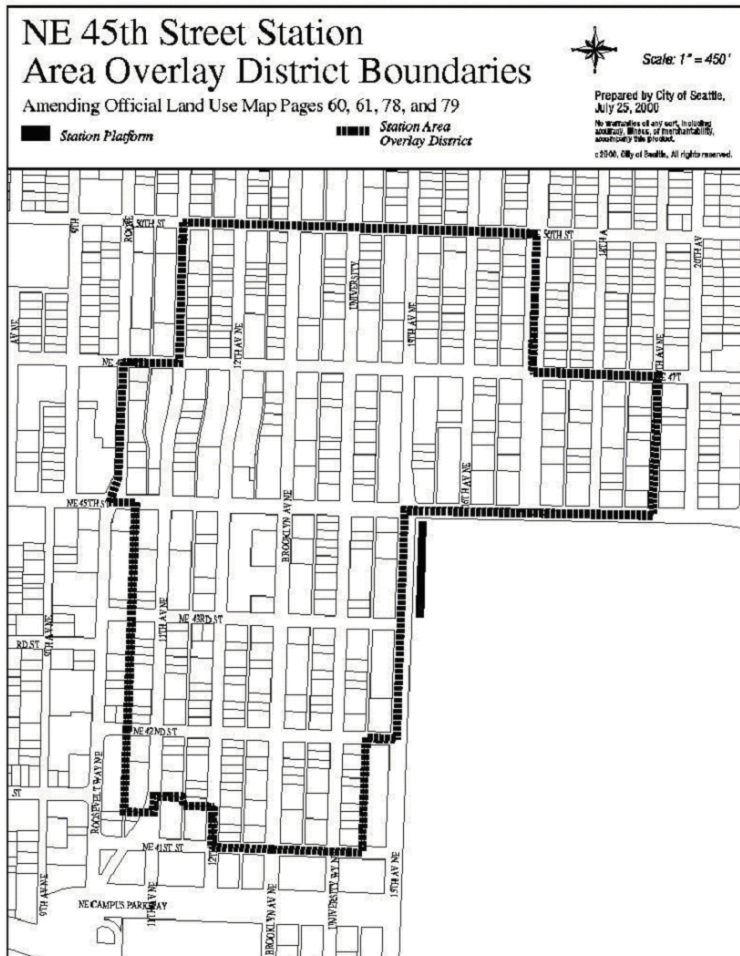
¹ M1 indicates a mandatory housing affordability suffix designation.

- Area E: Rezone and existing Residential, Multifamily Lowrise – Residential Commercial with a height of 18-40 feet (LR-RC) to Neighborhood Commercial 3 with a height of 55 feet [NC3 55 (M1)]
- Area F: Rezone existing Neighborhood Commercial 3 with a height of 65 feet (NC3-65) to Seattle Mixed zone with an allowable height of 240 feet (SM-U 75-240)
- Area G: Rezone existing Neighborhood Commercial 3P and Neighborhood Commercial 3 zoned area with a height of 65 feet (NC3P-65 and NC3-65) to Seattle Mixed with a height of 85 feet (SM-U 85)
- Area H: Rezone an existing mix of Residential, Multifamily, Midrise (MR) with a height of 60-75 feet, Commercial 1 with a height of 65 feet (C1-65), Neighborhood Commercial 3 with a height of 65 feet (NC3-65), Neighborhood Commercial 3 with a height of 85 feet (NC3-85) and Neighborhood Commercial P3 with a height of 65 feet (NC3P-65) to Seattle Mixed with a height of 320 feet (SM-U 95-320)
- Area I: Rezone existing Residential Multifamily Lowrise 3 (LR3) with a height of 18-40 feet to Residential, Multifamily, Midrise [MR (M1)] with a height of 85 feet.
- Area J: Rezone existing mix of Commercial 1 with a height of 65 feet (C1-65), Neighborhood Commercial 3P with a height of 65 feet (NC3P-65), Neighborhood Commercial 3 with a height of 65 feet (NC3-65) and Residential, Multifamily, Midrise RC with a height of 60-75 feet (MR-RC) to Seattle Mixed with a height of 240 feet (SM-U 75-240)
- Area K: Rezone existing Multifamily, Residential, Midrise with a height of 60-75 feet (MR) to Seattle Mixed/Residential with a height of 240 feet (SM-U/R 75-240)
- Area L: Rezone existing Neighborhood Commercial 3 and Neighborhood Commercial 3P with a height of 65 feet (NC3-65 and NC3P-65) to Seattle Mixed with a height of 240 feet (SM-U 75-240)

EXHIBIT A



Station Area Overlay District Boundary



The proposal includes removing the existing station area overlay district designation (shown above). The primary function of the Station Area Overlay (SAO), which was designated in 2001, is to increase development capacity and zoning flexibility in the vicinity of the future light rail station. After implementation of the proposed zoning changes, the SAO will no longer be needed for the following three reasons:

- 1) The recommended zoning changes increase development capacity and use flexibility in a way that is more extensive, detailed, and closely aligned with community interests than the SAO.
- 2) The SAO is based on an outdated location for the station – when it was adopted, the station was planned to be further to the east.

- 3) The SAO does not substantially modify what development is allowed through SM zoning, which would be the predominant zoning classification after OPCD’s zoning recommendations.

Pedestrian Designation (P-Suffix)

The recommended zoning designation for Areas A and B (see exhibit A on page 4) includes application of the P-Suffix. Therefore, analysis of rezone criteria for Areas A and B includes an analysis of the application of the P-Suffix.

Scope of Analysis

The Seattle Land Use Code requires the analysis of certain types of information for rezone actions. For the U District planning area, much of the required information is presented within the body of the Director’s Report. In addition to the report content on the preceding pages, this appendix presents analysis of the proposed rezone criteria identified in the Seattle Land Use Code (Chapter 23 of the Seattle Municipal Code – SMC 23.34).

General rezone criteria

The table below analyzes the broad rezone proposal for all twelve (12) rezone areas against the general rezone criteria (and includes a Code citation for reference).

Criteria	Met?	Analysis – U District-wide
<p><i>In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (SMC 23.34.008.A.1)</i></p>	<p>Yes</p>	<p>The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met.</p> <p>Existing zoned capacity plus additional jobs capacity as a result of the rezone will result in zoned capacity for approximately 17,000 additional jobs. That is approximately 350% of the 4,800 jobs estimated for 2035 [U District Urban Design Final Environmental Impact Statement (FEIS)]. Existing comp. plan growth target for 2024 is 6,140 new jobs.</p> <p>Zoned capacity for new housing units including capacity resulting from the recommended rezones is approximately 9,500 new units. That is approximately 190% of the projected housing unit growth of 5,000 units estimated for 2035 (U District Urban Design FEIS). Existing comp. plan growth target for 2024 is</p>

Criteria	Met?	Analysis – U District-wide
		2,450 new housing units.
<p><i>For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (SMC 23.34.008.A.2)</i></p>	Yes	The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met.
<p><i>The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (SMC 23.34.008.B)</i></p>	Yes	A specific analysis of each individual rezone in relationship to criteria for the specific zone is provided in the Zone Specific Criteria section.
<p><i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i></p>	Yes	This analysis takes into account the changes to zoning made in the area as part of Station Area Planning, adopted by the City Council in the late 1990s. The proposal also takes into consideration the future potential zoning changes associated with implementation of MHA in multifamily and commercially-zoned areas adjacent to the area proposed for the rezone.
<p><i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (SMC 23.34.008.D.2)</i></p>	Yes	<p>The University Community Urban Center portion of the Comprehensive Plan was adopted in 1998 and amended in 2015.</p> <p>The rezone proposal is consistent with the University Community Urban Center Goals and Policies as amended in the 2015 Comprehensive Plan annual update.</p>
<p><i>Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites</i></p>	Yes	There are no policies expressly adopted for the purpose of guiding future rezones in this neighborhood. In addition, Policy UC-P4 reads as follows:

Criteria	Met?	Analysis – U District-wide
<p><i>or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (SMC 23.34.008.D.3)</i></p>		<p><i>These goals and policies of the UCUC Neighborhood Plan are not intended to change the policy basis for consideration of rezones proposed after adoption of these goals and policies.</i></p>
<p><i>The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred. (SMC 23.34.008.E.1)</i></p>	<p>Yes</p>	<p>The proposed rezones consider transitions in development intensity and proposed height limits where the most intensive zones are proposed for the blocks surrounding the proposed light rail station, and just north of the UW West Campus area. There is a gradual transition from this SM-zoned area, to lower intensity NC and MR zones, then LR and SF 5000 zones generally north of NE 50th St.</p>
<p><i>Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.2)</i></p>	<p>Yes</p>	<p>Running north-to-south, University Way NE and Roosevelt Way NE both serve as buffers with more intensive pedestrian-oriented development. NE 50th Street serves as a separation between higher and lower intensity of development within the planning area.</p>
<p><i>Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses (SMC 23.34.008.E.3).</i></p>	<p>Yes</p>	<p>Almost all proposed zone boundaries meet this criterion. One exception is the zone boundary between Area H and Areas G and I where MR zoning is proposed on the west side of NE 9th Avenue and SM-U on the east.</p> <p>The existing condition is also a case of commercial facing residential zoning. The proposed zoning transition of medium density multifamily to mixed use (MR to SM-U) is more compatible than the existing condition which transitions from lowrise multifamily to commercial (LR 3 to C1-65). MR allows for a greater commercial presence at the street level, and the building bulk, scale and density</p>

Criteria	Met?	Analysis – U District-wide
		is more in line with the proposed SM designation.
<i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i>	Yes	All areas within the rezone proposal that establish potential height limits greater than 40 feet are located within the University Community Urban Center.
<i>Negative & positive impacts on the area, including factors such as housing (particularly low-income housing), public services, environmental factors (noise, air & water, flora & fauna, odor, glare & shadows, energy), pedestrian safety, manufacturing activity, employment activity, architectural or historic character, shoreline review, public access and recreation, should be examined. (SMC 23.34.008.F.4.1).</i>	Yes	<p>As recognized in the U District Urban Design Alternatives EIS, most of the impacts of redevelopment (increased traffic, demolition of existing affordable housing, household growth outpacing open space development...) are a result of new development, regardless of whether it is under existing zoning or new zoning. For substantial impacts that would be likely to result from the new zoning (increased shading to parks, increased concentration of traffic impacts at core, more abrupt height transitions...), the EIS identifies a range of mitigation strategies. Many of these mitigations are incorporated in OPCD’s recommendations.</p> <p>Many of the negative impacts of redevelopment and zoning changes would be offset by positive impacts: new publicly accessible open spaces, housing for a broader demographic range of residents, improved pedestrian routes, more trees and landscaping. Since the City’s MHA requirements and incentive zoning program will be applied, new affordable housing units are likely to be created along with daycare centers and other amenities.</p> <p>Development resulting from the proposed zoning would support existing pedestrian-focused retail activity; increase the neighborhood’s employment opportunities; increase housing opportunities and diversify the area’s housing stock; improve pedestrian and</p>

Criteria	Met?	Analysis – U District-wide
		bicycle safety by green streets development; and allow new residences and businesses in close proximity to the U District light rail station so as to offer increased opportunities to use mass transit.
<i>Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including street access, street capacity, transit service, parking capacity, utility and sewer capacity. (SMC 23.34.008.F.4.2).</i>	Yes	<p>This rezone is not anticipated to result in exceeding service capacities. This conclusion is based on the EIS as well as consultation with relevant departments.</p> <p>Existing services are adequate to accommodate an increase of this scale. The University Community Urban Center is already served by several arterial roadways, and a full range of existing utility infrastructure that will be significantly enhanced with the opening of the light rail station. The EIS identifies various infrastructure improvements that will be needed over time under any development scenario – but these improvements fall within the standard procedures of the various utility agencies.</p>
<i>Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter. (SMC 23.34.008.G).</i>	Yes	<p>The rezone proposal is prompted in large part by the opening of the U District light rail transit station that will provide direct access from the U District to Downtown, Southeast Seattle and SeaTac Airport. The light rail station represents a significant change in the U District neighborhood.</p> <p>In addition to the U District light rail station development, there is an identified need for office space proximate to the UW for research and technology-based business.</p>
<i>If the area is located in or adjacent to a critical area, the effect of the rezone on the critical area shall be considered. (SMC 23.34.008.I).</i>	Yes	No impacts to critical areas are expected to result from the rezone proposal. The area proposed for rezone is already a

Criteria	Met?	Analysis – U District-wide
		developed urban environment with no environmentally critical areas.

Criteria for Height Limits of Proposed Zone The table below analyzes the broad rezone proposal for all 12 rezone areas against the criteria for setting height limits. Note: the zoning recommendations are compatible with the 2015 amendments to the Comprehensive Plan and future land use map (FLUM).

Criteria	Met?	Analysis – U-District-wide
<p><i>Height limits for commercial zones shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered. (SMC 23.34.009.A)</i></p>	<p>Yes</p>	<p>The highest proposed height in the rezone area is 320.’ This height is consistent with the Commercial/Mixed Use designation of the Comprehensive Plan’s Future Land Use Map.</p> <p>The University Community Urban Center Plan encourages the accommodation of growth in a way that preserves the surrounding community. The proposed rezone would encourage mixed use development in the central, more urban part of the district while reducing development pressure on University Way NE and surrounding residential neighborhoods.</p>
<p><i>Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered. (SMC 23.34.009.B)</i></p>	<p>Yes</p>	<p>Existing and proposed height limits respond primarily to the context of the existing street grid and the major arterial network. The EIS did not identify significant view impacts.</p>

Criteria	Met?	Analysis – U-District-wide
<p><i>The height limits established by current zoning in the area shall be given consideration. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas. (SMC 23.34.009.C)</i></p>	<p>Yes</p>	<p>Existing height limits in the rezone area represent a range from 16-40 feet in LR zones to 85 feet in neighborhood commercial (NC) zones.</p> <p>Past development in the U District, including the University Tower at 320 feet, the 16-story Hotel Deca building and the 220-foot tall University Plaza Condominiums represent tower heights that would be achievable via the rezone proposal near the transit station and West Campus area. North of NE 50th St, height limits would be similar to current zoning. The presence of the light rail station, ongoing demand for housing units, and anticipated demand for new office space suggest that the proposed height limits are consistent with the development potential of the area.</p>
<p><i>A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers are present. (SMC 23.34.009.D.2.)</i></p>	<p>Yes</p>	<p>The proposed zoning transitions from the highest density and intensity within the blocks immediately surrounding the light rail station, to medium density along University Way NE east of the station. Proposed zoning north of NE 50th St is also medium density providing a transition from high density to low density multifamily and single family zoning (LR and SF 5000) north of NE 50th.</p>
<p><i>Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map. (SMC 23.34.009.E.)</i></p>	<p>Yes</p>	<p>The rezone proposals are consistent with the University Community Urban Center Neighborhood Plan goals and policies.</p>

Rezone Analysis for Area A

The proposal would rezone Area A from SF 5000 to NC2P-30 (M1)

Current conditions

This area contains existing non-conforming retail, multifamily residential and office uses. The parcels front on NE Ravenna and are bisected by Brooklyn Ave NE.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with the existing uses and structures, recognizes their long-standing presence in the neighborhood, and supports the opportunity to improve these developed sites and structures in the future.

Neighborhood Commercial 2 (NC2) Function and Locational Criteria (SMC 23.34.076)

Criteria for NC2 zone	Met?	Analysis
<i>A. Function. To support or encourage a pedestrian-oriented shopping district that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved: (SMC 23.34.076.A)</i>	Yes	The existing neighborhood grocery and coffee shop have served the surrounding neighborhood for decades. Other uses within the area include existing apartments and office development which are compatible with the NC classification.
<i>1. [can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1)</i>	Yes	This area is already characterized by existing small to medium-sized neighborhood-serving businesses as well as multifamily residential development that is served by the existing businesses.

Criteria for NC2 zone	Met?	Analysis
<p>2. <i>[can achieve] Continuous storefronts built to the front lot line; (SMC 23.34.076.A.2)</i></p>	<p>Yes</p>	<p>The existing Cowen Park Grocery building provides for continuous frontage along NE 58th St and Brooklyn Ave NE. The existing apartment building within the area is set back a bit from the street frontage, but if redeveloped, could achieve a continuous street frontage with the existing office building to the east along NE Ravenna Blvd.</p>
<p>3. <i>[can achieve] An atmosphere attractive to pedestrians; (SMC 23.34.076.A.3)</i></p>	<p>Yes</p>	<p>This area is currently attractive to pedestrians and experiences a high level of pedestrian activity. In particular, many pedestrians pass through this area on their way to or from Cowen Park. Brooklyn Ave NE which bisects the area is subject to a recently-completed green street plan that will enhance the pedestrian experience substantially over time.</p>
<p>4. <i>[can achieve] Shoppers can drive to the area, but walk from store to store; (SMC 23.34.076.A.4)</i></p>	<p>Yes</p>	<p>There is on-street parking available on Brooklyn Ave NE and University Way NE. It is easy to walk between this area and the University Way NE commercial corridor located one block east.</p>
<p><i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.076.B)</i></p>		
<p>1. <i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1)</i></p>	<p>Yes</p>	<p>This area is located north of the designated urban center, it is currently developed with uses allowed in the proposed zone, and is contiguous with similarly zoned and developed blocks to the east along NE Ravenna Blvd and University Way NE.</p>

Criteria for NC2 zone	Met?	Analysis
<p>2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2)</p>	<p>Yes</p>	<p>This area has frontage on NE Ravenna Blvd which is classified as a minor arterial and Brooklyn Ave NE which is classified as a collector arterial.</p>
<p>3. Lack of strong edges to buffer the residential areas;(SMC 23.34.076.B.3)</p>	<p>Yes</p>	<p>This area already serves as a buffer between NE Ravenna Blvd and the adjacent residential area to the south.</p>
<p>4. A mix of small and medium sized parcels; (SMC 23.34.076.B.4)</p>	<p>Yes</p>	<p>Parcels are small to medium sized (approximately 9,000 sq. ft.).</p>
<p>5. Limited or moderate transit service. (SMC 23.34.076.B.5)</p>	<p>Yes</p>	<p>Bus service is located within a block of this area on University Way NE. This area is beyond a ½ mile walk from the light rail station.</p>
<p>Conclusion: NC2 is the most appropriate zone for this area as it is intended for a focused commercial center in a lower density residential area. It also most closely represents the existing development within this area.</p>		

Pedestrian designation (suffix P), function and locational criteria (23.34.086)

Criteria for Pedestrian Designation (Suffix P)	Met?	Analysis
<p>Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved:</p> <ol style="list-style-type: none"> 1. A variety of retail/service activities along the street front; 2. Large number of shops and services per block; 3. Commercial frontage uninterrupted by housing or auto-oriented uses; 4. Pedestrian interest and activity; 5. Minimal pedestrian-auto conflicts. 	<p>Yes</p>	<p>Area A meets the functional criteria for a pedestrian designation as it has a variety of retail/services along the NE Ravenna street frontage.</p> <p>The area is uninterrupted by housing or auto-oriented uses. It has a high level of pedestrian activity and minimal pedestrian-auto conflicts.</p>

Criteria for Pedestrian Designation (Suffix P)	Met?	Analysis
<p>Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</p> <ol style="list-style-type: none"> 1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in an urban center or urban village; 2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, major institution, or other activity center; and 3. Excellent access for pedestrians, transit, and bicyclists. 	<p>Yes</p>	<p>Area A meets the pedestrian designation locational criteria in that the existing uses are pedestrian oriented retail and surrounded to the north, south and west by residential areas. Area A is located within an urban center.</p> <p>The proposed P-suffix area is across the street from Cowen Park.</p> <p>Transit service is available on University Way, Roosevelt and NE Ravenna Blvd. Bike lanes are located on NE Ravenna Blvd, nearby Roosevelt and 11th Ave NE and sharrows are designated on University Way NE.</p>
<p>Conclusion: OPCD determines that the Pedestrian Designation (P suffix) is the most appropriate for the area as it meets the functional and locational criteria of a pedestrian-oriented neighborhood commercial area with good access to surrounding residential areas and good access to transit. It is contiguous with lots fronting on the University Way NE corridor that are also designated with the P-Suffix.</p>		

Rezone Analysis for Area B

The proposal would rezone Area B from LR3 to NC2P-55 (M1)

Current conditions

This area contains existing multifamily residential development along with one mixed use building. The area fronts on University Way NE between NE 56th St and Ravenna Blvd. This area is the only block segment along University Way NE where current zoning doesn’t allow for non-residential uses.

Intent of zoning change

The intent of the proposed zoning change is to rezone Area B to a designation that is applied consistently along the majority of properties fronting on University Way NE to provide for a continuous pedestrian-oriented shopping district for the entire length of University Way NE between NE Ravenna Blvd and NE Campus Parkway.

Neighborhood Commercial 2 (NC2) Function and Locational Criteria (SMC 23.34.076)

Criteria for NC2 zone	Met?	Analysis
<i>A. Function. To support or encourage a pedestrian-oriented shopping district that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved: (SMC 23.34.076.A)</i>	Yes	The U District Urban Design Framework Plan envisions maintaining and enhancing University Way NE’s function as a continuous pedestrian-oriented shopping environment. The existing “Ave” businesses provide a full-range of goods and services to neighborhood residents
<i>1. [can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A. 1)</i>	Yes	Small to medium sized parcels, pedestrian-oriented streetscape and existing character of University Way NE are supportive of a variety of small to medium-sized businesses locating within this area.

Criteria for NC2 zone	Met?	Analysis
2. <i>[can achieve] Continuous storefronts built to the front lot line; (SMC 23.34.076.A.2)</i>	Yes	This area fronts on University Way NE which is already substantially developed with commercial businesses that are built to the front lot line and existing development within this area is built to the front lot line. This area already has one service business, and the existing multifamily residential buildings come to or close to the front lot line.
3. <i>[can achieve] An atmosphere attractive to pedestrians; (SMC 23.34.076.A.3)</i>	Yes	This area fronts on University Way NE and has a fairly high volume of pedestrian traffic.
4. <i>[can achieve] Shoppers can drive to the area, but walk from store to store; (SMC 23.34.076.A.4)</i>	Yes	The area is very conducive to walking from store to store. On-street and some off-street parking is available.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.076.B)</i>		
1. <i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1)</i>	Yes	This area is located in a primary business district within an urban center. The area proposed for rezone would extend the zoning currently applied on both sides of University Way all along the corridor extending for approximately 15 blocks.
2. <i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2)</i>	Yes	This area fronts on University Way NE which is a collector arterial. NE Ravenna Blvd, immediately north of the area, is a minor arterial.
3. <i>Lack of strong edges to buffer the residential areas;(SMC 23.34.076.B.3)</i>	Yes	This proposed rezone area is adjacent to an LR3 zoned area to the east which transitions to SF 5000.

Criteria for NC2 zone	Met?	Analysis
<p><i>4. A mix of small and medium sized parcels; (SMC 23.34.076.B.4)</i></p>	<p>Yes</p>	<p>Parcels are small to medium sized (ranging from approximately 3,700 sq. ft. to 15,500 sq. ft.) and are complimentary to the LR3 and SF 5000-zoned parcels in the area surrounding the site.</p>
<p><i>5. Limited or moderate transit service. (SMC 23.34.076.B.5)</i></p>	<p>Yes</p>	<p>Transit service along University Way NE is currently at a level that would be considered better than “moderate”. Light rail will significantly improve transit service in the neighborhood, although the transit station will be more than 10 blocks south of this location.</p>
<p>Conclusion: NC2 is the most appropriate zone for this area as it is intended for a pedestrian-focused retail district or town center near a lower density residential area.</p>		

Pedestrian designation (suffix P), function and locational criteria (23.34.086)

Criteria for Pedestrian Designation (Suffix P)	Met?	Analysis
<p>Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved:</p> <ol style="list-style-type: none"> 1. A variety of retail/service activities along the street front; 2. Large number of shops and services per block; 3. Commercial frontage uninterrupted by housing or auto-oriented uses; 4. Pedestrian interest and activity; 5. Minimal pedestrian-auto conflicts. 	<p>Yes</p>	<p>Area B meets the functional criteria for a pedestrian designation as it has a variety of retail/services along the NE Ravenna Blvd and University Way NE frontage.</p> <p>The area is well served by transit and has a high degree of pedestrian and bicycle activity.</p> <p>A variety of retail/service activities are located along the University Way NE frontage. The frontage is predominantly in commercial use and is pedestrian-oriented.</p>

Criteria for Pedestrian Designation (Suffix P)	Met?	Analysis
<p>Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</p> <ol style="list-style-type: none"> 1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in an urban center or urban village; 2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, major institution, or other activity center; and 3. Excellent access for pedestrians, transit, and bicyclists. 	<p>Yes</p>	<p>Area B meets the pedestrian designation locational criteria in that the existing uses are pedestrian-oriented retail and is contiguous with a pedestrian designated zone that is surrounded to the north, east and west by residential areas. Area A is located within an urban center.</p> <p>The proposed area is across University Way NE from an NC2P-40 zoned area to the west. It is also one block south of Cowen Park.</p> <p>Transit service is available on University Way, Roosevelt and NE Ravenna Blvd. Bike lanes are located on NE Ravenna Blvd, nearby Roosevelt and 11th Ave NE and sharrows are designated on University Way NE.</p>
<p>Conclusion: OPCD determines that the Pedestrian Designation (P suffix) is the most appropriate for the area as it meets the functional and locational criteria of a pedestrian-oriented neighborhood commercial area with good access to surrounding residential areas and good access to transit. It is contiguous with lots fronting on the University Way NE corridor that are also designated with the P-Suffix.</p>		

Rezone Analysis for Area C

The proposal would rezone Area C from SF 5000 to LR1 (M1)

Current conditions

This area is comprised of approximately one half of a single large parcel that is developed with a church and surface parking. The church structure and adjacent rectory are designated landmarks. The site is adjacent to an area zoned LR1 to the east and SF 500 on the north, west and south. The area is across the street (9th Ave NE) from the University Child Development School complex.

Intent of zoning change

The intent of the proposed zoning change is to eliminate the current split zoning condition of the single parcel allowing renovation and expansion of the historic rectory building, and the development of underground parking, while keeping the development compatible with surrounding low-density uses.

Lowrise 1 (LR1) Function and Locational Criteria (SMC 23.34.014)

Criteria for LR 1 zone	Met?	Analysis
<i>A. Function. The function of the LR1 zone is to provide opportunities for low-density multifamily housing, primarily rowhouse and townhouse developments, through infill development that is compatible with single-family dwelling units, or through the conversion of existing single-family dwelling units to duplexes or triplexes: (SMC 23.34.014.A)</i>	Yes	The area is currently developed with a church and low-density multifamily housing. The recommended zoning would allow an addition to the existing multifamily residential rectory building, not allowed under SF 5000 rules.
<i>Locational Criteria. The LR1 zone is most appropriate in areas generally characterized by the following conditions: (SMC 23.34.014.B)</i>		
<i>1. The area is similar in character to single-family zones; (SMC 23.34.014.B.1)</i>	Partial	While the existing development is low density, the site development does contain an institution and a large surface parking lot that are not typical of single family neighborhoods.

Criteria for LR 1 zone	Met?	Analysis
<p>2. <i>The area is either:</i></p> <ul style="list-style-type: none"> a. <i>located outside of an urban center, urban village, or Station Area Overlay District;</i> b. <i>a limited area within an urban center, urban village or Station Area Overlay District that would provide opportunities for a diversity of housing types within these denser environments; or</i> c. <i>located on a collector or minor arterial; (SMC 23.34.014.B.2)</i> 	<p>Yes</p>	<p>This area is located inside the designated University Community Urban Center boundary.</p>
<p>3. <i>The area is characterized by a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as rowhouse and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion; (SMC 23.34.014.B.3)</i></p>	<p>Yes</p>	<p>This area is characterized by existing multifamily structures and surface parking.</p>
<p>4. <i>The area is characterized by local access and circulation that can accommodate low density multifamily development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily developments; (SMC 23.34.014.B.4)</i></p>	<p>Yes</p>	<p>The area is characterized by local access and circulation street network and narrow roadways. There is no alley on the block where this area is located.</p>

Criteria for LR 1 zone	Met?	Analysis
<p><i>5. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and (SMC 23.34.014.B.5)</i></p>	<p>Yes</p>	<p>The area is located between existing single-family area to the west and LR1, LR2 and NC3 zoned areas to the east and therefore is consistent with a gradual transition between existing single-family and neighborhood commercial zoned areas.</p>
<p><i>6. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers. (SMC 23.34.014.B.6)</i></p>	<p>Yes</p>	<p>The area is adjacent to an existing school facility and is within blocks of parks and shopping areas.</p>
<p>Conclusion: LR1 is the most appropriate zone for this area as it is compatible with existing development surrounding the area and serves as an appropriate transition from single-family residential to neighborhood commercial.</p>		

Rezone Analysis for Area D

The proposal would rezone Area D from LR3 to NC3-55 (M1)

Current conditions

This area contains parcels that front on the north side of NE 50th St, just between Roosevelt Way NE and Brooklyn Ave NE. This area contains a variety of low density multifamily residential structures, the University District YMCA, and a variety of retail and service uses.

Intent of zoning change

The intent of the proposed zoning change is to provide a contiguous neighborhood commercial corridor along NE 50th St between Roosevelt Way NE and 15th Ave NE and allow building heights of up to 55 feet. This area is intended to serve as a transition from the proposed higher density Seattle Mixed area to the south and lowrise multifamily residential to the north.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (SMC 23.34.078)

Criteria for NC3 zone	Met?	Analysis
<p><i>A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.078.A)</i></p>	<p>Yes</p>	<p>This area is characterized by pedestrian-oriented streets with an existing mix of retail, service and residential uses. It serves the surrounding neighborhood and larger region via convenient transit access.</p>
<p><i>1. [can achieve] A variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.078.A.1)</i></p>	<p>Yes</p>	<p>A variety of sizes of retail, commercial, and community facilities are located at street level, and some existing residential lots could reasonably redevelop as street-level commercial uses.</p>
<p><i>2. [can achieve] Continuous storefronts or residences built to the front lot line; (SMC 23.34.078.A.2)</i></p>	<p>Yes</p>	<p>Existing development in this area contains a varied pattern of site development with some structures built right up to front lot lines and others set back from the front property line with parking in front. The proposed zoning would provide the opportunity for redevelopment that would result in a more consistent streetscape.</p>
<p><i>3. [can achieve] Intense pedestrian activity; (SMC 23.34.078.A.3)</i></p>	<p>Yes</p>	<p>Parcels in this area front NE 50th St which is an active pedestrian street. NE 50th St is one of two arterials that connect from University Way NE westward across I-5, so pedestrians going to or from Wallingford tend to concentrate there.</p>

Criteria for NC3 zone	Met?	Analysis
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.078.A.4)</i>	Yes	This area has convenient on-street parking nearby streets, like Roosevelt Way NE and Brooklyn Ave NE. The existing grid of streets makes the area conducive to walking from parking location to store to store.
5. <i>Transit is an important means of access. (SMC 23.34.078.A.5)</i>	Yes	This area is served by many bus routes, and is within walking distance of the future light rail station.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.078.B)</i>		
1. <i>1. The primary business district is in an urban center or hub urban village; (SMC 23.34.078.B.1)</i>	Yes	This area is located within the University Community Urban Center.
2. <i>Served by principal arterial; (SMC 23.34.076.B.2)</i>	Yes	This area is served by a number of principal arterials including Roosevelt Way NE, NE 50 th St and 11 th Ave NE.
3. <i>Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;(SMC 23.34.076.B.3)</i>	Yes	This area is separated from low-density residential areas by more intense residential areas currently zoned LR2 and LR3.
4. <i>Excellent transit service. (SMC 23.34.076.B.4)</i>	Yes	This area contains parcels that front on NE 50 th St, which has many bus routes, and is within walking distance of Brooklyn Ave NE, Roosevelt Way NE and University Way NE which also have a high level of transit service.
Conclusion: NC3 is the most appropriate zone for this area as it is intended for a focused retail district serving as a transition from a higher intensity mixed use density to a lower density area.		

Rezone Analysis for Area E

The proposal would rezone Area E from LR3-RC to NC3-55 (M1)

Current conditions

This area contains parcels that front on the east side of Brooklyn Ave NE, between NE 50th St and NE 52nd St. This area contains a variety of low density multifamily residential structures, and a portion of the University Heights Community Center site and a variety of retail and service uses.

Intent of zoning change

The intent of the proposed zoning change is to provide a contiguous neighborhood commercial corridor along NE 50th St and north along Brooklyn Ave NE to NE 52nd Street and allow building heights of up to 55 feet. This area is intended to serve as a transition from the proposed higher density Seattle Mixed area to the south, lowrise multifamily residential to the north, and neighborhood commercial to the east along University Way NE.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (SMC 23.34.078)

Criteria for NC3 zone	Met?	Analysis
<p><i>A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.078.A)</i></p>	<p>Yes</p>	<p>This area is characterized by pedestrian-oriented streets with an existing mix of retail, service and residential uses. It serves the surrounding neighborhood and larger region via convenient transit access.</p>

Criteria for NC3 zone	Met?	Analysis
1. <i>[can achieve] A variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.078.A.1)</i>	Yes	A variety of sizes of retail, commercial, and community facilities are located at street level, and some existing residential lots could reasonably redevelop as street-level commercial uses.
2. <i>[can achieve] Continuous storefronts or residences built to the front lot line; (SMC 23.34.078.A.2)</i>	Yes	Existing development in this area contains a varied pattern of site development with some structures built right up to front lot lines and others set back from the front property line with parking in front. The proposed zoning would provide the opportunity for redevelopment that would result in a more consistent streetscape.
3. <i>[can achieve] Intense pedestrian activity; (SMC 23.34.078.A.3)</i>	Yes	Parcels in this area front Brooklyn Ave NE which is an active pedestrian street. NE 50 th St is one of two arterials that connect from University Way NE westward across I-5, so pedestrians going to or from Wallingford tend to travel via NE 50 th St to Brooklyn Ave NE.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.078.A.4)</i>	Yes	This area has convenient on-street parking on Brooklyn and other nearby streets, like Roosevelt Way NE. The existing grid of streets makes the area conducive to walking from parking location to store to store.
5. <i>Transit is an important means of access. (SMC 23.34.078.A.5)</i>	Yes	This area is served by many bus routes, and is within walking distance of the future light rail station.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.078.B)</i>		

Criteria for NC3 zone	Met?	Analysis
1. <i>The primary business district is in an urban center or hub urban village; (SMC 23.34.078.B.1)</i>	Yes	This area is located within the University Community Urban Center.
2. <i>Served by principal arterial; (SMC 23.34.076.B.2)</i>	Yes	This area is served by a number of principal arterials including Roosevelt Way NE, NE 50 th St and 11 th Ave NE.
3. <i>Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;(SMC 23.34.076.B.3)</i>	Yes	This area is separated from low-density residential areas by more intense residential areas currently zoned LR2 and LR3.
4. <i>Excellent transit service. (SMC 23.34.076.B.4)</i>	Yes	This area contains parcels that front on Brooklyn Ave NE, which has many bus routes, and is within walking distance of NE 50 th St. Roosevelt Way NE and University Way NE which also have a high level of transit service.
<p>Conclusion: NC3 is the most appropriate zone for this area as it is intended for a focused retail district serving as a transition from a higher intensity mixed use density to a lower density area.</p>		

Rezone Analysis for Area F

The proposal would rezone Area F from NC 3-65 to SM-U 75-240

Current conditions

This area contains a mix of parcels used for retail, residential and surface parking. Existing structures are predominately 1-3 stories, with several new developments reaching 5 or 6 stories. The area is bordered by Roosevelt Way NE on the west, the alley located midblock west of University Way NE on the east, NE 50th on the north and NE 47th on the south.

Intent of zoning change

The intent of the proposed zoning change is to implement the goals of the neighborhood plan and urban design framework, and provide a transition to the proposed SM 95-320 zone to the south.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<p><i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i></p>	<p>Yes</p>	<p>This area is located within the University Community Urban Center and is currently zoned NC which allows for residential along with commercial uses. The proposed zoning will allow for a much greater intensity of development that is anticipated to follow the opening of the University District light rail station.</p>
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This area is well served by transit and vehicular systems including numerous bus routes, and I-5. The opening of the U District light rail station will significantly increase access to the neighborhood from Downtown Seattle via Capitol Hill.</p> <p>The U-District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including Green Stormwater Infrastructure (GSI), low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>
<p><i>Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area is intended to provide a transition between more densely developed SM zone to the south and lower density NC and LR zones to the north.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R area, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	<p>This area is not intended to provide a primarily residential character and is anticipated to provide for a mix of residential and commercial uses including office development.</p>
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted.</i></p>	<p>Yes</p>	<p>This area is located within the designated University Community Urban Center and within walking distance of the light rail station areas. It is an area where high density, mixed use development is desirable and it will serve as transition from adjacent areas where greater heights are permitted.</p>

Criteria for SM zone	Met?	Analysis
<p>Conclusion: OPCD determines that the SM zone is the most appropriate for this area based on the consistency of the functional criteria with the goals of the neighborhood plan to create a mixed use neighborhood with a pedestrian orientation near a light rail station.</p>		

Rezone Analysis for Area G

The proposal would rezone Area F from NC3P 65 and NC3 65 to SM-U 85.

Current conditions

This area is currently dominated by retail and restaurant uses at the ground level with some mixed use structures with retail on the ground floor and apartments above. In addition, there are a few religious institutions, a post office, The Varsity Theatre and the University Bookstore.

Intent of zoning change

The intent of the proposed zoning change is to provide incentive for improvements to existing properties and infill development via the potential for additional height. Additional height within this area is also responsive to the area’s proximity to the light rail station and anticipated development. The height increase is modest and would ensure that the overall character of University Way NE as a pedestrian-oriented shopping street is maintained.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<p><i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i></p>	<p>Yes</p>	<p>This area is located within the University Community Urban Center. It contains parcels on either side of University Way NE between NE 50th St and NE 41st St. This area is in the heart of the U District shopping district and contains numerous retail businesses and restaurants along with some office and residential uses. This area has a high level of pedestrian activity that will only continue to increase with the opening of the light rail station and additional mixed use development around the station.</p>
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This area is well served by transit and vehicular systems including the numerous bus routes on University Way NE, and N NE Campus Parkway-Eastlake Ave E. and convenient access to I-5.</p> <p>The U-District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including incremental improvements to the electric and water utilities, Green Stormwater Infrastructure (GSI) to better manage runoff, low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Relationship to Surrounding Activity. An area that either provides a transition from or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area is intended to allow for a transition to higher density mixed used development along University Way NE south of NE 50th St. It is located near an area where significant investments are being made in transit infrastructure. This area will serve as a transitional zone between higher intensity development to the east and west and lower intensity development along University Way NE north of NE 50th St.</p>
<p><i>Mix of Use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	<p>The SM/R designation is not proposed for this area. Generally, development standards in this area will weight residential and non-residential uses equally.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>A height limit of 85 feet is proposed for this area in order to support slightly higher density mixed use development along this section of the “Ave.” within an area that is convenient to the light rail station site while still maintaining a pedestrian scale.</p>
<p>Conclusion: OPCD determines that the SM zone is the most appropriate zone for this area based on the consistency of the functional criteria with the goals of the neighborhood plan to create a mixed use neighborhood with a pedestrian orientation that is served by light rail transit.</p>		

Rezone Analysis for Area H

The proposal would rezone Area H from a mix of MR, C1, NC3, and NC3P to SM-U 95-320

Current conditions

This area is located in the heart of the U District centered on NE 45th St and Roosevelt Way NE. It contains the light rail station site and is currently zoned primarily NC3 with height limits of 65 to 85 feet. Properties fronting on Roosevelt Way NE south of 45th are zoned C1-65 and a few small areas are zoned MR.

Intent of zoning change

The intent of the proposed zoning change is to allow for transit-oriented development in greater densities near the light rail station. For some sites, this would include allowing tower/podium style structures. Street improvements and possible mid-block connections are intended to make this area a lively pedestrian-oriented environment. Increased density and intensity of development in this area will provide opportunity for new housing and office development to support the existing University commercial district and campus. Increased height together with an incentive zoning program will help provide new affordable housing, open space improvements, and other features to mitigate the impacts of growth in the neighborhood.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<p><i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i></p>	<p>Yes</p>	<p>This area is within the University Community Urban Center. The area surrounding the light rail station is envisioned to be a vibrant business and residential district connected to the existing retail core along University Way NE and the University of Washington campus to the east. Brooklyn Ave NE, NE 42nd St and NE 43rd St are designated as green streets to be improved with landscaping and street furniture to enhance the pedestrian experience.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This area already is well-served by existing bus transit along University Way NE, Campus Parkway, Roosevelt Way NE, 15th Ave NE and NE 45th Sts. The addition of light rail service in 2021 will greatly enhance transit service and make this area within a 6-minute trip to Downtown Seattle.</p> <p>The U District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including incremental improvements to the electric and water utilities, Green Stormwater Infrastructure (GSI) to better manage runoff, low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Relationship to Surrounding Activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area is intended to become the heart of the U District in terms of employment, higher density housing, excellent transit service, and urban amenities. Surrounding this area is zoning that allows for moderate density, midrise scale development that transitions to lower density residential neighborhoods to the north and east.</p>
<p><i>Mix of Use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	<p>The SM/R designation is not proposed for this area. Generally, development standards in this area will weight residential and nonresidential uses equally. The adjacent high density residential focus area (zoned SM-U/R) is discussed in Area K.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>This area is within the University Community Urban Center and contains the light rail station area. A height limit of 320 feet is proposed to accommodate high density, mixed use development.</p>
<p>Conclusion: The SM zone is the most appropriate for this area based on the consistency of the functional criteria with the goals of the neighborhood plan to create a mixed use neighborhood with a pedestrian orientation that accommodates increased employment served by light rail.</p>		

Rezone Analysis for Area I

The proposal would rezone Area I from LR3 to MR (M1)

Current conditions

This area is currently dominated by multifamily residential development with some older single family homes.

Intent of zoning change

The intent of the proposed zoning change is to encouraging additional medium density residential uses near the UW West Campus area and the light rail station.

Midrise (MR) Function and Locational Criteria (SMC 23.34.024)

Criteria for MR zone	Met?	Analysis
<p><i>A. Function. An area that provides concentrations of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment: (SMC 23.34.024.A)</i></p>	<p>Yes</p>	<p>The University Community Urban Center Plan envisions this area as predominantly multi-family residential. It is located near the Roosevelt Way NE, an employment and mixed use corridor and within walking distance of the UW campus and light rail station. Green Streets are proposed for segments of NE 42nd and NE 43rd located within the area, which will enhance the pedestrian environment.</p>
<p><i>Locational Criteria. (SMC 23.34.024.B)</i></p>		
<p><i>1. Threshold Conditions. Subject to subsection 23.34.024.B.2 of this section, properties that may be considered for a Midrise designation are limited to the following;</i></p> <ul style="list-style-type: none"> <i>a. Properties already zoned Midrise</i> <i>b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or;</i> <i>c. Properties within an urban center or urban village, where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Midrise zone designation. (SMC 23.34.024.B.1)</i> 	<p>Yes</p>	<p>This area is located within the University Community Urban Center and is identified as a multi-family residential area.</p>

Criteria for MR zone	Met?	Analysis
<p>2. <i>Environmentally Critical Areas. Except as stated in this subsection 23.34.024.B.2, properties designated as environmentally critical may not be rezoned to a Midrise designation, and may remain Midrise only in areas predominantly developed to the intensity of the Midrise zone. The preceding sentence does not apply if the environmentally critical area either:</i></p> <p>1) <i>was created by human activity, or</i></p> <p>2) <i>is a designated peat settlement, liquefaction, seismic or volcanic hazard, or flood prone area, or abandoned landfill.; (SMC 23.34.024.B.2)</i></p>	<p>Yes</p>	<p>There are no environmentally critical areas within the proposed rezone area.</p>
<p>3.a. <i>Properties that are adjacent to business and commercial areas with comparable height and bulk; (SMC 23.34.024.B.3.a)</i></p>	<p>Yes</p>	<p>This area is adjacent to the Roosevelt Way NE Corridor, and a larger mixed use area to the east is proposed to be rezoned to SM which will allow for high density retail, employment and residential development, and heights of up to 240 and 320 feet.</p>
<p>3.b. <i>Properties in areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by midrise development; (SMC 23.34.024.B.3.b)</i></p>	<p>Yes</p>	<p>This area is located one block from Roosevelt Way NE - a major arterial, and NE Campus Parkway, which has many bus routes. The area is within walking distance of the planned U District light rail station. In addition, Roosevelt Way NE is currently being studied as a potential high capacity transit route to Downtown.</p>

Criteria for MR zone	Met?	Analysis
<i>3.c. Properties in areas that are in close proximity to major employment centers; (SMC 23.34.024.B.3.c)</i>	Yes	Yes, this area is in close proximity to the University of Washington, Seattle's largest employer. Additional office development is anticipated in conjunction with light rail service to the area as well as businesses related to University research activity.
<i>3.d. Properties in areas that are in close proximity to open space and recreational facilities; (SMC 23.34.024.B.3.d)</i>	Yes	This area contains one small park - Christie Park, and the U District P-Patch. It is within walking distance of the UW Campus, University Playground, and Sakuma Viewpoint on Portage Bay (designated for future expansion). In addition, a pedestrian trail connection links this area to Northlake Park which is located where 7 th Avenue NE terminates at the Lake Union waterway.
<i>3.e. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings; (SMC 23.34.024.B.3.e)</i>	Yes	This area is bounded on the west by Interstate 5 which provides a significant edge to the area. Property adjacent to this area on the north and east is proposed to be rezoned to SM which will provide for high density and intensity development resulting in a strong built form edge. NE 40 th St. forms the southern boundary of the area.
<i>3.f. Properties in flat areas where the prevailing structure height is greater than 37 feet or where due to a mix of heights, there is no established height pattern; (SMC 23.34.024.B.3.f)</i>	N/A	

Criteria for MR zone	Met?	Analysis
<p><i>3.g. Properties in areas with moderate slopes and views oblique or parallel to the slope where the height and bulk of existing structures have already limited or blocked views from within the multifamily area and upland areas; (SMC 23.34.024.B.3.g)</i></p>	<p>Yes</p>	<p>Overall this area has moderate slope, but is framed by steep slopes on the west adjacent to I-5 and on the south at the NE 40th St one-way couplet. Existing structures have already limited views within the multifamily area.</p>
<p><i>3.h. Properties in areas with steep slopes and views perpendicular to the slope where upland developments are of sufficient distance or height to retain their views over the area designated for the Midrise zone; (SMC 23.34.024.B.3.h)</i></p>	<p>N/A</p>	
<p><i>3.i. Properties in areas where topographic conditions allow the bulk of the structure to be obscured. Generally, these are steep slopes, 16 percent or more, with views perpendicular to the slope. (SMC 23.34.024.B.3.i)</i></p>	<p>N/A</p>	<p>This area has limited view potential due to its existing development and edge conditions.</p>
<p>Conclusion: MR is the most appropriate zone for this area as it is intended for primarily residential development in a pedestrian-oriented environment proximate to employment and services and transit.</p>		

Rezone Analysis for Area J

The proposal would rezone Area J from C1-65, NC3-65, NC3P-65 and MR-RC to SM-U 75-240

Current conditions

This area contains a variety of existing uses including apartments with ground floor commercial uses, apartment buildings, office buildings a hotel and surface parking lots.

Intent of zoning change

The intent of the proposed zoning change is to allow for a greater intensity of mixed use development adjacent to the Roosevelt Way NE corridor and the West Campus area which is an area of significant development activity. This area is also within walking distance of the light rail station.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<p><i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i></p>	<p>Yes</p>	<p>This area is located within the University Community Urban Center. It provides for a wide range of uses, and includes parcels with frontage on Roosevelt Way NE, NE 43rd St and Brooklyn Ave NE.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This rezone is not anticipated to result in development exceeding service capacities. This area is well served by transit and vehicular systems including the numerous bus routes on Roosevelt Way NE/11th Ave NE, NE 40th St, Eastlake Ave E. and I-5.</p> <p>Additionally, this area is within walking distance of the U District light rail station site.</p> <p>The U-District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including incremental improvements to the electric and water utilities, Green Stormwater Infrastructure (GSI) to better manage runoff, low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Relationship to Surrounding Activity. An area that either provides a transition from or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area is intended to transition to higher density mixed used. It is located within an area where significant investments are being made in transit infrastructure. This area will serve as a transitional zone between higher intensity development to the north, medium density residential neighborhoods to the west and proposed SM-U 85 zoned area to the east.</p>
<p><i>Mix of Use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	<p>The SM-U/R designation is not proposed for this area. Generally, development standards in this area will weight residential and non-residential uses equally. The adjacent high density residential focus area proposed to be zoned SM-U/R is discussed in Area K.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>A height limit of 240 feet is proposed for this area in order to support high density mixed use development, but slightly stepping down from adjacent SM zone to the north where heights of 320 feet would be permitted per recommended zoning.</p>
<p>Conclusion: OPCD determines that the SM zone is the most appropriate zone for this area based on the consistency of the functional criteria with the goals of the neighborhood plan to create a mixed use neighborhood with a pedestrian orientation that is served by light rail transit.</p>		

Rezone Analysis for Area K

The proposal would rezone Area K from MR to SM-U/R 75-240

Current conditions

This area is predominantly multifamily residential characterized by medium density apartment buildings. There are also a few duplex, triplex and fourplex structures, rooming houses and single family homes scattered throughout the area.

Intent of zoning change

The intent of the proposed zoning change is to provide opportunity for higher density infill multifamily development in the area located just south of the U District Light Rail Station where a relatively high residential density already exists and there is even greater demand. Highrise multifamily development would also support the “Ave’s” pedestrian shopping area.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	This area is located within the University Community Urban Center. It is located in a heavily pedestrian-trafficked area with many services located nearby along University Way NE to the east and Roosevelt Way NE to the west. This area is located immediately south of a proposed SM-zoned area and light rail station site that will accommodate high density mixed use development.

Criteria for SM zone	Met?	Analysis
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This area is well served by transit and vehicular systems including the numerous bus routes on Roosevelt Way NE/11th Ave NE, University Way NE, NE Campus Parkway, NE 40th St, and Eastlake Ave E. and convenient access to I-5.</p> <p>Additionally, this area is within walking distance of the U District light rail station site.</p> <p>The U-District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including incremental improvements to the electric and water utilities, Green Stormwater Infrastructure (GSI) to better manage runoff, low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Relationship to Surrounding Activity. An area that either provides a transition from or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area is intended to transition to higher density mixed used. This area is located between the University Way NE and Roosevelt Way NE commercial business corridors, and is a short walk from the major employer, University of Washington. It is just south of the light rail station site and anticipated center of future development within the University Community Urban Center.</p> <p>This area will serve as a transitional zone between higher intensity development to the north and the UW West Campus area to the south.</p>
<p><i>Mix of Use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>Yes</p>	<p>The SM-U/R designation is proposed for this area. This area is north of the West Campus area that contains hundreds of housing units, mostly occupied by UW students. This area has been a focus of residential development activity with modest amounts of retail use at the ground floor. The SM-U/R designation will respond to the market demand for primarily residential floor space in this part of the neighborhood.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>A height limit of 240 feet is proposed for this area in order to support high density mixed use development, and is complementary with the SM zoning on the north, east and west where heights of up to 240 feet would be permitted per the recommended zoning.</p>
<p>Conclusion: OPCD determines that the SM-U/R zone is the most appropriate zone for this area based on the consistency of the functional criteria with the goals of the neighborhood plan to create a mixed use neighborhood with a pedestrian orientation that is served by light rail transit.</p>		

Rezone Analysis for Area L

The proposal would rezone Area L from NC3-65 and NC3P-65 to SM-U 75-240

Current conditions

This area is currently a mixture of office, retail, apartment, religious institution and the University Bookstore surface parking lot.

Intent of zoning change

The intent of the proposed zoning change is to allow for increased intensity of mixed use development adjacent to the University Way shopping district and to respond to large development sites along 15th Ave NE with high density mixed use development.

Seattle Mixed (SM) Function and Locational Criteria (SMC 23.34.128)

Criteria for SM zone	Met?	Analysis
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	This area is located within the University Community Urban Center. There are a wide range of uses within this area and blocks surrounding it. NE 43 rd St, which bisects this area, is designated for green street improvements and the alley immediately to the west is designated for alley activation which consists of physical improvements and programming to make the alley a lively pedestrian-oriented environment.

Criteria for SM zone	Met?	Analysis
<p><i>Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i></p>	<p>Yes</p>	<p>This rezone is not anticipated to result in exceeding service capacities. This area is well-served by transit, has convenient access to I-5, and will have light rail service in the near future resulting in a significant expansion of existing transportation infrastructure.</p> <p>The U-District Urban Design DEIS, April, 2014, does not identify any significant unavoidable adverse impacts to utilities. The DEIS identifies a number of mitigating measures to reduce the impact on existing utility infrastructure including incremental improvements to the electric and water utilities, Green Stormwater Infrastructure (GSI) to better manage runoff, low water use fixtures and conservation measures, and installation of photovoltaic and other technologies to reduce demand on electric power.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Relationship to Surrounding Activity. An area that provides a transition from or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>The proposed zoning is compatible with the plans for improvements to the northwest corner of the UW Campus, immediately to the east and the University Way NE shopping district to the west. This area is within two blocks of the light rail station site and can accommodate greater density and adequate transition with surrounding areas can be provided via upper level floor setbacks, tower separation standards, ground level oriented uses, etc.</p>
<p><i>Mix of Use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	<p>The SM/R designation is not proposed for this area to allow for greatest flexibility in accommodating a wide mix of residential and non-residential uses.</p>

Criteria for SM zone	Met?	Analysis
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally, within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.D)</i></p>	<p>Yes</p>	<p>A maximum height limit of 240 feet is proposed for this area. High density, mixed use development is desirable in this location as it will allow greater density and intensity of mixed use development adjacent to the existing University Way NE shopping district. This increased density and intensity of development will bring additional employees and residents to the district who will support local businesses.</p>
<p>Conclusion: OPCD determines that the SM zone is the most appropriate for this area based on its location adjacent to the UW Campus and University Way NE, and two blocks from the light rail station. This area is desirable for infill and redevelopment at a higher density and intensity of uses that will support the existing University Way NE corridor without changing the character of the streetscape.</p>		

U District Urban Design

Appendix F: Relationship between Payment and Performance Amounts

RCW 36.70A.540 provides that “Affordable housing incentive programs may allow a payment of money or property in lieu of low-income housing units if the jurisdiction determines that the payment achieves a result equal to or better than providing the affordable housing on-site, as long as the payment does not exceed the approximate cost of developing the same number and quality of housing units that would otherwise be developed.” This document outlines how the proposed MHA-R payment and performance requirements for zones in the U District would meet this standard.

Relationship of payment to cost of developing

In setting required performance and payment amounts for the various zones in the U District, the City established a conversion factor for determining the relationship between the payment amount and the performance amount. The conversion factor reflects the following methodology:

Payment amount = Capitalized value of difference between market and affordable rental rate
(e.g., rent subsidy) + 10%

The capitalized value of the rent differential is intended to reflect the value of the revenue that would be lost by an owner due to providing rent-restricted units under the performance option. The 10% adjustment reflects a number of factors associated with provision of affordable housing by the City using payment proceeds, specifically the City's cost to administer payment revenue and the resulting delay between the time payments are collected and the ultimate production of affordable housing. Administering payment revenue entails a wide range of activities, including tracking of funds, soliciting and underwriting affordable housing proposals, preparing and reviewing legal documents, closing and disbursement of loans in coordination with other investors and lenders, monitoring of construction progress, and general oversight of projects to ensure consistency with funding policies and procedures. These activities mean some amount of time to translate payments into the actual production of affordable housing. Additional time can be expected based on the time it takes projects to assemble financing and obtain building permits.

The City created several different scenarios for capturing the relationship between performance and payment using the foregoing methodology, based on high, medium, and low areas. The “medium” scenario was used for the U District. The scenarios used average rents for buildings 85 feet in height or less. Residential buildings of this scale generally use significant wood-frame construction which is lower cost than the steel and concrete construction used for high-rise structures. High-rise construction is generally associated with higher rents. This means that, while a mix of payment and performance is expected for non-high-rise buildings, for high-rise buildings one would expect the relationship between performance and payment to favor choosing the payment option.

Table A shows the calculations that were used to determine the payment amount per unit of affordable housing required.

Table A: Calculation of Payment Amount Per Affordable Unit Required

	Market Rate			Affordable Rate (60% of AMI)
	High	Medium	Low	
Rent per net square foot	\$3.04	\$2.72	\$2.26	
Average One-bedroom Unit Size (Net SF)	654	627	642	
Monthly Gross Rent per Unit	\$1,988	\$1,705	\$1,451	\$1,008
Annual Gross Rent per Unit	\$23,858	\$20,465	\$17,411	\$12,096
<i>Less Vacancy</i>	<i>(\$1,193)</i>	<i>(\$1,023)</i>	<i>(\$871)</i>	<i>(\$605)</i>
<i>Less Monitoring Fee</i>				<i>(\$150)</i>
Annual Net Income per Unit	\$22,665	\$19,442	\$16,540	\$11,341
Capitalized Value of Net Income per Unit with 5.25% Cap Rate	\$431,715	\$370,324	\$315,057	\$216,023
Rent Subsidy (Market Value – Affordable Value)	\$215,692	\$154,301	\$99,034	
Payment Amount per Affordable Unit Required (Rent Subsidy plus 10%)	\$237,261	\$169,731	\$108,937	
Payment Amount per Net Square Foot of Affordable Unit Required	\$363	\$271	\$170	

The Payment Amount per Affordable Unit Required figures represent the payment cost for one performance unit in areas with different rent levels. The “medium” number was used to create the conversion factor between the performance and payment requirements for the various zones in the U District. The City started with the performance amount and used the conversion factor to set the payment amount.

Table B shows the cost of development of a unit in market-rate development in comparison to the cost of the payment option per affordable unit calculated above. The Cost of Development figures come directly from the Seattle Affordable Housing Incentive Program Economic Analysis Report created by David Paul Rosen and Associates (DRA), October 10, 2014.

Table B: Cost of Development and Cost of Payment Option per Net Square Foot of Affordable Unit

	Area or Zone (DRA Prototype Numbers)	Rental Units			Ownership Units		
		High	Medium	Low	High	Medium	Low
Cost of Development from DRA Study (per net square foot)	Downtown highrise (1A, 2A)	\$523	n/a	n/a	\$620	n/a	n/a
	South Lake Union highrise (4A, 5A)	\$511	n/a	n/a	\$595	n/a	n/a
	South Lake Union Mid-rise (4B, 5B)	\$414	n/a	n/a	\$476	n/a	n/a
	LR3 (7B, 8B)	\$458	\$391	\$334	\$503	\$431	\$370
	MR (7A, 8A)	\$442	\$392	\$347	\$496	\$441	\$391
	NC40 (9B, 10B)	\$448	\$382	\$327	\$500	\$429	\$369
	NC65 (9A, 10A)	\$469	\$414	\$364	\$525	\$465	\$411
	NC85 (11A, 12A)	\$521	\$457	\$401	\$523	\$458	\$402
Payment Amount per Net SF of Affordable Unit Required (from Table A)		\$363	\$271	\$170	\$363	\$271	\$170

For all prototypes, the development costs in Table B are greater than the amounts used for purposes of establishing the relationship between performance and payment as set forth in Table A and shown by the last row in the chart. This data also indicates that the cost of the payment option would in all cases be less than the cost of development by non-profit developers, who tend to build low- to mid-rise projects (e.g., the type typical in LR3, MR, and NC zones) and have development costs that are generally equal to or slightly higher than market-rate costs. While no data was generated for highrise development outside of High areas, this type of development is significantly more expensive than development in LR, MR, NC40 or NC65 zones so it can be assumed that development costs in these areas would also be greater than the payment amount.

The cost of the payment option per affordable unit also remains below an affordability gap cost as determined by DRA (e.g., the capital subsidy required to develop housing affordable to families at target income levels). DRA's affordability gap analysis in the Seattle Non-Residential Affordable Housing Impact and Mitigation Study (DRA, September 15, 2015, pp. 11-13) calculated the cost to make housing affordable to households at the target income level by subtracting per unit development costs from the per unit mortgage supportable from affordable rents at 60% of area median income, based on the cost of building new low- or mid-rise multifamily housing. Table C shows how these figures compare to cost of the payment option, based on the 650 net square foot unit size used by DRA.

Table C: DRA Affordability Gap and Cost of Payment Option

	High	Medium	Low
DRA Affordability Gap (per NSF)	\$371	\$319	\$293
Payment Amount per NSF of Affordable Unit Required (from Table A)	\$363	\$271	\$170

For all of the foregoing reasons, the payment amount per required affordable unit used for purposes of the conversion factor does not exceed the cost of developing the same quality of unit that would otherwise be developed under the performance option. Thus, the performance and payment requirements for zones in the U District, whose relationship was determined using that conversion factor, ensure that the payment for a building does not exceed the approximate cost of developing the same number and quality of housing units that would otherwise be developed under the performance option, in compliance with the statutory requirement of RCW 36.70A.540.

Equal or better result

For purposes of implementing MHA-R in the U District, payment achieves a result equal to or better than providing the affordable housing on-site.

First, when creating housing with the same level of income and rent restrictions, payment results in the production of far more units of affordable housing than would be produced by on-site performance, due to the City’s ability to use payment proceeds to leverage additional funds that would otherwise not be available. In the past, the City’s Office of Housing has leveraged approximately \$3.50 in non-City funding for every \$1 of City funding invested. Among projects that utilize 4% Low Income Housing Tax Credits and tax exempt bonds, which are currently non-competitive and leave a large portion available for additional projects to access in Washington State, the City has leveraged approximately \$3 in non-City funding for every \$1 of City funding invested. Using an even more conservative estimate of \$2.25 in leverage for every \$1 of City funding going forward, the Office of Housing estimates it will still produce substantially more affordable housing than would be achieved through on-site performance. The Office of Housing, which administers in-lieu payments, has a history of effectiveness in aligning resources to maximize production, and has been particularly successful in leading statewide efforts to streamline and coordinate capital funding as well as long-term asset management and compliance monitoring of affordable housing.

Second, unlike with housing produced on-site, the investment of payment funds allows the flexibility to create housing affordable to households with incomes even lower than 60% AMI. While this may create some tradeoffs with the amount of housing produced, the City has in many cases made the policy choice to support housing for individuals and families with incomes lower than the maximum target income level, due to compelling cases that can be made for prioritizing housing for those with the greatest needs.

Third, the Office of Housing has a history of affirmatively furthering fair housing choice by investing in housing throughout the city. This record has been confirmed by independent study and is reflected in adopted policies that establish criteria for where funds are invested. The following map illustrates where the City has funded affordable housing, including the

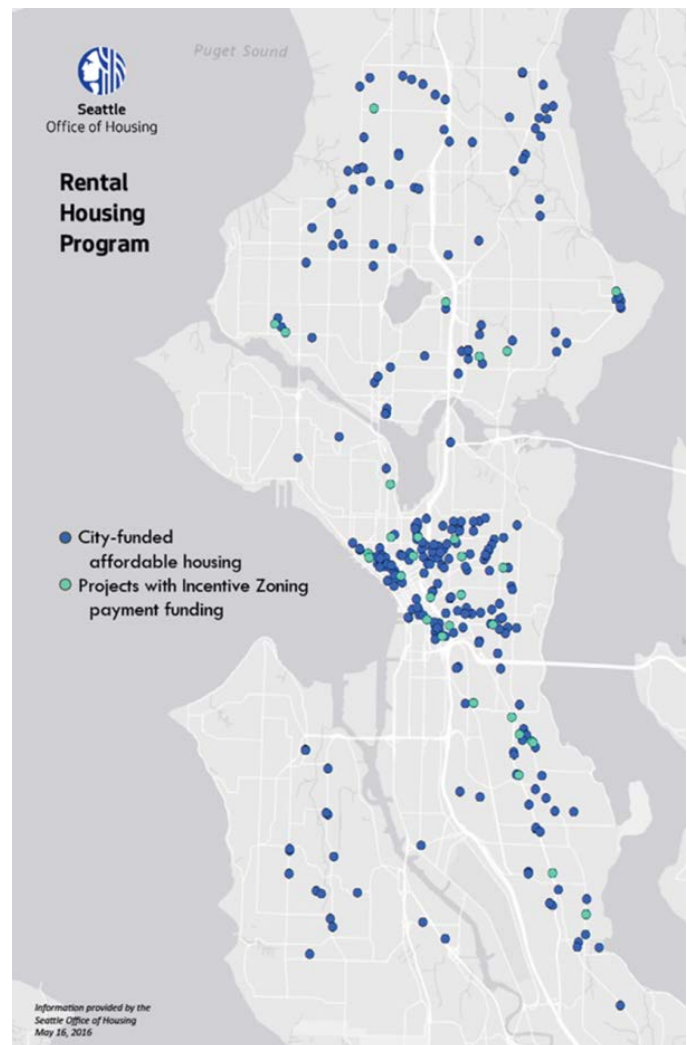
locations of projects that have received funding from payments under the City's existing incentive zoning system.

In the proposed MHA program, the City will invest funds in locations that advance the following factors:

- a. Affirmatively furthering fair housing choice;
- b. Locating within an urban center or urban village;
- c. Locating in proximity to frequent bus service or current or planned light rail or streetcar stops; and
- d. Furthering City policies to promote economic opportunity and community development and addressing the needs of communities vulnerable to displacement.
- e. Locating near developments that generate cash contributions.

While requiring an affordable unit to be in a market-rate building is one way of trying to ensure that low-income residents are integrated with higher-income residents, the City has not found compelling research-based evidence that this strategy results in more meaningful integration than investing in affordable housing projects in strategic locations throughout the city, particularly where that investment occurs in neighborhoods that provide high levels of opportunity. In addition, the City has received input that some low-income residents place greater value on the opportunity to live in their communities and benefit from existing social networks, as compared to moving to a neighborhood with no existing social supports.

With the new Seattle 2035 Comprehensive Plan, the City has developed a highly nuanced approach to analyzing issues related to displacement and access to opportunity. See Seattle 2035 Growth and Equity report, May 2016. The locational factors for investing payment proceeds under MHA support the recommended equitable development strategies identified in the Growth and Equity report. See Growth and Equity report, pp. 11-12.



Comparing the geographic analysis of access to opportunity in the Growth and Equity report to the City's practice in investing payment proceeds confirms that the City has been

quite successful in targeting affordable housing investments in areas with high access to opportunity, and high risk of displacement. This demonstrates the importance of a strategic approach to investing in affordable housing projects in a variety of locations based on criteria such as those applicable under MHA.

Finally, funds invested in affordable housing can result in a range of other community benefits. For instance, public investment can stimulate economic development in areas of the city that lack private investment; preserve historic buildings that would otherwise be lost to deterioration or demolition; and help stabilize rents in areas where residents are at risk of displacement. On the whole, funds can be strategically invested to maximize housing choice throughout the city. Projects funded by the City must comply with the statewide Evergreen Sustainable Development Standard, which furthers energy and water efficiency, improves health and safety, and creates operational savings that benefit low-income residents over the long-term. In addition to leveraging other investment in housing, other public funds can also leverage investments in a range of non-residential spaces such as affordable childcare, small business space, and social service facilities. Finally, affordable housing projects often include resident service programs and other connections to social services that help individuals and families to thrive. These types of benefits are generally not achieved through new market rate developments.

Based on the foregoing, City staff has concluded that the investment of payment funds will result in outcomes that are equal or better than those resulting from provision of affordable housing on-site.

Appendix G Comprehensive Plan Excerpts

Background

Seattle's Comprehensive Plan guides many of the City's investments and policy decisions. Starting in the 1990's, it laid out the Urban Village Strategy as the foundation of land use policy. As part of this strategy, the Comprehensive Plan designates the University Community Urban Center as one of six top priority areas for job and housing growth, and for public investments.

Council is in the process of adopting a new Comprehensive Plan (Seattle 2035), which will update many of the longstanding goals and policies. Below are excerpts of both the existing and proposed plans, presenting goals and policies relevant to zoning and affordable housing recommendations in the U District.

Existing Comprehensive Plan Goals and Policies

UVG3 Promote densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages.

UVG4 Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.

UVG27 Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.

UVG28 Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.

LUG17 Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

LUG19 Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.

HG2.5 Seek to reduce involuntary housing cost burden for households by supporting the creation and preservation of affordable housing.

H8.5 Encourage a shared responsibility between the private and public sectors for addressing affordable housing needs.

H29.4 Consider requiring that new development provide housing affordable to low-income households. Consider adopting such an approach either with or without rezones or changes in development standards that increase development capacity.

UCG4 A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances homeownership opportunities with rental unit supply.

UCP2 South of 50th and west of 15th, encourage high-quality development with a variety of building types, enhancing a vibrant mixed-use area with excellent proximity to the University and to the Sound Transit Light Rail station.

UCP14 Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.

Proposed Seattle 2035 Comp Plan Goals and Policies

GSG2 Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.

GS2.5 Encourage infill development in underused sites, particularly in urban centers and villages.

GS2.7 Promote levels of density, mixed-uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation.

GSG3 Accommodate a majority of the city's expected household growth in urban centers and urban villages and a majority of employment growth in urban centers.

LUG1 Achieve a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages.

LUG9 Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.

LUG9.2 Encourage the development of compact, concentrated commercial/mixed-use areas, in urban centers and urban villages, where pedestrians can easily access transit and a variety of businesses.

HG2 Help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle's housing supply. Strive to add or preserve fifty thousand housing units by 2025, including twenty thousand rent/income-restricted units.

HG3 Achieve a mix of housing types that provide opportunity and choice throughout Seattle for people of various ages, races, ethnicities, and cultural backgrounds and household sizes, types, and incomes.

HG5 Make it possible for households of all income levels to live affordably in Seattle and reduce over time the unmet housing needs of lower income households in Seattle.

H5.1 Pursue public and private funding sources for housing preservation and production to provide housing opportunities for lower-wage workers, people with special needs, and those who are homeless or at risk of becoming homeless.

H5.3 Promote affordable housing for lower income households as a way to help increase access to education, employment, and social opportunities, support creation of a more inclusive city, and reduce displacement from Seattle neighborhoods or from the city as a whole.

H5.6 Increase housing choice and opportunity for extremely low- and very low-income households in part by funding rent/income-restricted housing throughout Seattle, especially in areas where it is less available and that include high frequency transit and other amenities, even if greater subsidies may be needed.

H5.17 Encourage a shared responsibility between the private and public sectors for addressing affordable housing needs.

H5.18 Consider implementing a broad array of affordable housing strategies in connection with new development, including but not limited to development regulations, inclusionary zoning, incentives, property tax exemptions, and permit fee reductions.

H5.20 Consider implementing programs that require affordable housing with new development, with or without rezones or changes to development standards that increase development capacity.

H5.22 Implement strategies and programs to help ensure a range of housing opportunities affordable for Seattle's workforce.

UCG4 A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances homeownership opportunities with rental unit supply.

UCP2 South of 50th and west of 15th, encourage high-quality development with a variety of building types, enhancing a vibrant mixed-use area with excellent proximity to the University and to the Sound Transit Light Rail station.

UCP14 Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.