

# Director's Analysis and Recommendation on the Bitter Lake Village Hub Urban Village Rezone Proposals

Office of Planning and Community Development  
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## I. Summary

The Office of Planning and Community Development (OPCD) is recommending rezones and Land Use Code amendments to carry out key actions identified by the community during the [Broadview – Bitter Lake – Haller Lake \(BBH\) Neighborhood Plan Update](#) (2012). These are intended to:

- Create a walkable dense, mixed-use neighborhood center along the reconstructed Linden Ave. N;
- Encourage future development that builds on recent multi-family and mixed-use development along Linden Ave. N;
- Support the neighborhood's pedestrian and transit orientation around N 130<sup>th</sup> St. and Aurora Ave. N; and
- Strengthen Aurora Ave. N as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.

These proposed amendments are the product of a two year neighborhood plan update process that engaged a broad cross section of the community. The Department of Planning and Development (DPD)<sup>1</sup> drafted the update concurrent with and in coordination with: the Department of Transportation's (SDOT) reconstruction of Linden Ave. N and construction of new sidewalks on several arterials; investments in parks; and new RapidRide Transit service on Aurora Ave. N.

All of the proposed rezones are within the boundaries of the Bitter Lake Village Hub Urban Village and are within areas designated Commercial/Mixed Use on the Comprehensive Plan's Future Land Use Map.

This report contains analysis of the proposed rezones using general rezone criteria related to commercial zones. Each rezone is addressed using specific criteria for each new proposed zone. It also describes the intent of amendments to related Land Use Code development standards. The report provides an assessment of the proposal's effect on estimated growth and the ability of local infrastructure and services to support development. OPCD conducted an environmental analysis (SEPA) of the proposals and made a determination of non-significance on July 28, 2014. OPCD recommends adoption of the entire package of rezone and Code amendment proposals.

## Zoning and Land Use Recommendations

OPCD is recommending a series of rezones and designation of a Pedestrian Street to implement the BBH Neighborhood Plan Update recommendation to "Create a vibrant mixed-use Village Center along Linden Ave. N that supports a greater range of neighborhood-serving shops and services and a high quality dense housing serving households across a range of incomes." An additional zoning change is intended to provide greater flexibility in the commercial uses allowed

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<sup>1</sup> In 2016 DPD divided into Seattle Department of Construction and Inspections and the Office of Planning and Community Development (OPCD). Through the remainder of the document will use the current OPCD name or acronym.

along a section of Aurora Ave. N that is not well-connected to nearby residential or neighborhood business areas. The following are the key elements of the proposal:

### **Rezones**

The proposed rezones include 30 parcels on approximately 26 acres of land, centered on the neighborhood core around Linden Ave. N and N 130th St. The proposed rezones also include two parcels on approximately 1.25 acres of land located on Aurora Ave. N. All of the rezones are shown on page 4. The 6 rezone areas are identified as follows:

- Area A: Rezone from Commercial (C2-65) to Commercial (C1-65).
- Area B: Rezone from Commercial (C1-65) to Commercial (C1P-65). Designate Linden Ave. N as a principal pedestrian street.
- Area C: Rezone from Commercial (C1-65) to Neighborhood Commercial (NC3P-65).
- Area D: Rezone from Commercial (C1-65) to Neighborhood Commercial (NC3-65).
- Area E: Rezone from Commercial (C1-40) to Neighborhood Commercial (NC3-40).
- Area F: Rezone from Commercial (C1-65) to Commercial (C2-65).

The proposal applies a Pedestrian (P) designation to parcels, or portions of parcels, on the east side of Linden Ave. N between N 130<sup>th</sup> St. and N 135<sup>th</sup> St. in order to protect and encourage a pedestrian-oriented retail environment.

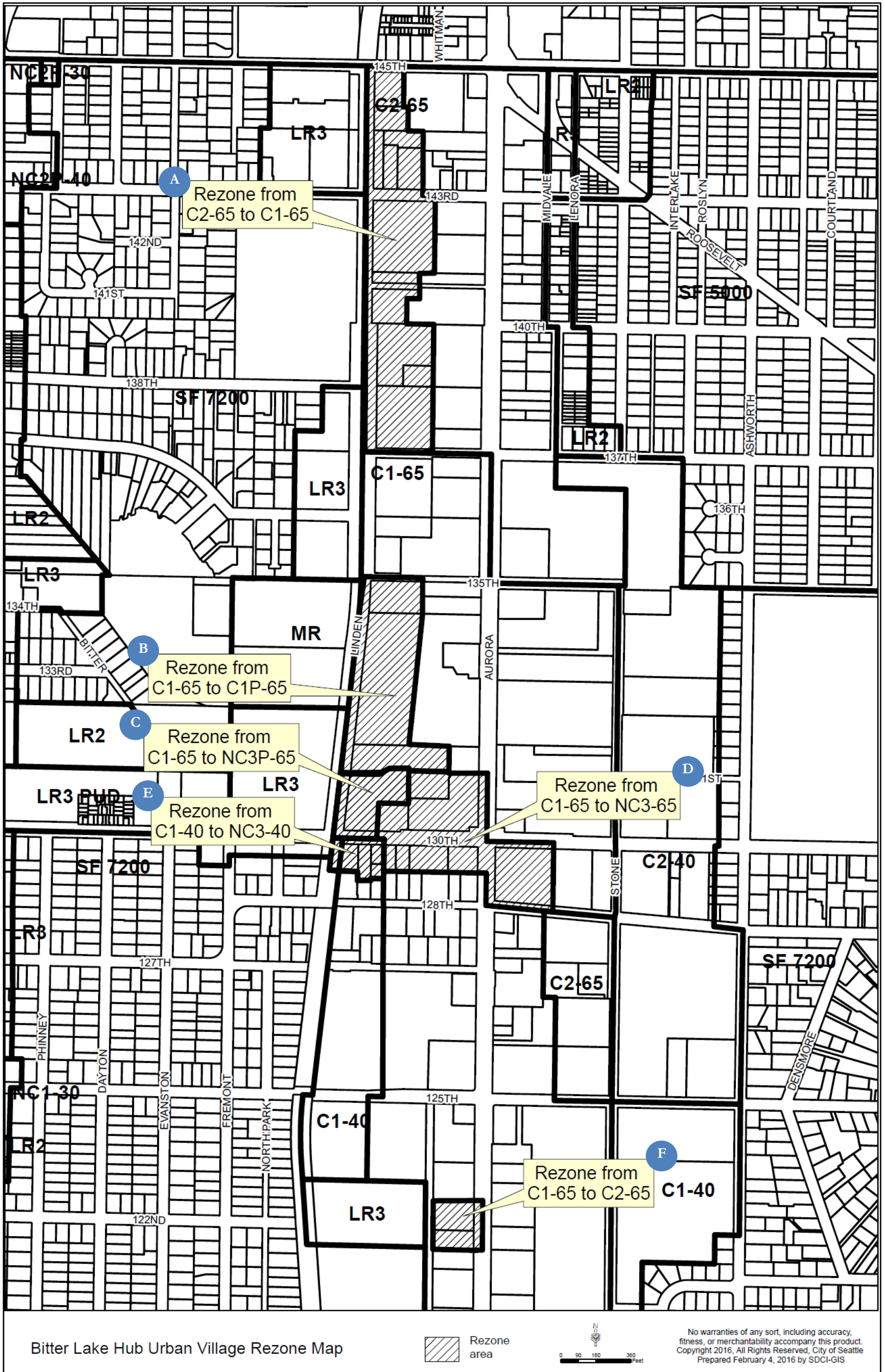
### **Development Standards**

**Revisions to the Land Use Code to Limit Bulk.** Along Linden Ave. N and the mid-block connection, apply a 10-foot upper level setback on portions of a structure greater than 45 feet to reduce the bulk of new development.

**Revisions to the Land Use Code to Encourage Housing within the Bitter Lake Village.** Permit residential and live-work uses at the street-level in Commercial zones along Linden Ave. N between N 135<sup>th</sup> St. and N 145<sup>th</sup> St.

**Interior Corridor.** Require development on parcels over 8 acres within this specified area along Linden Ave. N to create a mid-block connection (access corridor) between Linden Ave. N and Aurora Ave. N in order to allow for pedestrian and vehicular circulation that links the site interior to adjacent streets, and to promote new development that is compatible in bulk and scale with surrounding development.

Rezone Areas



Bitter Lake Hub Urban Village Rezone Map

## II. Background

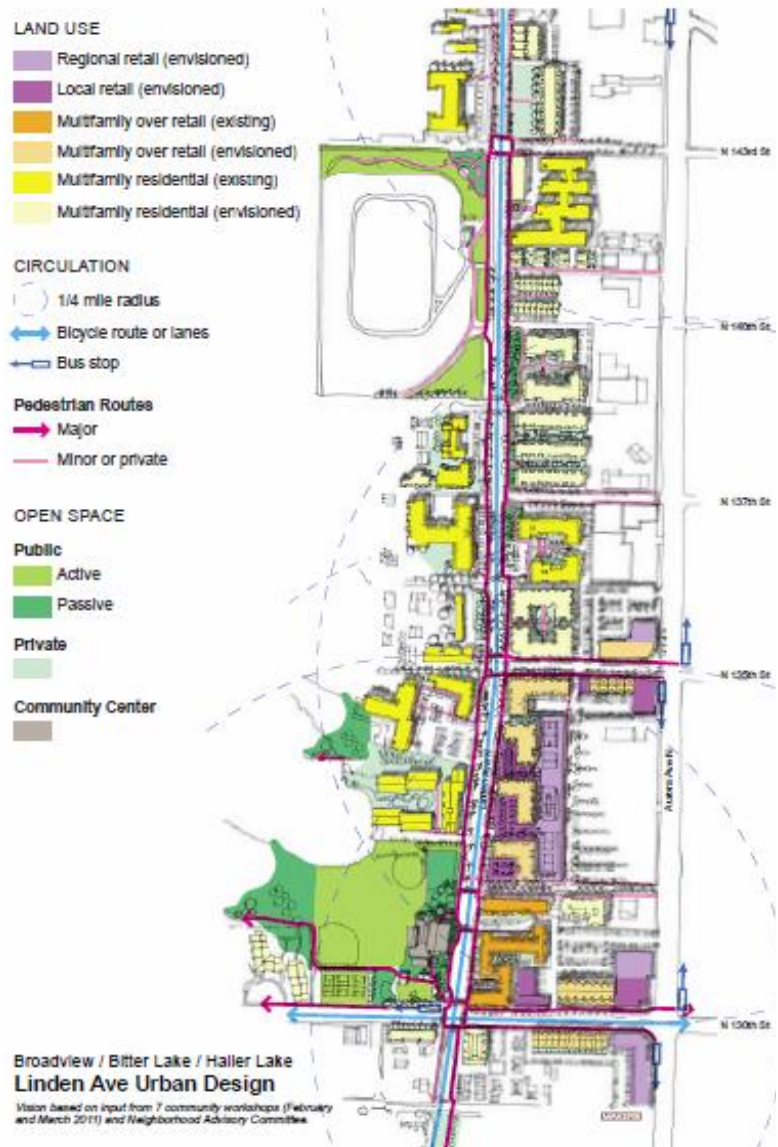
### A. Neighborhood Plan Update Community Engagement.

In the early 1990s, Seattle began a neighborhood planning process that involved over 20,000 residents and created 38 neighborhood plans. The BBH communities completed their neighborhood plan in 1999. In September of 2008, the Seattle City Council passed Ordinance 122799 and adopted Resolution 31085 that outlined a process for updating neighborhood plans where needed.

In 2010, SDOT announced that Bridging the Gap Levy and grants would fund the reconstruction of Linden Ave. N. Metro, with City support, announced that they would develop new Rapid Ride service on Aurora Ave. N. In late 2010 OPCD began a plan update for BBH to leverage these investments and respond to the development occurring along Linden Ave. N.

Through mid-2012, over 900 stakeholders engaged at 32 meetings to identify priorities for the future of the Bitter Lake Village Hub Urban Village. Reaching a broad range of those who live in BBH, including those who have been historically underrepresented in the planning process, was a primary objective of the planning. The March, 2012 BBH Neighborhood Plan Update summarizes the results of this work.

OPCD continued to meet with the BBH Advisory Committee through the summer of 2012 to develop zoning proposals. OPCD presented the proposals to the Bitter Lake Community Club and Broadview Community Council during the summer of 2012. During 2012 and 2013, OPCD met with the Aurora Merchants Association and its representatives at several points, and met or spoke with the major affected property owners.



## B. Key Update Recommendations

Creating a village center, where one can run into neighbors and know the shop owners, is a centerpiece of both the neighborhood plan and the update. Rather than try to create this on Aurora Ave. N, where businesses are oriented to the state route and regional market, the community sees opportunity on Linden – along the historic interurban line and steps away from the old Playland site (now Bitter Lake Community Center and Playfield). Access to RapidRide transit on Aurora Ave. N links people to other neighborhoods, shopping and job centers. It is becoming a natural gathering place where local residents and people from around north Seattle meet informally or come together for events. The Bitter Lake Community Center and Playfield, as well as new private open spaces, will serve as attractive and well-used recreation spaces. The apartments and condominiums will attract a range of people who enjoy lively and convenient urban living. The growth in residents, as well as the proximity to Aurora Ave. N, will help support a convenient array of neighborhood-oriented goods and services where one can complete errands or chance upon a friend while having coffee.

Rezones A through E serve to implement Neighborhood Plan objectives for creating a Bitter Lake Village Center

This analysis also proposes a limited rezone on Aurora Ave. N that arose from conversations with property owners during the planning process. These parcels are across an alley from the Evergreen-Washelli cemetery and have limited connections to surrounding residential neighborhoods. The rezone would provide flexibility for redevelopment of two parcels by allowing a broader range of commercial uses.

Rezone F is intended to strengthen Aurora Ave. N as a regional commercial center and source of jobs.

The following summarizes the plan direction that shapes the rezone proposals in the Director's Analysis and Recommendations.

## C. Neighborhood Plan Update Recommendations

The neighborhood plan completed initial steps to set the *general objectives and possible zoning changes* to achieve the plan's vision. OPCD increased the detail of recommendations, completing an Urban Design Framework. The final rezone proposals evaluated in this report reflect a detailed exploration of design issues with the Neighborhood Advisory Committee, further conversations with property owners, and analyses prepared by an urban design consultant.

OPCD anticipates that the City will increase allowed heights in order to implement the Mandatory Housing Affordable (MHA) legislation currently under development. Consequently OPCD decided to wait for that legislation to implement the height increases contemplated in the plan and urban design framework.



*A pedestrian oriented commercial streetfront*



*A residential courtyard*



*A retail oriented plaza*



*An attractively landscaped residential streetfront*

*The images above illustrate the types of development anticipated as a result of the proposed rezones*

**Walkable Village Center Business District:**

Along the east side of Linden Ave. N between N 130<sup>th</sup> St. and N 135<sup>th</sup> St., the plan proposed the following.

- Small neighborhood-oriented shops and services along street level with residences on upper floors.
- No setback at the street level and no off-street parking in front of building.
- Approximately 85' heights<sup>2</sup>



Detail along Linden Ave. N and clustered around a courtyard that is a gathering space and, by connecting through to the east side, links the Village Center to development facing Aurora.

**Walkable Residential District:**

Along the east side of Linden Ave. N between N 135<sup>th</sup> St. and N 145<sup>th</sup> St., the plan proposed the following.

- Primarily multi-family residences.
- Attractive street fronts including landscaping, ground related residences, or courtyards
- Minimal street-level setbacks and no off-street parking in front yard along Linden Ave. N.
- Approximately 85' heights.

<sup>2</sup> OPCD proposes that the recommended increases to allowed heights be achieved through application of Mandatory Housing Affordability program in 2017 that are anticipated to be applied to commercial and multifamily zones citywide.



## **D. BBH Comprehensive Plan Goals and Policies**

On May 13, 2013, the City Council adopted Ordinance 124177 to amend the Broadview - Bitter Lake – Haller Lake goals and policies contained in the Neighborhood Planning Element of the Comprehensive Plan. The following are relevant BBH policies.

- BL-G12 A hierarchy of vibrant commercial centers: regional (Aurora Ave.); urban village (Linden Ave.); and neighborhood (Greenwood Ave. nodes).
- BL-G13 Create a vibrant mixed-use "town center" along Linden Ave. that supports a greater range of neighborhood- serving shops and services, and high quality dense residential housing serving a wide range of income levels.
- BL-P18 Strengthen Aurora Ave. as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.
- BL-G3 A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N, other area business districts, schools, parks, churches, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle facilities.

## **III. Development Capacity**

To assess the potential benefits and impacts of proposed zoning changes, OPCD considers estimates of development capacity in housing and jobs that could be expected under the proposed zoning. In this case, OPCD is not proposing changes to allowed heights and the allowed Floor Area Ratios (FAR) remain the same. While the proposed upper-level setback and interior corridor provisions could affect the achievable FAR, OPCD's experience with construction on larger sites such as those found in the rezone area, shows that they generally develop below the allowed FAR. This is a result of the need to provide light and air to upper story residences. OPCD therefore anticipates that upper level setback and corridor requirements will have minimal impact on the amount of floor area that new development can achieve.

### **Growth Targets**

The Comprehensive Plan identifies 20-year growth targets for each urban center and urban village. The Comprehensive Plan targets were last adopted in 2004. For the Bitter Lake Village Hub Urban Village the targets anticipated 900 new housing units and 750 new jobs by the year 2024. This represents 2% of the expected citywide housing growth for 2024, and 1% of the expected citywide employment growth. Growth targets are prepared using a model that allocates future growth as estimated by the state and distributed at the county and then city levels. Information about development capacity, as described above, aids in the setting and allocating of growth targets.

The City is updating the Comprehensive Plan in 2016. Based on the higher level of growth forecasted by the State of Washington and agreements within King County, Seattle's citywide growth targets are 70,000 new households and 115,000 new jobs by 2035. The Draft Comprehensive Plan considers several alternatives for distributing this expected growth. If for the purposes of this report we assumed that Bitter Lake would receive roughly the same percentage of citywide growth as 2024 target, the 2035 targets would be 1,400 new households and 1,150

new jobs. As of September 2014, the Bitter Lake Village Hub Urban Village had capacity for 10,521 housing units and 19,391 jobs. The proposed zoning allows ample capacity to accommodate the expected growth.

## **IV. Rezone Analysis**

### **A. Current Zoning Overview**

The Bitter Lake Village Hub Urban Village, as well as the parcels along Linden Ave. N, contain a mix of Commercial (C1 & C2), Midrise (MR) Lowrise (LR2, LR3) and Single-family zoning.

Commercial 1 is an auto-oriented, *primarily retail/service commercial* area that serves surrounding neighborhoods as well as a citywide or regional clientele. Typical land uses include: large supermarkets; building supplies and household goods; auto sales and repairs; and apartments. Development generally includes a variety of commercial building types and site layouts including one-story commercial structures with extensive surface parking, and multi-story office or residential buildings.

Commercial 2 is an auto-oriented, *primarily non-retail commercial* area, characterized by larger lots, surface parking, and a wide range of commercial uses serving community, citywide or regional markets. Typical land uses include: warehouses; wholesale; research and development; and manufacturing uses. Residential use is allowed only through a conditional use process when specific criteria are met. Construction generally includes a variety of building types and site layouts, including single-story warehouse or manufacturing structures with extensive surface parking and loading areas, and multi-story buildings containing office or other non-retail uses. Five large multi-family and mixed-use buildings have been constructed or permitted in the C1 and C2 areas along Linden Ave. N during the past ten years. Two of these within C2 zones received conditional use permits.

The multifamily zoning – Midrise (MR), Lowrise 2 (LR2) or Lowrise 3 (LR3) located along the west side of Linden Ave. N provide for a variety of multi-family development generally without street-level commercial uses. Midrise zones promote higher density multi-family buildings of up to 75'. The LR3 zone provides for a mix of multi-family housing types in existing multi-family neighborhoods of moderate scale. Development standards promote a mix of small to moderate scale multi-family housing including apartments, townhouses and rowhouses. LR2 encourages a mix of small scale to multi-family housing such as townhouses, rowhouses and apartments.

## B. Recent Development & Investments

Significant growth has occurred along Linden Ave. N that reflects the community's neighborhood plan Vision. As of January 5, 2016, there have been 1,040 new apartments constructed on Linden Ave. N since the community completed its plan in 1999. An additional 270 are permitted or in the process of permitting. All of this growth is occurring in Commercial (C1 and C2) zoned areas. There are still a number of sites in the town center along Linden Ave. N that are developed below their potential, and the C2 zoning and some of the associated development standards do not support the desired future character of a more lively and diverse mix of shops, restaurants and housing.

The Seattle Department of Transportation (SDOT) responded to the community's vision and recent growth by constructing the Complete Street Project to improve Linden Ave. N between N 128<sup>th</sup> and N 145<sup>th</sup> Streets. The project improved pedestrian and bicycle safety, completed the missing Interurban Trail link, improved drainage and area lighting, and redeveloped the corridor into a "Complete Street." King County Metro and SDOT constructed improvements to bring Metro's new bus rapid transit service to Aurora Ave. N. The E Line operates between Shoreline's Aurora Village Transit Center and downtown Seattle, giving riders streamlined service to destinations along the route, including major employers, stores, medical and other services, and residential areas. The transportation infrastructure and improvements as well as existing parks resources support this growing community.



Linden Ave Completes Streets project with the Tressa Apartments in the background



Linden Place includes 381 low-income senior and family apartments in two buildings

### C. Comparison of Existing and Proposed Zones

The following charts compare the key land use standards applicable to the existing and proposed zoning designations.

<b>Areas A, B, C &amp; F: Comparison of C2 &amp; C1 Zones as they apply to the area Linden Ave. N between N 130<sup>th</sup> and N 145<sup>th</sup>, and on Aurora Ave. N proposed for Rezone</b>		
	<b>Existing Commercial 2 – 65 (C2-65) Zone</b>	<b>Proposed Commercial 1- 65 (C1-65) Zone</b>
<b>Density/ FAR<sup>3</sup></b> FAR: Residential-only or nonresidential only FAR: Mix of residential land nonresidential uses	4.25	4.25
	4.75	4.75
<b>Commercial Uses</b>	Nearly all existing uses would be allowed outright in the C2 zone could continue or expand in the C1 zone as the market allows. C1 would not allow animal shelters and kennels. Future "mini-warehouses would be limited to 40,000 s.f. and warehouses would be limited to 25,000 s.f.	
<b>Residential Uses</b>	Residences are a Conditional Use	C1 allows residential uses outright.
<b>Parking Quantity</b>	Parking quantity is treated the same in NC and C zones, however, surface parking in Urban Villages is limited to 145 spaces.	
<b>Parking Location and Access</b>	In all affected areas, the C zones are across the street from residential uses and zones. Therefore code requires parking to meet NC requirements and be located below, behind or beside a structure. Parking beside a structure is limited to 60' along street front.	Same
<b>Design Considerations</b>	In all affected areas, the C zones are across the street from residential uses and zones. Therefore buildings must be located toward the sidewalk, allowing vehicle access and parking in less-prominent locations on the lot.	Same  Proposal also requires that portions of buildings above 45' be set back an average of 10' from the street front.

<b>Area D, E: Comparison of C1 &amp; NC3 Zones as they apply to the areas on N 130<sup>th</sup> St. proposed for Rezone</b>		
	<b>Existing Commercial 1- 65 (C1-65) Zone</b>	<b>Proposed Neighborhood Commercial 3 - 65 (NC3-65) Zone</b>
<b>Density/ FAR</b> FAR: Residential-only or nonresidential only FAR: Mix of residential land nonresidential uses	4.25	4.25
	4.75	4.75

<sup>3</sup> Floor area ratio" means a ratio expressing the relationship between the amount of gross floor area or chargeable floor area permitted in one or more structures and the area of the lot on which the structure is, or structures are, located.

<b>Area D, E: Comparison of C1 &amp; NC3 Zones as they apply to the areas on N 130<sup>th</sup> St. proposed for Rezone</b>		
<b>Uses</b>	<p>Nearly all existing uses would be allowed outright in either the C1 zone or the NC3 zone and could expand as the market allows.</p> <ul style="list-style-type: none"> <li>• Office uses would not be limited in size.</li> <li>• Food processing uses would be limited to 25,000 s.f.</li> <li>• “Commercial Sale, Heavy” would be limited to 25,000 s.f. and “Commercial Services, Heavy” would be prohibited</li> <li>• “Light Manufacturing” would be limited to 25,000 s.f. and “Manufacturing General” would be prohibited</li> <li>• “Mini Warehouses” would be limited to 25,000 s.f. and “Outdoor Storage” prohibited</li> </ul> <p>The incorporation of “drive-in lanes” would be more limited in NC3.</p>	
<b>Parking Quantity</b>	Parking quantity is treated the same in NC and C1 zones.	
<b>Parking Location and Access</b>	Parking may be located in front of the building—between the building and the sidewalk.	Parking should be located below, behind or beside a structure, except where not feasible.
<b>Design Considerations</b>	Generally design of buildings is oriented to vehicles rather than pedestrians	Building design is generally oriented toward the sidewalk, allowing vehicle access and parking in less-prominent locations on the lot.

<b>Areas B &amp; C: Application of Pedestrian Designation to C1 and Proposed NC3</b>			
	<b>Existing Commercial 1</b>	<b>Proposed Neighborhood Commercial</b>	<b>Proposed Pedestrian Designation</b>
<b>Street-Level Uses</b>	<p>A wide range of uses are allowed in C1 at the street-level.</p> <p>Within Bitter Lake Village Hub Urban Village, residential uses and live-work units may occupy no more than 20% of the street-level, street-facing façade.</p>	<p>Nearly all the uses allowed C1 are allowed in the NC3 at the street-level, street-facing façade.</p> <ul style="list-style-type: none"> <li>• Food processing uses are limited to 25,000 s.f.</li> <li>• “Commercial Sale, Heavy” are limited to 25,000 s.f. and “Commercial Services, Heavy” are prohibited</li> <li>• “Light Manufacturing” is limited to 25,000 s.f. and “Manufacturing General” is prohibited</li> <li>• “Mini Warehouses” are limited to 25,000 s.f. and “Outdoor Storage” prohibited</li> <li>• “Drive-in lanes” are limited.</li> </ul>	<p>The addition of a Pedestrian designation would limit the street-level, street-facing façade uses along the Principal Pedestrian Street to pedestrian-oriented nonresidential uses that have the potential to activate the sidewalk environment, such as retail, entertainment, restaurants, and personal services.</p> <p>Drive-in or drive-thru businesses are prohibited through sites that have a Pedestrian designation.</p> <p>Live-work and residential uses may occupy no more than 20% of street-level, street-facing façade.</p>
<b>Parking Quantity</b>	<p>Since areas B &amp; C are in an urban village, and within a frequent transit service area, no parking is required.</p> <p>Surface parking in urban villages is limited to 145 spaces.</p>		<p>Since no parking is required, the parking waiver available for the first 4,000 to 5,000 s.f. of retail is not applicable.</p>
<b>Parking Location and Access</b>	<p>Areas B &amp; C are across the street from a residential zone and therefore the NC requirements for parking location apply</p>	<p>Parking must be located below, behind or beside a structure.</p> <p>Parking beside a structure is limited to 60' along street front.</p>	<p>In addition to NC standards, surface parking is prohibited next to principal pedestrian streets. Access must be from alley or side-street if feasible, otherwise a two-way curbcut</p>

Areas B & C: Application of Pedestrian Designation to C1 and Proposed NC3			
			on the principal pedestrian street is allowed.
<b>Other Considerations</b>			For sites less than 5 acres, Pedestrian designated areas within urban villages have a requirement that new development contain a minimum of about 50% of the FAR limit of the NC or C zone.

### D. Potential Effects of Zone Changes on Existing and Future Development and Businesses

The three main concerns expressed by property owners are: 1) the extent to which changing zoning from the current auto-oriented C1 zone to add a Pedestrian designation or change to a NC3 zone will affect the ability of *existing businesses* to continue to operate at their current location; 2) to what extent will the changes affect the marketability of their property for other potential *future businesses*; and 3) the potential effect on taxes.

Changes to zoning would allow all existing commercial uses and structures to remain. For example, the Rite Aid/Grocery Outlet development, the largest commercial development in the affected area, would be allowed as multipurpose retail sales under both zoning scenarios and could expand. However uses that would be restricted in size or prohibited in the future, such as warehousing, could remain but would be limited in area or could not expand if already at or over the maximum size limit of 25,000 s.f.

NC zones contain neighborhood-oriented and pedestrian-friendly design standards for new development. Businesses in the affected area could continue to operate and most could expand with the proposed zoning changes.

Auto service uses and outdoor sales are allowed in both the C1 or NC3 zones. One existing development/use may become non-conforming under the proposal to rezone from Commercial 2 to Commercial 1 in Area A. The 93,130 s.f. "European Soaps" building contains a warehouse and roofing material sales company. These uses could continue, but expanding the warehouse component may not be allowed as it is limited to 25,000 s.f. per business establishment.

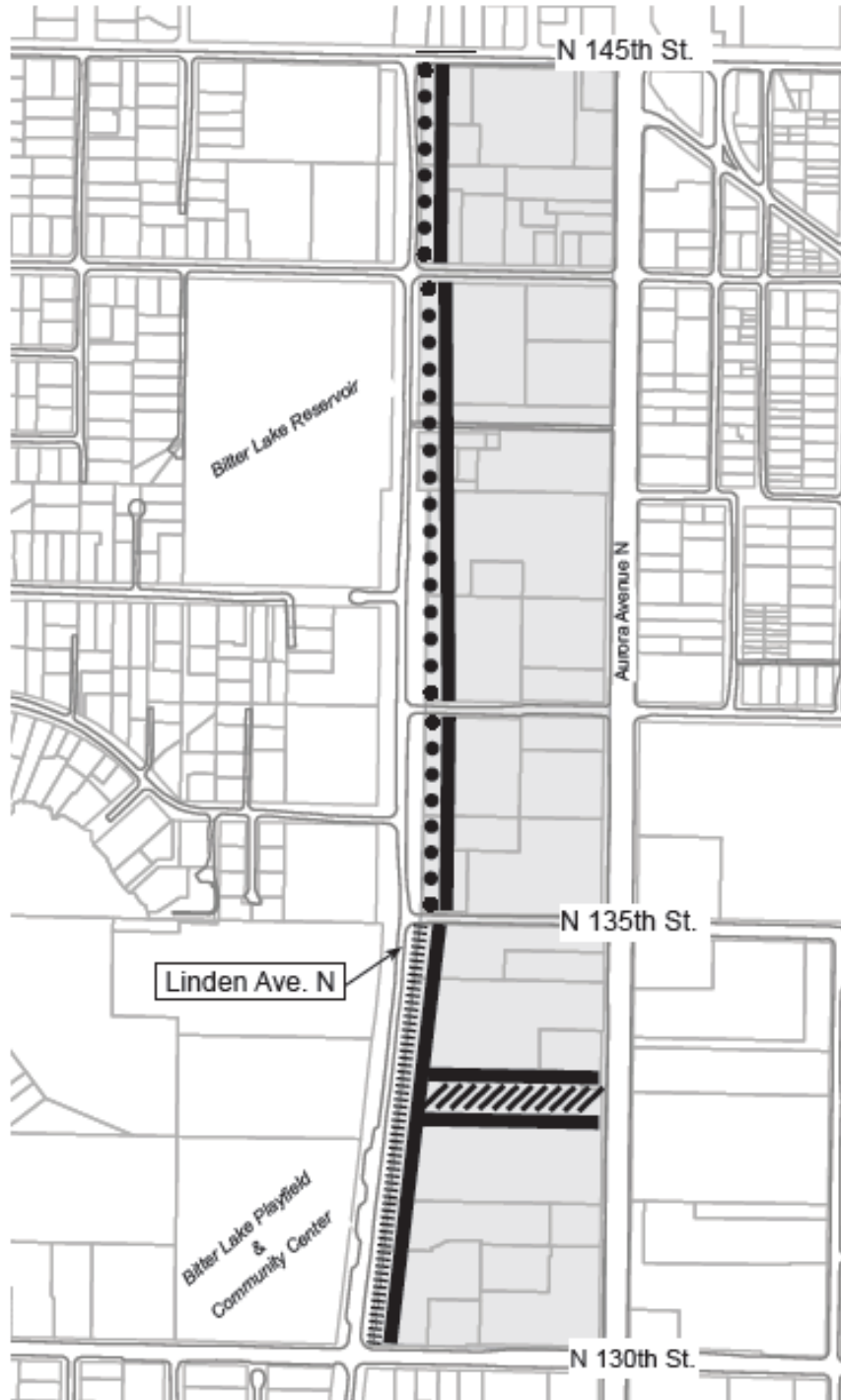
### V. Development Standards Analysis

The following table outlines the proposed changes and additions to development standards and the purpose for each. Together, with the proposed rezones, these development standards are intended to create an environment that supports the vision of the neighborhood plan and update to create a Bitter Lake Village Center focused on Linden Ave. N that is pedestrian-oriented, vibrant, and livable. Page 15 shows the locations of where these standards apply. The overall purpose is to increase compatibility of new development with the bulk and scale of recent development, and to ensure that the area develops as a walkable mixed-use town center as envisioned in the neighborhood plan.






<b>Code Section</b>	<b>Description and Analysis of proposed change</b>
<b>23.47A.005.C. Residential uses at street level</b>	<p>The 1999 Broadview – Bitter Lake – Haller Lake Plan did not support allowing Single Purpose Residential development. Consequently the code requires that, In all NC and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level, street-facing façade.</p> <p>Most of the existing development along Linden Ave. N, north of N 135th St., is single purpose residential, with some ground floor common uses and offices. Through the neighborhood plan update, the community supported revising the code to promote a more consistent residential character and allow street-level residential uses. Revisions to 23.47A.005.C permit residential and live-work uses at the street-level in Commercial zones along Linden Ave. N between N 135th St. &amp; N 145th St. to allow developers to choose where retail is viable or where a more residential character is desired, in order to facilitate continued transition toward a dense residential neighborhood as part of the envisioned Bitter Lake Village Center.</p>
<b>23.47A.005.D Principal pedestrian street</b>	<p>Revisions to 23.47A.005.D designate Linden Ave. N as principal pedestrian street to create a walkable, neighborhood-oriented business district on Linden Ave. N between N 130th St. And N 135th St.</p>
<b>23.47A.009 Standards applicable to specific areas</b>	<p>Describes specific development standards for parcels on the east side of Linden Ave. N between N 145th St. and N 130th St., as shown on page 28 and areas A, B and C on the rezone maps on page 3.</p>
<b>Mid-block connection</b>	<p>A new standard would require development on parcels over 8 acres along Linden Ave. N between N. 130th and N. 135th Streets (see the map on page 15) to create a mid-block connection (access corridor) in order to: achieve a bulk and scale that is compatible with surrounding development; allow for internal pedestrian and vehicular circulation; encourage pedestrian access by creating a more pleasant walking experience; and link the interior of the site to adjacent streets, sidewalks and transit.</p> <p>The proposed location would create block-sized pattern found in the surrounding area and consistent with the vision for a walkable town center. The minimum width of the connection is 40 feet with a maximum of 60 feet. This is intended to provide a reasonable separation between buildings and opportunities for pedestrian and vehicular circulation. The corridor is unlikely to significantly affect the achievable FAR do to the need for access on large sites, and the need to provide light and air to upper-level residences. The maximum corridor width allows for the option of a private street with parking, walkways and landscaping, and restricts the ability to use it solely for a parking lot. At a minimum, a single 6-foot-wide walkway, landscaping and lighting would be required through the corridor. Overhangs, architectural features, parking, other elements that to not detract from a pleasant walking experience can be allowed. The proposed section and modifications to the platting and short platting requirements establish how the corridor should be accomplished through incremental development.</p> <p>These standards promote pedestrian access between the interior of the site and Linden Ave. N and Aurora Ave north where transit is located. Without these standards, the buildings and parking lots that, given the scale of the block, this would be very monolithic and impact the desired pedestrian-oriented feel.</p>
<b>Upper-level setback requirements</b>	<p>The subsection requires an average of ten-foot building setback for portions of a structure over above 45 feet in height along Linden Ave. N and the access corridor (see page 28). These setbacks help to bring light to the street and reduce the perceived bulk of buildings to create a more pedestrian friendly environment. Upper-level setbacks were selected for Linden Ave. N to promote a stronger main street and promenade character. The setback along</p>


<b>Code Section</b>	<b>Description and Analysis of proposed change</b>
	<p>Linden Ave. N also reduces the scale to create a transition to existing, lower-density development on the west side of the street.</p> <p>The requirement also applies to the interior corridor to increase light and reduce the perceived bulk of development along this corridor. OPCD did not propose these standards on additional streets as they may make the development of upper-level floors more difficult if applied on multiple sides of a block. Therefore, OPCD's proposal is focused on key areas where the upper-level setbacks would make the greatest difference.</p>





**Map A For 23.47A.009 Standards Applicable to Specific Areas: Bitter Lake**

 Area where Bitter Lake specific development standards apply	 Frontage affected by Pedestrian Designation
 Development must provide a continuous interior corridor per 23.47A.009.C.2.a.	 Portions of structures over 45 feet high must set back 10 feet per 23.47A.009.C.2
	 Street level residential uses allowed



## **VI. Recommendation**

OPCD recommends adoption of the proposed rezones and text amendments. This proposal will help implement that goals and policies of the Broadview – Bitter Lake – Haller Lake 1999 Neighborhood Plan, the strategies in the 2012 Update, and the Comprehensive Plan goals and policies by directing growth to the Bitter Lake Village Hub Urban Village in a manner that will foster an active, walkable neighborhood center with a range of housing, neighborhood-focused shops and services, and public gathering spaces.

## Appendices

### Appendix A: Neighborhood-wide Rezone Criteria

#### General Rezone Criteria (SMC 23.34.008)

The table below includes analysis of the broad rezone proposal for all five rezone areas against the general rezone criteria.

Criterion	Met?	Analysis, All Affected Areas
<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>	Yes	There is capacity for 1,169% of the adopted 2024 residential and 2,585% of the employment growth targets, therefore this criterion is met.
<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>	Yes	There is capacity for 1,169% of the adopted 2024 residential and 2,585% of the employment growth targets, therefore this criterion is met.
<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>	Yes	A specific analysis of each individual rezone in relationship to criteria for the specific zones is provided in the Zone Specific Criteria section. The intent of some rezones is to encourage change to a desired character of development rather than retain the existing character.
<i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i>	Yes	Previous and potential zoning changes were examined, and were not found to conflict with this proposal. During the early 1980s, this area was rezoned from Manufacturing to Commercial 1 and Commercial 2. During this period changes were made that encouraged multi-family development across Linden Ave. N.
<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>	Yes	The proposals are consistent with the 1999 Broadview – Bitter Lake – Haller Lake Neighborhood Plan and 2012 Update. See page 7 for a listing of applicable neighborhood plan goals and strategies.
<i>Where a neighborhood plan establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (SMC 23.34.008.D.3)</i>	Yes	The proposed rezones conform to the Broadview - Bitter Lake – Haller Lake goals and policies BL-G12, BL-G13, BL-P18 and BL-G3 A as amended by Ordinance 124177 and contained in the Neighborhood Planning Element of the Comprehensive Plan.
<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</i>	Yes	The rezone proposal locates more intensive Commercial and Neighborhood Commercial zones in the neighborhood core between Linden Ave. N, and Aurora Ave. N, and along N 130 <sup>th</sup> Street.

Criterion	Met?	Analysis, All Affected Areas
<p><i>gradual transition between zoning categories, including height limits, is preferred. Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.1)</i></p>		<p>The wide right-of-way, 100' – 140' in most areas, provides a buffer and transition between more intensive zones on the east side of Linden Ave. N and the residentially zoned areas on the west side. Existing, lower-density zones provide a transition between the rezones and single-family zones.</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>	Yes	<p>The proposal uses the available physical buffers such as roads, parks and reservoirs.</p>
<p><i>In establishing boundaries the following elements shall be considered:</i></p> <ul style="list-style-type: none"> <li>• <i>Physical buffers;</i></li> <li>• <i>Platted lot lines.</i></li> </ul> <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>	Yes	<p>In some of the proposed rezones large lots are proposed to be split zoned for application of the Pedestrian designation. The proposal generally follows underlying lot lines that in some cases have been aggregated into larger parcels. This is intentional and serves to recognize the different characters desired along Linden Ave. N and Aurora Ave. N.</p> <p>The wide Linden Ave. N right-or way, 100' – 140' in most areas, creates a substantial buffer between the rezone areas and west side. The proposal to rezone from C2 to C1 will create better transitions between the Commercial areas on the east side and Residential zones on the west. Between N 130<sup>th</sup> Street and N 135<sup>th</sup> Street on the east side of Linden Ave. N, the proposals would promote pedestrian-friendly street environment, and encourage residential development on upper floors. The proposal would reduce the allowed size of warehouses north of N 137<sup>th</sup> St. and would allow residential uses on the ground floor north of N 135<sup>th</sup> St. The proposal also adds an averaged 10-foot setback from the street for all portions of a structure above 45 feet. The proposed rezones on N 130<sup>th</sup> Street will result in Neighborhood Commercial (NC) zoned lots facing each other along this street.</p>
<p><i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i></p>	Yes	<p>All existing and proposed height limits in the affected areas are above 40', and are within the Bitter Lake Village Hub Urban Village.</p>
<p><i>Negative &amp; positive impacts on the area, including factors such as housing (particularly low-income housing), public services, environmental factors (noise, air &amp; water, flora &amp; fauna, odor, glare &amp; 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.E.4.1).</i></p>	Yes	<p>The rezone proposal generally reduces the intensity of allowed commercial uses, and the bulk and scale of new structures. It is very unlikely that existing multi-family development, mostly developed within the past 10 years would be redeveloped. Several of these recent buildings have used tax credits and therefore will be available at affordable rents for many years.</p> <p>All of the affected sites have been developed at some point or are vacant, disturbed sites so impacts on natural systems are limited. Commercial zoning has been retained to allow for continued and new</p>

Criterion	Met?	Analysis, All Affected Areas
		<p>employment generating uses, while promoting additional residential uses over time.</p> <p>Development resulting from the proposed zoning would increase pedestrian-focused retail activity; enhance the neighborhood's existing employment opportunities; increase housing opportunities and diversify the area's housing stock; improve pedestrian safety by improving circulation within new, large-scale development; and allow new residences and businesses in close proximity to the RapidRide service so as to offer increased opportunities to use transit.</p>
<p><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.E.4.1).</i></p>	<p>Yes</p>	<p>The Bitter Lake Village Hub Urban Village is served by a state highway and several arterial roadways, RapidRide and local bus service, as well as existing utility infrastructure. The Linden Ave. N Complete Street project vastly improves bicycle and pedestrian facilities and drainage in the immediate vicinity. New sidewalks were also constructed on N 143<sup>rd</sup> St. and are proposed for N 135<sup>th</sup> St. Where needed, recent development has been able to upgrade utility capacity.</p> <p>As with most commercial and multi-family areas, on-street parking is limited compared to potential demand. Off-street commercial parking minimums are established by use. Recent mixed-use and residential developments have provided parking for tenants, customers and guests. There are no parking minimums for residential uses within urban villages and near streets with frequent transit service. Consequently, the parking exceptions that would otherwise accompany a P designation in a NC zone will not create an additional effect on parking requirements.</p>
<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></p>	<p>Yes</p>	<p>The addition of RapidRide and reconstruction of Linden Ave. N to improve pedestrian and bicycle safety; completion of the Interurban Trail link; and improved drainage and lighting significantly change the character of the area.</p> <p><b>Area A:</b> This area has been the location of general commercial uses such as excavating company, auto dealership, fuel sales. Over the past ten years, there are 1,040 new apartments on Linden Ave. N. Investments in parks and P-Patch at the reservoir as well as the Linden improvements have improved residential amenities. The rezone is intended to make it easier to build dense residential development without prohibiting ongoing commercial uses.</p> <p><b>Areas B and C:</b> Newer development to the south and north of this section of Linden Ave. N, including the Cambridge and the New Haven, create a new character of dense development with active street-level uses. The addition of a P designation is intended to</p>

Criterion	Met?	Analysis, All Affected Areas
		<p>support development that is more consistent with the emerging character.</p> <p><b>Area C:</b> The New Haven at the south end of Linden Ave. N has created a new character of dense development with active street-level uses and is generally consistent with Neighborhood Commercial designation.</p> <p><b>Area D:</b> Several properties that were auto sales and services have recently sold. The nearby construction of the New Haven and Cambridge apartments has set a new tone for development where dense, mixed-use buildings are built to the street lot line, and contain uses that support an active pedestrian environment. The new Metro RapidRide bus service began in 2014. The City of Seattle is developing a new North Precinct for the SPD at the southwest corner of Aurora Ave. N and N 130<sup>th</sup> St. This area is transforming into a pedestrian shopping area that supports Neighborhood Commercial zoning.</p> <p><b>Area E:</b> Due to the reason mentioned with respect to areas C and D, this area is transforming into a pedestrian shopping area that supports Neighborhood Commercial zoning.</p> <p><b>Area F:</b> Recent demolition of a motel on one of the rezone sites has changed the character of the area setting the stage for more intensive Commercial 2 zoning.</p>
<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></p>	<p>Yes</p>	<p>No impacts to critical areas are expected to result from the rezone proposal. The area is already an intensely developed urban environment and is mostly flat.</p>
<p><b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the areas generally meet the rezone criteria and therefore that the areas are appropriate for proposed rezones.</p>		

## Appendix B: Zone-specific Rezone Criteria

This section of the report includes analysis for each of the proposed individual rezones according to the specific functional and locational criteria for the proposed zoning designation. According to the rezone criteria in 23.34.008, the characteristics of the area proposed for rezone should match the locational criteria of the proposed zone better than any other zoning designation.

### **A** Change Zoning from Commercial 2 (C2) to Commercial 1 (C1)

Area A is across Linden Ave. N from the Bitter Lake Reservoir and a number of multifamily zoned sites that include apartments and condominiums developed between 1978 and 1990. It is to the north of several other large residential developments. Area A includes a mix of car sales and service, general commercial sales, offices and residential uses. In the past few years the City has approved Conditional Use Permits to allow construction of 478<sup>4</sup> multifamily residential units in two buildings within this area. Rezone from C2 to C1 allows the continuation of most commercial uses as well as a transition to residential uses when the market and property owners support it.

The rezones in Area A would create two split-zoned sites. These sites have frontage on both Aurora Ave. N and Linden Ave. N. As discussed previously, the neighborhood plan envisions very different character on these streets. Furthermore, the width of these parcels and development pattern in the area suggests that there is sufficient room to create development that respond to the different character and zoning.

#### Function and Locational Criteria for Commercial 1 (C1) Zones (SMC 23.34.080)

Criterion	Met?	Analysis
<i>A. Function. To provide for an auto-oriented, primarily retail/service commercial area that serves surrounding neighborhoods and the larger community, citywide, or regional clientele.</i>	Yes	The parcels affected by the rezone are in an area that is transitioning from more intensive and auto-oriented commercial uses to a mix of commercial and high-density residential uses. Rezoning from Commercial 2 to Commercial 1 would continue to allow most commercial uses to continue, <u>and</u> allow multi-family residential development.
<i>B. Locational Criteria. A Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions:</i>		
<i>1. Outside of urban centers and urban villages or, within urban centers or urban villages, having a C1 designation and either abutting a state highway, or in use as a shopping mall;</i>	Mixed	The area is within the Bitter Lake Village Hub Urban Village, and abuts existing C1 and C2 designated sites. The sites are either on Linden Ave N an arterial, or Aurora Ave. N (SR 99).
<i>2. Retail activity in existing commercial areas;</i>	Mixed	The sites are a mix of multi-family apartments, and commercial uses including commercial sales and warehousing, retail auto sales, and services.

<sup>4</sup> 14200 Linden Ave. N Tressa Apartments (300 units); and 14002 Linden Ave. N (178 units)

Criterion	Met?	Analysis
3. Readily accessible from a principal arterial;	Yes	The sites have ready access to either Linden Ave N (arterial) or Aurora Ave. N (SR 99).
4. Presence of edges that buffer residential or commercial areas of lesser intensity, such as changes in street layout or platting pattern;	Yes	Linden Ave. N right-of-way varies from 100' to 140' wide and offers a substantial buffer to residentially zoned site on the west side of the street.
5. Predominance of parcels of 20,000 square feet or larger;	Mixed	The 12 affected parcels are an average 48,277 s. f. Three are approximately 17,000 s. f.
6. Limited pedestrian and transit access.	Mixed	The area has historically had limited pedestrian facilities, but the recently completed Linden Ave. N project now provides pedestrian access along that street. There continues to be less east/west pedestrian access due to long n/s blocks and a lack of sidewalks on some streets. Transit access is available on Aurora Ave. N.
<p><b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the C1 zone and this zone is a better match for the area than any other zone.</p>		

## **B Add a Pedestrian Designation**

The Pedestrian designation is proposed for the following rezone areas Area B and C along Linden Ave. N between N 130<sup>th</sup> and N 135<sup>th</sup> Streets. The addition in Area B of a Pedestrian designation would create two “split-zoned” sites. These sites have frontage on both Aurora Ave. N and Linden Ave. N. As discussed previously, the neighborhood plan envisions very different character on these streets. Limiting the Pedestrian Designation to the western portion of the sites, closer to Linden Ave. N, would allow the eastern portions of these sites to include drive-through uses. Additionally, the width and size of these parcels and development pattern in the area suggests that there is sufficient room to create developments that respond to the different character and zoning.

### **Function and Locational Criteria for Pedestrian Designation (SMC 23.34.086.B)**

Criterion	Met?	Analysis
A. 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: (SMC 23.84.086)	Yes	The planned Village Center of the Bitter Lake Village Hub Urban Village is an area where City policy and the neighborhood plan call for a neighborhood-serving and pedestrian-oriented shopping district.
1. A variety of retail/service activities along the street front;	Yes	This portion of Linden Ave. N is intended to be a variety of retail services, building on the character of the new development at the northeast corner of Linden Ave. N and N 130 <sup>th</sup> Street.



Criterion	Met?	Analysis
2. Large number of shops and services per block;	Yes	There are already a large number of shops and services in the vicinity, however many of them cater to more regional customers and are oriented toward Aurora Ave. N. The area proposed for the Pedestrian designation is intended to be a neighborhood serving business district oriented toward Linden Ave. N.
3. Commercial frontage uninterrupted by housing or auto-oriented uses;	Mixed	The area is envisioned to redevelop, and create more walkable environment. However, the block is approximately 1,200 long; equivalent to three downtown blocks. While the area proposed for rezone can generally achieve uninterrupted commercial frontage, the proposed amendments to development standards encourage the provision of a continuous interior corridor that would intersect with the frontage in order to facilitate access between the interior of the site and adjacent streets. Additionally, the portion of the area where the Cambridge Apartment is located has ground-related housing with stoops that contribute to a positive pedestrian environment.
4. Pedestrian interest and activity;	Mixed	There is currently a lot of pedestrian activity generated by the nearby apartments and park. The designation is intended to expand the pedestrian-oriented character of the east side of Linden Ave. N to create a neighborhood center for the Bitter Lake Village Hub Urban Village. The Linden Ave. N frontage will also draw on pedestrian who may initially arrive to the area by car and visit more than one shop after parking.
5. Minimal pedestrian-auto conflicts.	Yes	SDOT recently reconstructed the blocks proposed for the Pedestrian designation to provide sidewalks and there are a limited number of curb cuts across the sidewalk zone.
<i>B. Locational Criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</i>		
1. Pedestrian district surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;	Yes	The area is a regional commercial node in the Bitter Lake Village Hub Urban Village that is surrounded by dense residential development. The designation is intended to assist with developing a neighborhood serving shopping district.
2. NC zoned areas on both sides of an arterial, or NC zoned block faces across an arterial from a park, major institution, or other activity center;	Mixed	The affected area of Linden Ave. N is an arterial. A portion is across the street from Bitter Lake Park.  The Land Use Code requires street-level commercial across from residential zones to perform like NC zoning. Consequently, while the affected area is zoned C1, it is required to perform as NC. Therefore adding the P designation is aligned with the existing requirements.

Criterion	Met?	Analysis
3. Excellent access for pedestrians, transit, and bicyclists.	Yes	The area has well-developed sidewalks and streetscapes for pedestrians, and has a newly installed cycle track. It has good existing bus service and is served by RapidRide transit service.
<b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the Pedestrian designation and therefore is appropriate for the proposed Pedestrian designation.		

**C Change zoning Commercial (C1) to Neighborhood Commercial with a Pedestrian Designation (NC3P-65')**

**Function and Locational Criteria for the Neighborhood Commercial Designation (23.34.078)**

Criterion	Met?	Analysis
<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 23.34.072.A)</i>	Yes	The affected site and surrounding areas contain a mix of commercial, residential and park uses that serve the surrounding neighborhood and larger community. The rezone area includes a new 6-story mixed-use structure that is consistent with this zoning. The rezone is intended reflect this development.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The rezone area includes a new 6-story mixed-use structure that includes a diversity of commercial businesses at street level and is consistent with this zoning. The rezone is intended reflect this development.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	The existing development at the northeast corner of N 130 <sup>th</sup> Street and Linden Ave. N is built to the lot line and provides continuous storefronts. The configuration of the roadway, sidewalks, and topography are conducive to development of adjacent sites in a manner that fronts on the street at the front property line.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	Currently, a variety of businesses, several Metro bus stops, the Bitter Lake Community Center, and numerous residential developments in the neighborhood help to create significant pedestrian activity. The recent implementation of bus RapidRide by King County Metro will further increase pedestrian activity in the area.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks allowing shoppers to walk from store to store. There is on-street parking along Linden Ave. N and several off-street lots.

Criterion	Met?	Analysis
5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes that operate primarily along the area's principal arterials. The 345 connects the area to Greenwood Ave. N and Northgate. The RapidRide line provide frequent connections along Aurora Ave. N and to downtown.
<i>B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1.The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)	Yes	The area is in the primary business district located within the Bitter Lake Village Hub Urban Village.
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	Principal arterials nearby include N 130 <sup>th</sup> St. and Aurora Ave. N, a state highway (SR 99).
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	The proposed NC3 zone would be separated from low-density residential areas by other Commercial (C1) and Lowrise zones.
4. Excellent transit service. (SMC 23.34.072.B.4)	yes	Excellent transit opportunities exist in the neighborhood including the 345 that connects the area to Greenwood Ave. and Northgate transit center, and the RapidRide service started in 2014.
<b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the NC3 zone and this zone is a better match for the area than any other zone.		

### Function and Locational Criteria for Pedestrian Designation (SMC 23.34.086.B)

Criterion	Met?	Analysis
<i>A. 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: (SMC 23.84.086)</i>	Yes	The planned Village Center of the Bitter Lake Village Hub Urban Village is an area where City policy and the neighborhood plan call for an intensely retail and pedestrian-oriented shopping district. Non-auto modes of transportation are strongly favored for the area adjacent to the RapidRide station.
1. A variety of retail/service activities along the street front;	Yes	This site is already developed with a variety of retail services.
2. Large number of shops and services per block;	Yes	The area is intended to be a neighborhood serving business district.
3. Commercial frontage uninterrupted by housing or auto-oriented uses;	Mixed	The site is already developed with substantial commercial frontage, and has no auto-related uses. There is a portion of a building with housing at street-level, however this is built to the street and creates an attractive walking environment.

Criterion	Met?	Analysis
4. Pedestrian interest and activity;	Mixed	There is currently a lot of pedestrian activity generated by the nearby apartments and park. The designation is intended to expand the pedestrian-oriented character of the east side of Linden Ave. N to create a neighborhood center for the Urban Village.
5. Minimal pedestrian-auto conflicts.	Yes	SDOT recently reconstructed the blocks proposed for the Pedestrian designation to provide sidewalks and there are a limited number of curb cuts across the sidewalk zone.
<b>B. Locational Criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</b>		
1. Pedestrian district surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;	Yes	The designation reflects existing development and is intended to assist with developing a neighborhood serving shopping district.
2. NC zoned areas on both sides of an arterial, or NC zoned block faces across an arterial from a park, major institution, or other activity center;	Yes	The affected area is proposed for rezone to NC, and is on an arterial. It is across the street from Bitter Lake Park. To the south it will be across from NC zoning.
3. Excellent access for pedestrians, transit, and bicyclists.	Yes	The area has well-developed sidewalks and has a newly installed cycle track. It has good existing bus service and is served by RapidRide.
<b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the Pedestrian designation and therefore is appropriate for the proposed Pedestrian designation.		

**D Change Zoning from Commercial (C1) to Neighborhood Commercial (NC3-65)**

**Function and Locational Criteria for the Neighborhood Commercial Designation (23.34.078)**

Criterion	Met?	Analysis
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 23.34.072.A)	Yes	<p>The affected area and surrounding areas contain a mix of commercial uses that serve neighborhood and regional clientele. The new North Precinct will be located at the southeast corner of Aurora Ave. N and N 130<sup>th</sup> St. The affected area includes a number of retail businesses, small offices and commercial services that would likely expand over time under proposed zoning to serve more local clientele.</p> <p>The rezone area is adjacent to a new 6-story mixed-use structure. The rezone is intended to encourage further pedestrian-friendly redevelopment.</p>

Criterion	Met?	Analysis
1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)	Yes	The area includes a wide variety of parcel sizes that can accommodate a diversity of commercial businesses at street level.
2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)	Yes	Most existing development has parking in front of the buildings. Recent development at the northeast corner of N 130 <sup>th</sup> Street and Linden Ave. N is built to the lot line. The configuration of the roadway, sidewalks, and topography are conducive to further redevelopment that fronts on the street at the front property line.
3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)	Yes	Currently, a variety of businesses, several existing Metro bus stops, the Bitter Lake Community Center, and numerous residential developments in the neighborhood help to create significant pedestrian activity. The implementation of bus RapidRide by King County Metro will likely further increase pedestrian activity in the area.
4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)	Yes	A variety of stores are located near one another in adjacent blocks allowing shoppers to walk from store to store. There is on-street parking along Linden Ave. N and several off-street lots.
5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes that operate primarily along the area's principal arterials. The 345 connects the area to Greenwood Ave. N and Northgate. The RapidRide line provide frequent connections along Aurora Ave. N and to downtown.
<b>B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</b>		
1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)	Yes	The area is in the primary business district located within the Bitter Lake Village Hub Urban Village.
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	Principal arterials nearby include N 130 <sup>th</sup> St. and Aurora Ave. N, a state highway (SR 99).
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the NC3 zone would be entirely separated from low-density residential areas by existing Commercial (C1) zones.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit exists in the neighborhood including the 345 that connects the area to Greenwood Ave. and Northgate transit center and the RapidRide service began in 2014.
<b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the NC3 zone and this zone is a better match for the area than any other zone.		

**E Change Zoning from Commercial (C1) to Neighborhood Commercial (NC3-40)**

**Function and Locational Criteria for the Neighborhood Commercial Designation (23.34.078)**

Criterion	Met?	Analysis
<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 23.34.072.A)</i>	Yes	The affected area includes a number of small businesses, offices and multi-family residences that would likely expand over time under proposed zoning to serve more local clientele.  The rezone area is across the street from a new 6-story mixed-use structure. The rezone is intended to encourage further pedestrian-friendly redevelopment.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The area includes a wide variety of parcel sizes that can accommodate a diversity of commercial businesses at street level.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Most existing development has parking in front of the buildings. Recent development at the northeast corner of N 130 <sup>th</sup> Street and Linden Ave. N is built to the lot line. The configuration of the roadway, sidewalks, and topography are conducive to further redevelopment that fronts on the street at the front property line.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	Currently, a variety of businesses, several existing Metro bus stops, the Bitter Lake Community Center, and numerous residential developments in the neighborhood help to create significant pedestrian activity. The implementation of bus RapidRide by King County Metro will likely further increase pedestrian activity in the area.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks allowing shoppers to walk from store to store. There is on-street parking along Linden Ave. N and several off-street lots.
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit exists in the neighborhood, including Metro routes that operate primarily along the area's principal arterials. The 345 connects the area to Greenwood Ave. N and Northgate. The RapidRide provides frequent and express connections along Aurora Ave. N and to downtown.
<i>B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1.The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	Yes	The area is in the primary business district located within the Bitter Lake Village Hub Urban Village.
<i>2. Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Principal arterials nearby include N 130 <sup>th</sup> St. and Aurora Ave. N, a state highway (SR 99).

Criterion	Met?	Analysis
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the NC3 zone would be entirely separated from low-density residential areas by Lowrise or Commercial (C1) zones.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in the neighborhood including the 345 that connects the area to Greenwood Ave. and Northgate transit center and the RapidRide service began in 2014.
<b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the NC3 zone and this zone is a better match for the area than any other zone.		

**F Change Zoning from Commercial 1 (C1) to Commercial 2 (C2)  
Function and Locational Criteria for Commercial 2 (C2) zones (SMC 23.34.082)**

Criterion	Met?	Analysis
A. Function. To provide for an auto-oriented, primarily non-retail commercial area that provides a wide range of commercial activities serving a community, citywide, or regional function, including uses such as manufacturing and warehousing that are less appropriate in more-retail-oriented commercial areas.	Yes	Rezone Area H is on Aurora Ave. N, south of the intersection with N 125 <sup>th</sup> Street. It's location on Aurora Ave. N positions this site to serve citywide and regional demand for commercial services arriving by car. The separation from residential and other retail areas means that it is less desirable for local retail, and can accommodate manufacturing and warehousing uses that less suitable closer to residences.
B. Locational Criteria. A Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:		
1. Outside of urban centers and urban villages or, within urban centers or urban villages, having a C2 designation and abutting a state highway;	Yes	Rezone Area H is located in the Bitter Lake Village Hub Urban Village, and on Aurora Ave. N (State Route 99).
2. Existing commercial areas characterized by heavy, non-retail commercial activity;	Yes	The rezone site includes a vacant parcel and a parcel containing a motel constructed in 1962. Uses in the area include the Large Evergreen-Washelli Cemetery (west), a towing lot, auto repair, pawn shop, and vehicle emissions inspection station (east across SR 99), car tire sales (north), and a small motels (on rezone site and south).
3. Readily accessible from a principal arterial;	Yes	The rezone area is readily accessible from Aurora Ave. N, an arterial and state route.
4. Possibly adjacent to manufacturing/industrial zones;	No	There are no industrial/manufacturing zones in the immediate area.
5. Presence of edges that buffer residential or commercial areas of lesser intensity, such as changes in street layout or platting pattern;	Yes	The Evergreen-Washelli cemetery is directly to the west, providing a lengthy separation for the rezone area from residential uses. Commercial 1 zoned parcels are to the north, south and east.

Criterion	Met?	Analysis
6. Predominance of parcels of 30,000 square feet or larger;	Mixed	One of the parcels is 31,500 square feet and the other is 21,000 square feet. It is possible that these parcels would be aggregated into one development.
7. Limited pedestrian and transit access.	Yes	There are no sidewalks on this section of Aurora Ave. N. When sidewalks are constructed, this rezone area will have limited connections to surrounding areas do to the presence of Evergreen-Washelli cemetery and the lack of cross-streets. The nearest intersections or signalized crossings on Aurora Ave N are 500' to the north and 1,175' to the south. While there is good transit on Aurora Ave. N., the nearest east/west transit connections are at N 130 <sup>th</sup> St. and N 105 <sup>th</sup> St.
<p><b>Conclusion:</b> OPCD has weighed and balanced these criteria together, and determines that the area generally meets the function and locational criteria of the C2 zone and this zone is a better match for the area than any other zone.</p>		