



**CITY OF SEATTLE  
ANALYSIS, DECISION AND RECOMMENDATION OF THE DIRECTOR OF  
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**Project Number:** 3034865-LU  
**CF Number:** 314447  
**Applicant Name:** Hugh Schaeffer, SHW  
**Address of Proposal:** 7012 Roosevelt Way NE

**SUMMARY OF PROPOSED ACTION**

Council Land Use Action to rezone a 3,000 sq. ft. portion of land from Lowrise 1 (M1) (LR1(M1)) to Neighborhood Commercial 2-55 (M2) (NC2-55(M2)) within a Station Area Overlay District. Project includes a 6-story, 91-unit apartment building (69 small efficiency dwelling units, 16 efficiency dwelling units, 6 apartments). No parking proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3035227-EG.

\*Note – The project description has been revised from the following original notice of application: Council Land Use Action to rezone a parcel of land from Low-rise 1 (M1) (LR1(M1)) to Neighborhood Commercial 2-55 (NC2-55(M2)). Project includes a 6-story, 91-unit apartment building (69 small efficiency dwelling units, 16 efficiency dwelling units, 6 apartments). No parking proposed. Existing buildings to be demolished. Administrative Design Guidance conducted done under 3035227-EG.

The following decisions and recommendations are required:

**Administrative Design Review (Seattle Municipal Code (SMC) 23.41)**

**Contract Rezone (SMC 23.34):** From Lowrise 1 (M1) (LR1(M1)) to Neighborhood Commercial 2-55 (M2) (NC2-55(M2)), Station Area Overlay District – Recommendation to the Hearing Examiner

**SEPA - Environmental Determination (SMC 25.05):** Substantive SEPA Review/Conditioning – Recommendation to City Council

**SEPA DETERMINATION:**

Determination of Non-significance

- No mitigating conditions of approval are recommended.
- Pursuant to SEPA substantive authority provided in SMC 25.05.660, conditions are recommended to mitigate environmental impacts.

## **BACKGROUND**

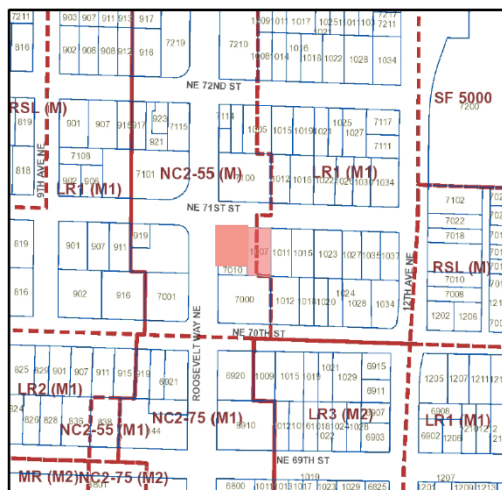
### **Mandatory Housing Affordability for Residential Development**

In November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, *Affordable Housing Impact Mitigation Program Development Program for Commercial Development* (MHA-C). The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, *Mandatory Housing Affordability for Residential Development* (MHA-R). The purpose of these Chapters is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity. Chapter 23.58B and 23.58C are applicable as follows: where the provisions of a zone specifically refer to Chapter 23.58C; or through the terms of a contract rezone in accordance with Section 23.34.004.

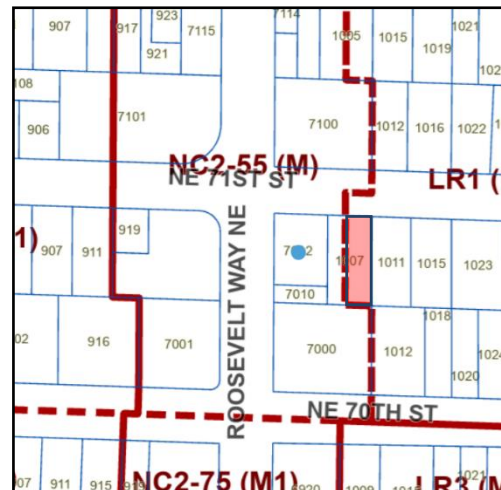
Subsequently, a citywide rezone was adopted, effective April 19, 2019, changing the subject site's zone from Neighborhood Commercial 2 (NC2-40) and Single Family 5000 (SF 5000) to NC2-55(M) and LR1(M1) respectively. The project has been designed to comply with the standards of NC2-55(M) and NC2-55(M2) effective as of the date of this document, including the applicable MHA provisions of SMC 23.58C.

### **Proposal Site Information**

The development site is a unification of two properties addressed as 7012 Roosevelt Way NE (Parcel Identification Number (PIN) 671670-0056) and 1007 NE 71<sup>st</sup> St (PIN 671670-0050). The maps below illustrate the development site, existing zoning delineation and the portion of the development site that is proposed to be rezoned.



*Overall Development Site*



*Rezone Area*

7012 Roosevelt Way NE is currently zoned NC2-55(M). No zoning change is proposed to this parcel.

1007 NE 71<sup>st</sup> St (PIN 671670-0050) is a split-zoned property with the following legal description identified on the survey:

- LOT 10 AND 11, BLOCK 1, PERKINS GREEN LAKE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED UNDER VOLUME 13, OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WA.  
EXCEPT THE WEST 10 FT. OF SAID LOT 11

The east 30 feet of this parcel (Lot 10) is zoned LR1(M1) and the west 20 feet of this parcel (portion of Lot 11) is zoned NC2-55(M). The Roosevelt Station Area Overlay District also follows the existing zone boundary. The proposal is to eliminate the split-zoning condition and rezone the approximately 3,000 square foot eastern portion of the consolidated proposal site (Lot 10) to NC2-55(M2) and within the Roosevelt Station Area Overlay District.

### Environmental Critical Area

The site was granted relief from prohibition on development in steep slope and their buffers by the SDCI Geotechnical Engineer on January 6, 2021 under 6813119-EX: *“Environmentally Critical Areas (ECAs) geotechnical review for this project is required. Both topographic survey and geotechnical report are required for building permit application.*

*The project is described as “Construction of an apartment building containing 91 residential units. Existing structures to be demolished”. Based on a review of the submitted information the project appears to quality for criteria established in the Critical Areas Regulations, SMC 25.09.090.B2c. Further, geotechnical report by PanGeo Inc., dated on November 10, 2020, implied that granting relief from prohibition on steep slope development will not result in adverse impacts on this site and adjacent properties. For this reason, the required ECA Steep Slope Variance associated with subsequent SDCI building application is waived.*

*The approval of building permit application is conditioned upon a design that demonstrates that the proposed development will be completely stabilized in accordance with the geotechnical engineer’s recommendations and provisions of the ECA Code and Grading Code. All other ECA Submittal, General, and Landslide-Hazard development standards still apply for this development.”*

### Site And Vicinity

Site Zone: Neighborhood Commercial 2 with a 55’ height limit (NC2-55(M)) & Lowrise 1 (LR1 (M1))

Zoning Pattern:

North: NC2-55(M)  
South: NC2-55(M)  
West: LR1(M1)  
East: NC2-55(M)

Environmentally Critical Areas: Steep Slope

Lot Area: 9,801 square feet (sq. ft.)

### Current and Surrounding Development; Neighborhood Character; Access

The subject site is comprised of two existing tax parcels totaling 9,801 square feet (sq. ft.) in area, currently developed with a commercial structure built in 1930 and a single family residence built in 1907. The site slopes downward northeast to southwest approximately 20 feet.

The subject site is located at the southeast corner of NE 71<sup>st</sup> St and Roosevelt Way NE in the Roosevelt Residential Urban Village. Surrounding uses in proximity to the site are commercial structures to the north and south, a single family residence to the east, and a mixed-use multifamily residential/commercial structure to the west.

Existing vehicular access to the development property is via curb cuts along Roosevelt Way NE and NE 71<sup>st</sup> St. Roosevelt Way NE is a principal arterial street serving as a primary residential and commercial corridor providing vehicular and pedestrian circulation. The properties east and west of the Roosevelt Way NE corridor abutting NE 71<sup>st</sup> St are primarily single family residences within multifamily zoning (LR1(M1)). NE 71<sup>st</sup> St is a non-arterial street.

I-5 is two blocks west of the site and Lake City Way NE is three blocks to the north. Notable attractions nearby include the Roosevelt P-Patch Community Garden, Roosevelt High School, and the Roosevelt Link Light Rail Station.

The neighborhood is in transition as older single-family residences and low-scaled commercial structures are being replaced with larger townhouse and mixed-use residential/commercial developments. Newer mixed-use developments on Roosevelt Way NE feature ground-level glazing and pedestrian scaled landscaping while reducing the perceived mass by breaking up the building mass into at least two volumes. By contrast, existing one-to-two-story single family residences are characterized by stoops or front porches at the entries with material combinations of lap siding and shingle accents on the facades. Structures are generally low-scaled, ranging from one to four stories in height.

### Public Comment

The public comment period ended on August 31, 2020. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to tree protection; parking impacts; view impacts; height, bulk and scale impacts; shadow impacts; construction impacts; impacts to steep slope stability; climate and pollution impacts; impacts to public services; and compliance with rezone criteria and Roosevelt Neighborhood Plan recommendations, impacts to property value, unit type/mix, the lack of commercial uses, housing affordability and impacts to neighborhood character. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

## **I. ANALYSIS – DESIGN REVIEW**

### **ADMINISTRATIVE EARLY DESIGN GUIDANCE June 16, 2020**

#### **Public Comment**

SDCI staff received the following design related comments:

- Stated that a 55-foot tall building abutting a 30-40-foot building is incompatible and inconsistent with the Roosevelt neighborhood.
- Concerned about reduced sunlight to neighboring single-family homes.

- Stated that a building of the proposed rezone size/height would be overwhelmingly out of scale and devastating visually.
- Anticipated that a project of this size would literally be a wall at the west end of the block.
- Encouraged a design which allows garbage pick-up and delivery service to be provided from the Roosevelt Way side of the property.
- Encouraged a thoughtfully designed building with interesting elements, not just a large box.
- Requested a neutral color palette that is not too dark (such as the black and dark gray colors shown in the packet) and no bright colors (such as orange).
- Opposed the proposed project.
- Concerned with impacts to trees on-site and on neighboring properties and whether replacement trees would be viable.
- Concerned with impacts to the neighboring home to the east.

SDCI received non-design related comments concerning the proposed rezone, parking, affordability, diversity, unit types, views, property value, steep slope impacts, environmental impacts, and property upkeep.

The Seattle Department of Transportation (SDOT) offered the following comments:

- Noted the required 4' right-of-way (ROW) setback on Roosevelt Way NE is not called out on the preferred option site plan.
- Expressed tentative support for a waste access ramp on Roosevelt Way NE due to concerns that the grade on NE 71<sup>st</sup> St precludes collection from the preferred non-arterial frontage.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/dpd/edms/>

## **Priorities & Recommendations**

After visiting the site, considering the analysis of the site and context provided by the proponents, and reviewing public comment, Staff provided the following siting and design guidance.

- 1. Massing Options.** Staff supports the applicant's preferred massing option #3 as the basis for further development, noting the following strengths:
  - a. Option #3 places more active common spaces along the Roosevelt Way street frontage as opposed to residential units proposed in options #1 and #2. (CS2-I-I Sense of Place, DC1-I-i Arrangement of Interior Spaces, CS2-B-2 Connection to the Street)
  - b. The proposed layout allows more units to be oriented away from the single family home to the east. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)

- c. The location of the stair and elevator tower at the center of the massing pulls the added bulk to the interior. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
  - d. The modulation of the massing and setbacks along the east property line begin to create a transition in bulk and scale to the neighboring structures. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
- 2. Zone Transition.** A transition from NC2-55 zoning to LR1 zoning is proposed to occur at the site's east property line. Continue to develop the proposal to respond to the zone transition:
- a. Staff acknowledges public comments received regarding the height, bulk and scale of the proposal in relationship to the adjacent single family neighborhood and echoes these concerns. The step down of the massing at the east property line is beginning to respond to the zone transition but is not yet sufficient to mitigate the bulk of the 5-story massing at the property line. Further break down the perceivable bulk at the zone transition and create a scalable volume which better relates to the proportions of development permitted in the adjacent zone. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale, DC2-D-2 Reducing Perceived Mass)
  - b. Carefully compose the east façade to minimize privacy impacts and window overlap with the adjacent structure. At the Recommendation phase provide window overlap and privacy studies illustrating impacts. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
  - c. Develop a landscape buffer between the LR1 zone which is lush, dense, includes plantings at a variety of heights and provides year-round screening. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
  - d. Maintain the location of the roof deck at the northwest corner to minimize noise and privacy impacts to the residential neighborhood to the east. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
  - e. Utilize high quality materials and detailing on the east façade which are compatible with the scale and character of the adjacent residential development. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
- 3. Arrangement of Interior Uses and Street Activation.** The surrounding context along Roosevelt Way NE has a commercial character and includes many mixed-use structures.
- a. The Roosevelt Neighborhood Design Guidelines recommend vibrant commercial uses along the commercial Roosevelt Way NE arterial. Placing the mail room at the street corner appears to be a missed opportunity to activate the street and respond to the commercial context. Develop an arrangement of ground floor uses that will most activate the street frontage. At the Recommendation phase provide study of different layouts considered. If uses such as the mail room continue to be proposed at the street frontage, provide details on the interior layout demonstrating how the use will activate the street. (CS2-I-I Sense of Place, DC1-I-i Arrangement of Interior Spaces, CS2-B-2 Connection to the Street, PL1-B-3 Pedestrian Amenities)
  - b. Articulate the Roosevelt Way NE street level frontage with a commercial language, including maintaining the amount of glazing indicated on pg. 27 of the EDG packet. (DC2-II-i Architectural and Façade Composition)
  - c. Staff encourages designing the ground level with flexibility to allow for potential conversion to commercial use in the future, including a 13' floor-to-floor height. The

- height of the ground level should not be reduced less than the 11'-10" proposed in the EDG packet. (DC1-I-I Arrangement of Interior Spaces, DC1-A-3 Flexibility)
- d. Minimize the frontage and appearance of the trash storage and utility room at the Roosevelt Way NE street frontage as much as possible. Staff acknowledges public comments supporting the location of this use and the constraints of the site which make this the best location for this use (NE 71<sup>st</sup> St is steeply sloped and there is no alley adjacent to the site). However, the street frontage will need to be designed to enhance the pedestrian experience. Where blank facades are unavoidable, utilize human scaled design treatments to minimize the appearance. (DC2-B-2 Blank Walls, DC2-II-i Architectural and Façade Composition)
  - e. Considering the likely high pedestrian volumes along Roosevelt Way due to the nearby light rail station, staff questions whether a landscape buffer is appropriate within the required 4' right-of-way setback as opposed to hardscaping. Please provide study of different treatment options for the 4' setback area at the Recommendation phase. (PL1-B-2 Pedestrian Volumes)
  - f. Develop a strong and identifiable residential entry that includes the ensemble of design elements described in PL3-A. (PL3-A Entries)

#### **4. Architectural Concept and Response to Context**

- a. It is unclear from the EDG packet how the project is responding to the architectural character of the surrounding neighborhood. At the Recommendation phase, provide analysis and study which clearly articulates how the design concept is informed by the context. (DC2-C-1 Fit with Neighboring Buildings)
- b. Staff supports the concept illustrated on pgs. 26 and 28 of the EDG packet, utilizing materials which relate to the scale of the massing volumes. Select durable, high quality, textured, integral color materials. (DC4-I Exterior Finish Materials, DC2-D-2 Texture)
- c. Staff supports the simple massing and restrained façade articulation indicated on pgs. 26-28 of the EDG packet, provided legible façade depth is created through textured materials, recessed windows, and secondary architectural features. (DC2-C-1 Visual Depth and Interest, DC2-B-1 Façade Composition)

### **ADMINISTRATIVE RECOMMENDATION June 8, 2021**

#### **Public Comment**

SDCI staff received the following design related comments:

- Concerned with impacts to mature trees on the site and adjacent sites.
- Concerned with impacts to the single family character of the neighborhood.
- Concerned with height, bulk and scale impacts.
- Concerned with impacts to views.
- Concerned with impacts to solar access of surrounding properties.
- Concerned with the lack of commercial uses.

SDCI staff received non-design related comments concerning the proposed rezone, parking, construction impacts, slope stability, unit types, affordability, and impacts to property value.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable

Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/dpd/edms/>

## **SDCI Preliminary Recommendations & Conditions**

SDCI visited the site, considered the analysis of the site and context by the proponents, and considered public comment. SDCI design recommendations are summarized below.

### **1. Massing and Zone Transition**

- a. The project developed the preferred massing from EDG, maintaining elements which were supported including the location of the core, orientation of units to minimize the amount facing the zone transition, and location of the roof deck. Staff recommends approval of the overall massing form. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)
- b. At EDG staff supported the stepping of the façade along NE 71<sup>st</sup> St and provided guidance to further develop the massing response to the zone transition. The proposal maintained the stepped massing and refined the zone transition response as outlined below:
  - Increased the rear setback from 11'-4" to 12'-6". The setbacks proposed exceed the minimum code requirements of no setback up to 13'-0" and a 10'-0" setback above 13'-0".
  - Adjusted the entry grade of the building, pushing the building down by 1'.
  - Removed the private decks and associated guardrail at the eastern units.
  - Lowered the parapets at the east massing on all levels.
  - Adjusted the proportion of the openings on the east façade to a smaller scale, ensuring minimal window overlap with the adjacent structure.
  - Applied brick to the lowest east massing to provide a smaller scale and texture.
  - The brick volume was raised one level, modifying the proportion of the transition so the dark upper massing appears to recede and the perceived transition is more gradual to the east.
  - Developed a landscape buffer along the east property line which provides added privacy and additional transition in scale.
  - Provided a 6' privacy fence along the east property line.

Staff recommends approval of these elements and the zone transition response. (CS2-III Multifamily/Residential Zone Edges, CS2-D Height, Bulk and Scale)

### **2. Architectural Character and Materials**

- a. Staff is concerned that the proposal appears as a commercial building and lacks a residential character to respond to the character of the adjacent single family neighborhood. The applicant provided studies on pg. 37 of the packet which increased the amount of brick at the northwest corner. While increasing the amount of brick begins to enhance the residential character, further development is needed. Staff recommends a condition to further develop the residential character of the building, including increasing the amount of brick. Study could include incorporating brick



- detailing, incorporating secondary architectural features such as balconies, and studying the overall brick proportions and window placement. (DC2-C-1 Fit with Neighboring Buildings, DC2-C-1 Visual Depth and Interest, DC2-B-1 Façade Composition, CS3-A Emphasizing Positive Neighborhood Attributes)
- b. The proposed material palette includes the primary use of brick and metal panel on street facing elevations and at the zone transition. These materials are high quality and provide texture to the elevations. Staff recommends a condition to maintain the proposed materials. (DC4-I Exterior Finish Materials, DC2-D-2 Texture)

### **3. Street Level**

- a. Staff recommends approval of the revised ground level layout, which locates the more active lounge area at the northwest corner. (CS2-I-I Sense of Place, DC1-I-i Arrangement of Interior Spaces, CS2-B-2 Connection to the Street, PL1-B-3 Pedestrian Amenities)
- b. While commercial uses are not proposed, staff recommends approval of the large windows and two-story glazing which create a commercial language at the street as recommended at EDG. (DC2-II-i Architectural and Façade Composition)
- c. Staff recommends a condition to further study methods to emphasize a pedestrian scale and human character along the Roosevelt frontage, such as incorporating canopies along the sidewalk. (CS2-I-I Sense of Place, DC1-I-i Arrangement of Interior Spaces, CS2-B-2 Connection to the Street, PL1-B-3 Pedestrian Amenities, DC2-II-i Architectural and Façade Composition)
- d. A fence and small landscape buffer are proposed to screen the trash room and electric vault from the sidewalk. Staff recommends a condition to demonstrate that the minimum required clearances are provided for access to the trash room and electric vault to maximize the area dedicated to landscaping. (DC1-C-4 Service Uses, DC2-B-2 Blank Walls)

### **4. Landscape Concept**

- a. Staff recommends approval of the landscape buffer along the east property line which includes plantings to provide a year-round, dense landscape buffer to the neighboring structure. (CS2-III Multifamily/Residential Zone Edges, DC4-D-1 Choice of Plant Materials, DC4-D-4 Long Range Planning)
- b. Staff notes the fast-growing nature of bamboo proposed to screen the utility area and the small planter area and recommends a condition to study whether native plants would be appropriate in this location to provide an effective buffer and screen. (DC4-D-1 Choice of Plant Materials, DC4-D-4 Long Range Planning)

### **5. Signage**

- a. Staff recommends approval of the proposed signage which is appropriately scaled and complimentary to the overall character of the project. (DC4-B Signage, DC4-II Signs)

### **6. Lighting**

- a. Staff recommends approval of the lighting plan, which provides lighting to enhance pedestrian safety and highlight the primary entry. (DC4-C Lighting)

## **DEVELOPMENT STANDARD DEPARTURES**

At the time of the RECOMMENDATION review, no departures were requested.

## DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

#### **CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

##### **CS1-A Energy Use**

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

##### **CS1-B Sunlight and Natural Ventilation**

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

##### **CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

##### **CS1-D Plants and Habitat**

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

##### **CS1-E Water**

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

#### ***Roosevelt Supplemental Guidance:***

##### **CS1-I Energy Use**

**CS1-I-i. Outdoor Spaces:** Consider the placement of outdoor spaces facing south with good access to winter sun. Potential shadowing of open or green spaces could be acceptable if the development provides off-setting improvements over conventional building systems, such as renewable energy and water reuse.

**CS1-I-ii. Exterior Insulation:** A reduction in setback may be allowed for additional exterior insulation.

**CS1-I-iii. Trellis Features:** Shading or other trellis features may be allowed in the setbacks.

**CS1-II Sunlight and Natural Ventilation**

**CS1-II-i. Shadows on Public Spaces:** Minimize shadow impacts on key public spaces and streetscapes. Such places include identified gateway intersections particularly NE 65th St. and Roosevelt Way NE; plaza spaces near the Light Rail station; Roosevelt High School grounds and athletic fields; and identified green streets and/or greenways.

**CS1-III Topography**

**CS1-III-i. Views:** Roosevelt generally features a consistent gentle south and southwest sloping topography. Consider using the site's topography to consider ways to respect views of downtown/the Seattle skyline and the Olympic Mountains, particularly along Brooklyn Ave NE, 14th Ave NE, 15th Ave NE, and 12th Ave NE (north-south avenues that have more grade change), north of Cowen Park.

**CS1-IV Water**

**CS1-IV-i. Drainage Pattern:** Seek ways to express the historic drainage pattern to the creek. Roosevelt's historic drainage pattern consisted of flows draining to Ravenna Creek. Incorporating water is encouraged into Ravenna Park and along green streets as a visible design element, especially for sites that had been components of the neighborhood's natural drainage system.

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

**CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

## **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

### ***Roosevelt Supplemental Guidance:***

#### **CS2-I Sense of Place**

**CS2-I-i. Commercial Arterials:** Focus vibrant commercial uses and a strong continuous street wall facing the commercial arterials: NE 65th St., Roosevelt, Way NE, and 12th Ave NE (in the commercial areas).

**CS2-I-ii. Fabric of Connected Buildings:** Develop a fabric of connected buildings through streetscapes rather than a series of isolated structures.

#### **CS2-II Adjacent Sites, Streets and Open Spaces**

**CS2-II-i. Private Open Spaces:** Consider incorporating private open spaces between the street and residences and between adjacent properties. This is especially important for multifamily developments west of Roosevelt Way, and for the frontages of developments in neighborhood commercial zones that face non-arterial streets.

**CS2-II-ii. Ground-Level Landscaping:** Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas.

**CS2-II-iii. Gateway Feature Design:** Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections identified below. The following design elements are encouraged:

- Sidewalk awning (transparent);
- Special paving or surface treatments;
- Outdoor art;
- Special landscaping;
- Pedestrian lighting;
- Seating; and
- Trash & recycling collection.

The following locations have been identified as key gateways and key locations for the neighborhood (see Map 2, page 5).

#### **CS2-III Height, Bulk and Scale**

**CS2-III-i. Commercial Core:** New development in the commercial core should consider the following techniques:

- a. Encourage buildings of varying heights within the same block to reduce the “box” look along blocks. New development that aggregates one half block or more, should take steps to recall historic, smaller-scale development patterns. Existing height restrictions in NC-65’ zones may be departed from up to an additional 3’ in exchange for design improvements, such as additional upper-level setbacks.

b. Break the massing of new buildings on large sites into smaller components to avoid a scale that is out of proportion with surrounding development; especially where new buildings abut existing older storefront facades. Examples include the Eleanor and plans for the “fruit-stand” block.

c. Retain alleyways or incorporate new through-ways in full-block developments to help preserve a well-connected pedestrian grid. Encourage public use of the alley west of Roosevelt Way NE by incorporating amenities for the public.

**CS2-III-ii. Through-Block Development:**

a. Avoid monolithic development on through lots. New developments on through-block lots should be carefully designed for compatibility with this established fabric. Observe in new through-block projects the original platting and development pattern, which is generally characterized by structures limited to a half-block in depth, with widths of 50 to 60 foot increments along the street.

b. In the area bounded by NE 65th St., NE 68th St., Roosevelt Way NE, and 8th Ave NE consider providing through-block connections. As more intensive development occurs over time, through-block connections can contribute to a more complex, intimate pedestrian environment.

c. Make through-block connections clearly identifiable, accessible, and attractive. Create focal points to draw pedestrians into and along through-block pathways. Encourage uses that will promote public access into through-block connections during appropriate hours to activate space.

**CS2-III-iii. Multi-Family/Residential Zone Edges:** Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the techniques preferred in Roosevelt include:

a. Increasing building setbacks from the zone edge at ground level;

b. Reducing the bulk of the building’s upper floors;

c. Reducing the height of the structure;

d. Use of landscaping or other screening (such as a 5-foot landscape buffer);

e. Modulation of bays;

f. Stepping down the height of structures to 40’ – 45’ at the zone edge to provide transition to the height of traditional single-family areas; and

g. Minimizing use of blank walls.

**CS2-III-iv. Roosevelt High School Architectural Heritage:**

a. Massing void of variation is discouraged on properties adjacent to the high school in order to avoid a monolithic look.

b. Preserve specific views corridors to and from the high school, arrange the massing in a way that references the prominent high school structure.

**CS2-III-v. Olympic Promenade:**

a. Encourage preservation of westward views of the Olympic Mountains along NE 66th St. and from Roosevelt High School to allow for an ‘Olympic promenade’ and more light and air to reach right of way landscape features.

Consider upper-level setbacks of new multi-family and commercial buildings that flank the NE 66th St. corridor.

**CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through

building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

### ***Roosevelt Supplemental Guidance:***

#### **CS3-I Emphasizing Positive Neighborhood Attributes**

**CS3-I-i. Roosevelt High School Architectural Heritage:** Roosevelt High School Architectural Heritage: New buildings built adjacent to the high school (particularly on the blocks immediately south of the school) should complement and defer to the architectural prominence of the school, and contribute to a campus-like setting in the immediate school vicinity.

**CS3-I-ii. Vibrant Streetscape:** Reinforce a vibrant streetscape:

- a. Apply a pedestrian-oriented design;
- b. Include multiple recessed entries; and
- c. Considering offering commercial and residential units of different sizes and at a range of price points.

**CS3-I-iii. Streetwalls:** Street walls facing arterial streets (NE 65th St., Roosevelt Way, and 12th Ave NE) in the Commercial Core should be designed to incorporate traditional commercial façade components: lower base course, upper-level façade and cap.

## **PUBLIC LIFE**

### **PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

#### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

#### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

### ***Roosevelt Supplemental Guidance:***

#### **PL1-I A Network of Public Spaces**

**PL1-I-i. Public Open Space:** If public space is included, the design should complement and create a network of open space, including pedestrian connections to light-rail facilities, greenways, green streets, or public spaces in the neighborhood.

**PL1-I-ii. Massing:** Arrange new buildings' massing to support street-level open spaces and streetscape concepts, including station-related amenity areas, especially on green-streets and greenways.

**PL1-I-iii. Near Roosevelt High School:** On the blocks adjacent to the high school, anticipate the movement of large groups between the school grounds and commercial areas in order to design for pedestrian safety along 12th Avenue NE and NE 65th St.; the key arterials traversed by sometimes distracted students. Anticipate use of gathering spaces by groups of students. Incorporate trash collection and recycling accommodations as appropriate.

### **PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

#### **PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

#### **PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

#### **PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

#### **PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

#### ***Roosevelt Supplemental Guidance:***

#### **PL2-I Pedestrian Experience**

**PL2-I-i. Sidewalks and Small Open Spaces:** Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged.

**PL2-I-ii. Pedestrian Lighting:** Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

**PL2-I-iii. Pedestrian Amenities:** Pedestrian amenities are encouraged where appropriate along side-walks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

**PL2-I-iv. Sidewalk Obstructions:** Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

**PL2-I-v. Adjacent to Bike Facilities:** If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

#### **PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

#### **PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.



### **PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

### ***Roosevelt Supplemental Guidance:***

#### **PL3-I High school, Green Streets, and Green Ways**

**PL3-I-i. Residential Environment:** Provide a more intimate, smaller-scale residential environment on the blocks adjacent to the high school by providing landscaping, stoops, porches, etc.

#### **PL3-II Human and Commercial Activity**

**PL3-II-i. Ground-Level Setbacks:** Provide opportunities for increased pedestrian activity along sidewalks with high pedestrian traffic within the Commercial Core by increasing setbacks; this is especially important because some sidewalks along Roosevelt Way and 65th Ave are considered too narrow. Increase the ground level setbacks in order to accommodate pedestrian traffic and amenity features.

**PL3-II-ii. Private Open Space:** Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for multi-family development west of Roosevelt Way, and for the frontages of development in neighborhood commercial zones that face nonarterial streets. Ground-level landscaping should be used between the structure(s) and sidewalk.

### **PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

#### **PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

#### **PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

#### **PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

#### ***Roosevelt Supplemental Guidance:***

##### **PL4-I Transit Supportive Design**

**PL4-I-i. Transit Stop Amenities:** When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following: Expand sidewalk areas where possible;

- Encourage integration of rider waiting facilities into adjacent buildings;
- Provide overhead weather protection;
- Provide lighting and street furniture; and
- Accommodate smaller scale retail services.

**PL4-I-ii. Bike Connections:** Anticipate greater use of bicycles, especially along newly designated neighborhood greenways, and in conjunction with the future light rail station in order to minimize conflicts with other transportation modes. This may include siting building entrances to accommodate bicycle parking and storage facilities while simultaneously addressing pedestrian access and movement.

### **DESIGN CONCEPT**

#### **DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

##### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

## **DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

## **DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

## ***Roosevelt Supplemental Guidance:***

### **DC1-I Arrangement of Interior Spaces**

**DC1-I-i. Small Retail Spaces:** Encourage small retail spaces to help bolster local businesses and create a greater variety of street-level interaction. Multiple entrances, non-continuous facades, and the ability to delineate or re-size smaller spaces within larger ones should be considered. Dedicating 25% of retail space to commercial use in spaces that are less than 1,000 square feet in size or incorporating at least one retail space that is less than 1,000 square feet is encouraged.

**DC1-I-ii. Family-Friendly Units:** A variety of residential unit types and sizes is encouraged, particularly family-friendly units and facilities/amenities, such as private open space/play areas, storage, accessible entries, and washer/dryer hook ups will make it possible for new families to live in this neighborhood.

### **DC1-II Gathering Spaces**

**DC1-II-i. Informal Open Spaces:** Provide informal open spaces along designated Green Streets and in the commercial core.

## **DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

### **DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

#### **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

### ***Roosevelt Supplemental Guidance:***

#### **DC2-I Massing**

**DC2-I-i. Small Retail Spaces:** In the commercial core encourage façade detail and street-facing glazing that compliment character of the neighborhood’s historic architectural icons to reduce the perception of bulk.

#### **DC2-II Architectural and Façade Composition**

**DC2-II-i. Major Arterials:** Along Major Arterials:

- a. Maximize the retail and street-level transparency (commercial zones);
- b. Maximize the quality of exterior finish, especially at the base;
- c. Incorporate a series of storefronts along the commercial street frontages.

**DC2-II-ii. Green Streets, Greenways, Non-Arterial Streets:** Along Green Streets, Greenways, and Non-Arterial Streets:

- a. Maximize modulation, courtyards, human interaction;
- b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.

### **DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

#### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

### ***Roosevelt Supplemental Guidance:***

#### **DC3-I Open Space Character**

**DC3-I-i. Views and Solar Access:** Larger developments should consider views and solar access through the property:

- a. To the west (Olympic Promenade along NE 66<sup>th</sup>);
- b. To the High School from NE 65<sup>th</sup> and 15<sup>th</sup> Ave NE;
- c. To downtown; and
- d. Through-blocks.

**DC3-I-ii. Visible Water Systems:** Consider opportunities to incorporate visible water systems into the landscape design, such as reference to the historic movement of water from Green Lake through Ravenna Park.

#### **DC3-II Street Planting & Landscape to Enhance the Building and/or Site**

**DC3-II-i. Natural Systems:** Use designs that enhance and build upon the natural systems of the neighborhood, such as storm water drainage, and aquifer re-charge strategies, habitat enhancement, solar access, food production, etc.

**DC3-II-ii. Trees and Other Landscaping:** Landscaping should be employed as both a design feature and an environmental enhancement. Dominant street tree varieties from the neighborhood should be incorporated into the plan.

**DC3-II-iii. Existing Trees:** Consider maintenance and revitalization of existing trees.

#### **DC3-III Residential Open Space**

**DC3-III-i. Ground-Related Common Open Space:** Include, where possible, open spaces at street-level for residents to gather.

### **DC3-IV Landscape Heritage**

**DC3-IV-i. Informal Groupings:** Visible and accessible examples of the Olmsteads' design should be delineated by employing informal groupings of large and small trees and shrubs at key locations.

## **DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

### **DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

### **DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

### **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

### **DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

## ***Roosevelt Supplemental Guidance:***

### **DC4-I Exterior Finish Materials**

**DC4-I-i. Masonry:** In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School's masonry façade).

**DC4-I-ii. Cladding Materials:** The use of high-quality cladding materials, such as brick and terra cotta masonry; tile; natural and cast stone is strongly encouraged along commercial frontages, and scaled to pedestrian activity and scale, especially at the base and ground-levels. Concrete Masonry Units and high-quality concrete are also preferred over wood, metal, or cement-board claddings.

**DC4-I-iii. Colors:** Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.

**DC4-I-iv. Natural and Modern Elements:** The use of more natural elements, such as brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.

**DC4-I-v. Transparent Windows:** Transparent, rather than reflective, windows facing the street are preferred.

**DC4-I-vi. Transparent Awnings:** Use of transparent awnings is preferred in the commercial core.

#### **DC4-II signs**

**DC4-II-i. Preferred Sign Types:** Preferred sign types include pedestrian-oriented and small signs incorporated into the building's architecture. A sign band or a blade-signs hung from beneath an awning or marquee are preferred within the Commercial Core Area, along with neon signs.

**DC4-II-ii. Inappropriate Sign Types:** Large illuminated box signs, canopy-signs, super graphics and back-lit awnings or canopies are not appropriate in the Roosevelt area.

#### **DC4-III Right of Way Fixtures and Elements**

**DC4-III-i. Campus-Like Lighting and Street Furniture:** When adding new fixtures and features in streetscapes, designers are encouraged to contribute to the campus-like setting of the Roosevelt neighborhood, especially in close proximity to the high school. This may inform selection of lighting fixtures, as well as street furniture.

#### **DC4-IV Landscaping Materials**

**DC4-IV-i. Historical Landscape Elements:** Neighborhood plant choices should consider historical landscape elements.

**DC4-IV-ii. Preferred Species:** Preferred species for street trees are Tupelo 'Afterburner' or, in powerline locations, Dogwood 'White Wonder' or Katsura.

**DC4-IV-iii. Indigenous Trees:** Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

### **RECOMMENDATIONS**

The analysis summarized above was based on the design review packet dated Wednesday, May 05, 2021. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design is APPROVED with the following preliminary conditions:

1. Further develop the residential character of the building, including increasing the amount of brick. Study could include incorporating brick detailing, incorporating secondary architectural features such as balconies, and studying the overall brick proportions and window placement. (DC2-C-1 Fit with Neighboring Buildings, DC2-C-1 Visual Depth and Interest, DC2-B-1 Façade Composition, CS3-A Emphasizing Positive Neighborhood Attributes)

2. Maintain the proposed materials. (DC4-I Exterior Finish Materials, DC2-D-2 Texture)
3. Further study methods to emphasize a pedestrian scale and human character along the Roosevelt frontage, such as incorporating canopies along the sidewalk. (CS2-I-I Sense of Place, DC1-I-i Arrangement of Interior Spaces, CS2-B-2 Connection to the Street, PL1-B-3 Pedestrian Amenities, DC2-II-i Architectural and Façade Composition)
4. Demonstrate that the minimum required clearances are provided for access to the trash room and electric vault to maximize the area dedicated to landscaping. (DC1-C-4 Service Uses, DC2-B-2 Blank Walls)
5. Study whether native plants would be an appropriate buffer to the utility area. (DC4-D-1 Choice of Plant Materials, DC4-D-4 Long Range Planning)

*The design packets include materials presented through the design review process and are available online by entering the record numbers (3035227-EG & 3034865-LU) at this website: [Permit and Property Records](#)*

*The packets are also available to view in the file, by contacting the Public Resource Center at SDCI:*

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **ANALYSIS & DECISION – DESIGN REVIEW**

### Director's Analysis

The design review process prescribed in Section 23.41.016.G of the Seattle Municipal Code describing the content of the SDCI Director's administrative design review decision reads as follows:

1. A decision on an application for a permit subject to administrative design review shall be made by the Director.
2. The Director's design review decision shall be made as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets the guideline priorities and in consideration of public comments on the proposed project.

Subject to the preliminary conditions identified during the recommendation phase of review, the design of the proposed project was found by the SDCI Staff to adequately conform to the applicable Design Guidelines.

Staff identified elements of the Design Guidelines which are critical to the project's overall success.

SDCI staff worked with the applicant to update the submitted plans to address the preliminary design review conditions identified during the recommendation phase of review.



Applicant response to the preliminary Design Review Conditions:

1. The proposal was revised to include Juliette balconies on the north and west elevations. Sheets A2.01-A2.05 and A3.00-A3.01 of the plan set dated 10/29/2021 reflect these changes. This response satisfies the preliminary condition #1 from the design recommendation phase of review for the MUP decision.
2. The plan set maintains the proposed materials which are identified on A3.00-A3.01 of the plan set dated 10/29/2021. This response satisfies the preliminary condition #2 from the design recommendation phase of review for the MUP decision. (DC4-I Exterior Finish Materials, DC2-D-2 Texture)
3. The proposal has been revised to provide additional planting between the Roosevelt sidewalk and building edge and a glass canopy has been added at the residential entry. Sheets A1.00, A3.01, L1 and L2 of the plan set dated 10/29/2021 reflect these changes. This response satisfies the preliminary condition #3 from the design recommendation phase of review for the MUP decision.
4. The plans included a diagram on sheet A1.01 of the plan set dated 10/29/2021 demonstrating that the proposal does not exceed the minimum required clearances for access to the utility area. This response satisfies the preliminary condition #4 from the design recommendation phase of review for the MUP decision.
5. The plans were revised to replace the bamboo in in the utility area landscape buffer with native 'Pacific Wax Myrtle'. Sheets L1 & L2 of the plan set dated 10/29/2021 reflects this change. This response satisfies the preliminary condition #5 from the design recommendation phase of review for the MUP decision.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI finds that the proposal is consistent with the City of Seattle Design Review Guidelines.

## **DIRECTOR'S DECISION**

The Director **CONDITIONALLY APPROVES** the proposed design with conditions listed at the end of this document.

## **II. ANALYSIS – REZONE**

Seattle Municipal Code (SMC) Chapter 23.34, *Amendments to Official Land Use Map (Rezoning)*, allows the City Council to approve a map amendment (rezone) according to procedures as provided in Chapter 23.76, *Procedures for Master Use Permits and Council Land Use Decisions*. The owner/applicant has made application, with supporting documentation, per SMC 23.76.040.D, for an amendment to the Official Land Use Map. Contract rezones and Property Use and Development Agreements (PUDAs) are provided for in the Code at SMC 23.34.004.

The applicable requirements for this rezone proposal are stated in SMC sections:

- 23.34.004, Contract rezones;
- 23.34.006, Application of MHA suffixes in Type IV rezones;
- 23.34.007, Rezone evaluation;

- 23.34.008, General rezone criteria;
- 23.34.009, Height limits of the proposed rezone;
- 23.34.013, Designation of multifamily zones
- 23.34.018, Lowrise 2 (LR2) zone, function and locational criteria;
- 23.34.020, Lowrise 3 (LR3) zone, function and locational criteria;
- 23.34.024, Midrise (MR) zone, function and locational criteria;
- 23.34.070, Residential-Commercial (RC) zone, function and locational criteria;
- 23.34.072, Designation of commercial zones;
- 23.34.074, Neighborhood Commercial 1 (NC1) zones, function and locational criteria;
- 23.34.076, Neighborhood Commercial 2 (NC2) zones, function and locational criteria; and
- 23.34.089, Locational criteria—Station Area Overlay District.

Applicable portions of the rezone criteria are shown in *italics*, followed by analysis in regular typeface.

**SMC 23.34.004 Contract rezones**

- A. *Property Use and Development Agreement. The Council may approve a map amendment subject to the execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions imposed by the PUDA shall be directly related to the impacts that may be expected to result from the rezone.*

A Property Use and Development Agreement (PUDA) will be executed and recorded as a condition of the contract rezone. The Director recommends that the PUDA should require that development of the rezoned property is in substantial conformance with the approved plans for Master Use Permit number 3034865-LU.

- B. *Notwithstanding any contrary provision of subsection 23.34.004.A, the Council may approve a map amendment subject to execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions applying the provisions of Chapter 23.58B or Chapter 23.58C to the property. The Director shall by rule establish payment and performance amounts for purposes of subsections 23.58C.040.A and 23.58C.050.A that shall apply to a contract rezone until Chapter 23.58C is amended to provide such payment and performance amounts for the zone designation resulting from a contract rezone.*

The development site is currently subject to the provisions of SMC 23.58B and SMC 23.58C due to the existing zoning designation of LR1(M1) and NC2-55(M2). The rezoned portion of the property is also subject to Chapters 23.58B and/or SMC 23.58C through the terms of a contract rezone in accordance with SMC 23.34.004. Chapter 23.58C has been amended to provide payment and performance amounts. There are three tiers of MHA requirements, with contributions increasing with additional development capacity potential; the tiers are identified as M, M1 and M2 suffixes to be attached to the zoning designation. The proposed zoning change from LR1(M1) to NC2-55 is a change from Category 2 to Category 3 per Table A for 23.34.006. Therefore, because the rezone is to another zone that is one category higher than the existing

zone, the new zone should have an (M2) suffix since it currently has an (M1) suffix. Pursuant to SMC 23.34.006.B.2.b, SDCI recommends that rezone proposal include the M2 suffix. A PUDA will be executed and recorded as a condition of the contract rezone and shall require that the rezoned property be subject to the applicable requirements of SMC 23.58B or 23.58C.

- C. *A contract rezone shall be conditioned on performance or compliance with the terms and conditions of the PUDA. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The PUDA shall be approved as to form by the City Attorney, and shall not be construed as a relinquishment by the City of its discretionary powers.*

A PUDA will be executed and recorded as a condition of the contract rezone with the condition that the development shall be in substantial conformance with the approved plans for Master Use Permit number 3034865-LU. The recorded condition will facilitate the use of an MHA suffix and any associated development standards identified in the Code for NC2-55(M2) zones with a 55-foot height limit.

- D. *Waiver of Certain Requirements. The ordinance accepting the PUDA may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted that would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

At the time of recommendation from the Seattle Department of Construction and Inspections (SDCI), no waivers to specific bulk or off-street parking and loading requirements were requested. Any departures from Code standards are addressed through the Design Review process or Type 1 administrative waivers available through the Master Use Permit process. No departures were requested.

**23.34.006 - Application of MHA suffixes in Type IV rezones**

- A. *When the Council approves a Type IV amendment to the Official Land Use Map that increases development capacity in an area to which Chapters 23.58B and 23.58C have not previously been applied, the following provisions govern application of Chapters 23.58B and 23.58C.*

<i>Table A for 23.34.006 MHA Zone Categories</i>	
<i>Category Number</i>	<i>Zones</i>
<i>Category 1</i>	<i>Single-family zones</i>
<i>Category 2</i>	<i>LR1, LR2</i>
<i>Category 3</i>	<i>LR3, C or NC zones with a height limit of 30, 40, or 55 feet</i>
<i>Category 4</i>	<i>Zones with height limits greater than 55 feet and equal to or less than 95 feet</i>
<i>Category 5</i>	<i>Zones with heights greater than 95 feet<sup>1</sup></i>
<i>Footnote to Table A for 23.34.006</i>	
<i><sup>1</sup> An increase in development capacity of more than 25 percent, but no more than 50 percent, within Category 5 should be treated as a change of a single category. An increase in development capacity of more than 50 percent within Category 5 should be treated as a change of two categories.</i>	

This criterion is not pertinent since Chapters 23.58B and 23.58C are applicable to the current LR1(M1) zoning of the proposed rezone portion of the site.

- B. When the Council approves a Type IV amendment to the Official Land Use Map in an area to which Chapters 23.58B and 23.58C have previously been applied through the use of a mandatory housing affordability suffix, the suffix for the new zone shall be determined as follows:*
- 1. If the rezone would not increase development capacity or is to another zone in the same MHA zone category according to Table A for 23.34.006, the MHA suffix should not change.*
  - 2. If the rezone is to another zone that is one category higher than the existing zone according to Table A for 23.34.006, the new zone should:*
    - a. Have a (M1) suffix if it currently has an (M) suffix; or*
    - b. Have a (M2) suffix if it currently has an (M1) or (M2) suffix.*
  - 3. If the rezone is to another zone that is two or more categories higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M2) suffix.*

The rezoned property is subject to Chapters 23.58B and SMC 23.58C through the terms of a contract rezone in accordance with SMC 23.34.004. There are three tiers of MHA requirements, with contributions increasing with additional development capacity potential; the tiers are identified as M, M1 and M2 suffixes to be attached to the zoning designation. The proposed zoning change from LR1(M1) to NC2-55 is a change from Category 2 to Category 3 per Table A for 23.34.006. Therefore, because the rezone is to another zone that is one category higher than the existing zone, the new zone should have an (M2) suffix since it currently has an (M1) suffix. Pursuant to SMC 23.34.007.B.2.b, SDCI recommends that rezone proposal include the M2 suffix.

**SMC 23.34.007 Rezone evaluation**

- A. The provisions of this chapter shall apply to all rezones, except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets these provisions. In addition, the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.*

This rezone is not proposed to correct a mapping error; therefore, the provisions of this chapter apply. In evaluating the proposed rezone, the provisions of this chapter have been weighed and balanced together to determine which zone and height designation best meets the provisions of the chapter. Additionally, the zone function statements have been used to assess the likelihood that the proposed rezone will function as intended.

- B. No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.*

No provision of the rezone criteria establishes a particular requirement or sole criterion that must be met for rezone approval. Thus, the various provisions are to be weighed and balanced together to determine the appropriate zone designation for the site. All applicable rezone criteria are considered in this application to allow for a balanced evaluation.

This analysis evaluates the applicable criteria called for and outlined in SMC 23.34, *Amendments to Official Land Use Map (Rezoning)*, as they apply to the subject rezone (listed at the beginning of this “Analysis” section) and subject to the applicable requirements of SMC 23.58B and 23.58C.

- C. *Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Environment Policies shall be used in shoreline environment redesignations as provided in SMC subsection 23.60A.042.C.*

The subject property is not located in the shoreline environment and the proposed rezone does not propose a shoreline environment redesignation. Therefore, the Comprehensive Plan Shoreline Environment Policies are not applicable and were not used in this analysis. The proposed rezone does not require an amendment to the Comprehensive Plan, is consistent with applicable provisions of SMC 23.34, and is thereby consistent with this criterion.

- D. *Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.*

The development site is located within an urban village boundary (Roosevelt Residential Urban Village) established in the Comprehensive Plan. The provisions of this chapter that pertain to areas within urban villages are applicable to the proposal.

- E. *The procedures and criteria for shoreline environment redesignations are located in Sections 23.60A.042, 23.60A.060 and 23.60A.220.*

The subject site is not in the shoreline environment and the proposed rezone is not a shoreline environment redesignation. Thus, the procedures and criteria in Sections 23.60A.042, 23.60A.060 and 23.60A.220 do not apply.

- F. *Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.*

The subject rezone is not a correction of a mapping error and so should not be evaluated as a Type V Council land use decision.

**SMC 23.34.008 General rezone criteria.**

- A. *To be approved a rezone shall meet the following standards:*
  - 1. *In urban centers and urban villages, the zoned capacity for the center or village taken as a whole shall be no less than 125% of the growth targets adopted in the Comprehensive Plan for that center or village.*

2. *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 Growth Strategy Element of the Comprehensive Plan.*

The subject development site, inclusive of the portion of the site proposed to be rezoned, is in the Roosevelt Residential Urban Village as stated in response to SMC 24.34.007.D.

The estimated housing unit growth target for this Residential Urban Village in the Growth Strategy Appendix of the 2035 Comprehensive Plan is a density of 800 housing units at a growth rate of 50% between the years of 2015 to 2035. The established growth accommodation for residential urban villages in the 2035 Comprehensive Plan is zoning that permits at least 12 dwelling units per gross acre. According to the SDCI Urban Center/Village Housing Unit Growth Report (dated January 24, 2022), the Roosevelt Residential Urban Village has currently achieved 98.3% of its residential growth target.

The proposed rezone will not reduce the zoned capacity for the Roosevelt Urban Village. The proposed rezone will increase zoned capacity and zoned density by allowing for additional building height and residential units. The proposed rezone site currently contains a portion of one residential dwelling unit. The proposed development will provide a total 91 dwelling units, with approximately 29 dwelling units (or parts thereof) on the proposed rezone site.

The proposed rezone is consistent with SMC 23.34.008.A.1 because the increase in zoned capacity does not reduce capacity below 125% of the 2035 Comprehensive Plan growth target.

This rezone is also consistent with SMC 23.34.008.A.2 because the proposed change would not result in less density for this zone than the density established in the Growth Strategy Element of the Comprehensive Plan.

- B. Match between Established Locational Criteria and Area Characteristics. 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.*

This rezone does include a change to the zone designation; therefore, an analysis of the zone type and locational criteria is required and is provided below. Based on the analysis in the responses below, the project site is best suited for the proposed NC2 designation.

- C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.*

The zoning history for that portion of the property seeking a rezone (east 30 feet of PIN 671670-0050) is as follows:

- 1923 - Area District "A"
- 1958 – RS5000
- 1994 – Single Family 5000 (SF 5000)
- 2019 – LR1 (M1)

The zoning history for the remainder portion of the subject parcel not included in the rezone request (west 20 feet of PIN 671670-0050) is as follows:

- 1923 – Area District “C”
- 1958 – Commercial General (CG)
- 1982 – Neighborhood Commercial 2 (NC2)
- 1994 – Neighborhood Commercial 2 with height limit of 40’ (NC2-40)
- 2019 - Neighborhood Commercial 2 with height limit of 55’ (NC2-55) (M)

The existing residential structure on the site was constructed in 1907. With the establishment of the 1958 Seattle Zoning Code, Seattle’s first comprehensive zoning code, the eastern sixty percent of parcel (the proposed rezone area), and the area to the east of the site was zoned RS 5000 and the western forty percent of the parcel and the area to the west of the site was zoned CG. The existing home straddled the established zone boundary, and the split-zoning designation of the parcel has continued since.

In 1982, the same designation pattern continued with the area of the proposed rezone and adjoining properties to the east zoned RS5000. The remaining western portion of the parcel and properties to the west and south were zoned NC2. At some point, the property directly north was rezoned from RS5000 to NC2.

In 1994, the proposed rezone area and adjoining properties to the east were zoned SF 5000. The remaining western portion of the parcel and properties to the west, north and south were zoned NC2-40’.

In 2011, the western half of the parcel not subject to the proposed rezone was rezoned to include the Station Area Overlay Designation (SAOD), which followed the established boundary between the neighborhood commercial and residential zoning in the area.

The zoning designation most recently changed in 2019 after adoption of the citywide Mandatory Housing Affordability (MHA) requirements. In 2015, the Housing Affordability and Livability Agenda (HALA) Advisory Committee delivered a set of recommendations to the Mayor and City Council that included mandatory housing affordability for residential and commercial development. Included were area-wide zoning map changes, expansions of some urban village boundaries, modifications to development standards and other actions to implement MHA requirements for multifamily and commercial development in certain areas.

In November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, Affordable Housing Impact Mitigation Program Development Program for Commercial Development (MHA-C). The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, Mandatory Housing Affordability for Residential Development (MHA-R). The purpose of these Chapters is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity.

On November 9, 2017, the City issued the MHA SEPA Final Environmental Impact Statement (FEIS). The citywide rezone was adopted, effective April 19, 2019, changing the zoning designation of the eastern portion of the parcel subject to the proposed rezone and area to the east

from SF 5000 to its current designation of LR1(M1). The western portion of the parcel and the parcels directly to the west, north and south of the rezone site were rezoned to NC2-55(M) from NC2-40. The MHA zoning changes generally rezoned large areas and did not examine the site-specific issue of this split-zoned parcel.

There is no history of previous contract rezones in the vicinity, nor are other contract rezones currently proposed in the vicinity. The proposed rezone does not preclude other properties in the area from requesting a contract rezone, and as each proposal is evaluated individually in the context of the existing conditions, this rezone is not expected to be precedential.

*D. Neighborhood Plans*

- 1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.*
- 2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.*
- 3. 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 or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.*
- 4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.*

The subject site is located within the area of the Roosevelt Neighborhood Plan. In 1999, Ordinance 119525 was enacted which adopted portions of the neighborhood plan for the Roosevelt Neighborhood, incorporating portions of the plan into the City's Comprehensive Plan (Adopted Neighborhood Plans section).

Applicable plan policies and goals from the Roosevelt Neighborhood Plan portion of the Comprehensive Plan include:

Land Use Goal R-LUG2 "Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Provide appropriate transitions from these areas to more dense uses."

Land Use Goal R-LUG2 "Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed-use, and commercial development along the commercial arterials that extend from the core."

Land Use Policy R-LUP1 "Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development."

Land Use Policy R-LUP2 "Support the infill development of commercial-zoned properties that are vacant or underutilized."



Land Use Policy R-LUP3 “Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer neighborhood residential areas from the commercial core, freeway, and commercial corridors.”

Transportation Policy R-TP2 “Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.”

Safety Policy R-TP6 “Promote site planning that reduces conflicts between pedestrians and vehicles.”

Housing Goal R-HG2 “Create housing types that can provide housing opportunities for a wide range of residents and households with varying incomes and housing needs.”

Housing Goal R-HG-3 “Accommodate most of the expected residential growth by encouraging larger development in and around the Roosevelt Urban Village’s light rail station and commercial core.”

Housing Policy R-HP2 “Encourage an appropriate fit of scale and architectural character in all new developments.”

Housing Policy R-HP6 “Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.”

Utilities Goal R-UG2 “Help achieve overall City goals to reduce the use of energy and the production of nonrecyclable waste and to increase the reuse of stormwater and the recycling of solid waste.”

Economic Development Goal R-EDG1 “Promote the health of the Roosevelt neighborhood commercial core and foster a strong, vibrant, pedestrian-oriented neighborhood business district.”

Economic Development Goal R-EDG2 “Take advantage of the location of the light rail station by promoting mixed-use development that includes both businesses and multifamily housing near the station to serve the diverse population of the Roosevelt neighborhood.”

While there are no specific policies in the Roosevelt Neighborhood plan which address the proposed rezone, the plan is overall supportive of intensifying development in the Roosevelt Urban Village, particularly near the light rail station, and providing housing for a wide range of residents. The proposed rezone will allow development of the 30’ portion of the parcel, along with the adjoining property to the west, with denser housing.

*E. Zoning Principles. The following zoning principles shall be considered:*

- 1. 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.*

Neighborhood Commercial (NC2-55) zoning continues north and south along Roosevelt Way NE. One block to the south the height limit increases to 75’. Immediately east of the project site

the zoning designation shifts to multifamily lowrise (LR1) before transitioning to single family zoning the next block to the east.

The proposed rezone shifts the existing height transition from multifamily LR1 zoning to NC2 commercial zoning from the middle of the lot to the eastern boundary of the subject parcel. The maximum permitted height in LR1 zones is 30 feet and the maximum permitted height in the NC2 zone is 55 feet, both including allowances for parapets and penthouses. As noted, this change in height already exists under current zoning, but the impact of the rezone has been mitigated through the proposed design to create a gradual transition between zoning categories as discussed below.

The 55' height limit of the proposed structure is calculated based on the average grade across the property with no stepped height calculations being utilized. Due to the slope of the site, the actual building height at the northeast corner of the structure is 45'-7". The property slopes up an additional 2' to the property corner, creating a perceived height of 43'-3" at the east property line. This proposed height provides a gradual transition to the LR1 zone.

The proposed design also provides an increased setback from the adjacent LR1 property to the east which ranges from 12'-6" at the ground level to 15'-9" at the third level. Under the current LR1 zoning, a 5' minimum setback would be required. This increased setback allows for a densely planted landscape buffer to the east neighbor.

In addition to the additional setback at level three as described, the transition is further mitigated by reduced parapet heights along the east façade, and no rooftop amenities face the east property line. Overall, the proposal provides a gradual transition to the adjacent LR1 properties.

2. *Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:*
  - a. *Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;*
  - b. *Freeways, expressways, other major traffic arterials, and railroad tracks;*
  - c. *Distinct change in street layout and block orientation;*
  - d. *Open space and greenspaces;*

The topography of the area slopes upwards from west to east. Per the site topographic survey map, the site generally slopes downwards from northeast to southwest with an overall grade change of approximately 20' occurring across the site. The topography continues to rise to the east until approximately midblock, with the adjacent LR1 property sitting higher than the proposal which establishes a natural buffer and transition. As described above, the perceived height of the proposal is 43'-3" at the east property line, which reinforces the natural topography of the area. An increased setback as described above provides a landscaped buffer from the adjacent property.

Additionally, the proposed rezone includes a specific proposed development that has gone through the Administrative Design Review process consistent with SMC 23.41. The design that has been recommended for approval includes design strategies to minimize the appearance of height, bulk, and scale. The design review process also considered the transition to adjacent properties to mitigate the impacts of the zone edge facing the neighboring properties. The details of that process and analysis are described in the Design Review section of this document.

3. *Zone Boundaries*

- a. *In establishing boundaries the following elements shall be considered:*  
(1) *Physical buffers as described in 23.34.008e.2; and;*  
(2) *Platted lot lines.*

The physical buffer at the proposed zone boundary is described above. The subject parcel, as well as the other properties in the area, do not follow platted property lines. All of the properties on this particular block face except one contain portions of platted lots and appear to have been developed and conveyed in this pattern for many decades. This proposed contract rezone will establish a zone boundary which follows the current property line boundary.

- b. *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.*

Commercially zoned property (NC2-55(M)) is located to the north across NE 71<sup>st</sup> Street from the subject site. The proposal would align the zoning boundary so that commercially zoned areas face each other across the street, consistent with this policy.

4. *In general, height limits greater than 55 feet should be limited to urban villages. Height limits greater than 55 feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.*

The proposed height designation is 55 feet, consistent with the existing adjacent NC2 zoning height designation within the Roosevelt Residential Urban Village, thereby satisfying this rezone criteria.

- F. *Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.*  
1. *Factors to be examined include, but are not limited to, the following:*  
a. *Housing, particularly low-income housing;*

The future project will have a positive impact on the supply of housing on the site and its surroundings by providing 91 new residential dwelling units. The PUDA will ensure that the property is subject to the applicable provisions of Chapters 23.58B and 23.58C. Since residential development is proposed, participation in the program will yield affordable housing within the project or an equivalent in lieu payment. The MUP plan set demonstrates compliance with the provisions of SMC 23.58C providing affordable housing within the project.

- b. *Public services;*

The residential proposal will increase demand on public services which is consistent with a proposal of this size. Public services will be available to the project due to its location in a highly developed urban area. Though demand for public services may increase with an increased population of residents, the added population will strengthen the community by contributing to the critical mass necessary to support neighborhood services.

*c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;*

During any site construction, there would be a temporary increase in noise, exhaust, and dust associated with construction activities. These impacts have been analyzed through the SEPA review process and associated impacts such as noise would be mitigated with appropriate maintenance, BMPs, or adherence to the City's, state and federal ordinances and guidelines.

No noticeable long term noise impacts are anticipated from the change in zone. Noise will be limited to that typically generated by residential activities, as is permitted with the current zoning. As stated above, construction will be required to comply with the applicable requirements of codes such as the Noise Ordinance (SMC 25.08) and Street Use Ordinance (SMC Title 15).

No noticeable change in air quality will result from the change in zoning of the 3,000 square foot rezone area. Air quality measures will be required to comply with applicable Federal, State, and City emission control requirements.

No noticeable change in water quality impacts will result from the proposed change in zoning. Stormwater runoff from the development will be infiltrated or conveyed to a city drainage system. The Stormwater Code includes requirements for Green Storm Water Infrastructure (GSI), which includes pervious concrete paving, rain gardens, and green roofs. Stormwater collection and management would be required to be in conformance with City of Seattle standards.

No significant impacts to flora and fauna will result from a change in zoning. Existing landscaping and one existing tree on the rezone area are proposed for removal, but the removal and additional vegetation proposed complies with Land Use Code requirements and the Tree Ordinance. In addition to other planting areas, new street trees will be provided along Roosevelt Way NE and NE 71<sup>st</sup> St.

No noticeable change in glare or odor impacts will result from a change in zoning.

The proposed zoning change will result in additional shadows. The applicant submitted shadow studies, massing diagrams, and related materials demonstrating potential impacts from possible future development. Shadow impacts from the rezone site will impact the existing LR1 zoned property abutting to the east, primarily in the afternoon in the winter months. The proposal is subject to the Design Review process (SMC 23.41) and SEPA analysis (SMC 25.05) which included consideration and potential mitigation of shadow impacts.

No noticeable change in energy impacts will result from a change in zoning. The proposed development will be required to comply with the City of Seattle energy codes and may perform better than the code requirements due to available programs that incentivize improved energy performance.

*a. Pedestrian safety*

No noticeable change in pedestrian safety impacts will result from a change in zoning. The proposal will comply with the requirements of SMC 23.53 (Requirements for Streets, Alleys, and Easements). Public right-of-way improvements for pedestrian safety including closing a continuous curb cut along Roosevelt Way NE and a second curb cut along NE 71<sup>st</sup>, providing

ADA compliant curb ramps at the corner of Roosevelt Way NE & NE 71<sup>st</sup> St, and lighting will be provided along both frontages for safety and security. In addition, the width of the sidewalk along Roosevelt Way NE will be increased and planting strips will be provided along both frontages.

*b. Manufacturing activity;*

No noticeable change in manufacturing activity will result from the change in zoning. The existing zoning prohibits manufacturing activity at the site. The proposed zoning would allow light manufacturing uses up to 10,000 square feet in area, however the development does not include manufacturing uses.

*c. Employment activity;*

No noticeable change in employment activity will result from the change in zoning. While commercial uses would be permitted through the change in zoning, no commercial uses are proposed through the development.

*d. Character of areas recognized for architectural or historic value;*

The site is not within or near a character area recognized for architectural or historic value.

*e. Shoreline view, public access and recreation.*

There is no opportunity for shoreline views at the site.

2. *Service Capacities. 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:*
  - a. Street access to the area;*
  - b. Street capacity in the area;*
  - c. Transit service;*
  - d. Parking capacity;*

The development site abuts Roosevelt Way NE and NE 71<sup>st</sup> St., with the rezone portion of the site abutting NE 71<sup>st</sup> St. only. The applicant submitted a transportation analysis (7012 Roosevelt Way NE Traffic Impact Analysis, Gibson Traffic Consultants (GTC), February 2021). Street access, street capacity, transit service, and parking capacity are discussed therein, and were reviewed by the SDCI Transportation Planner. Additional analysis is provided in the SEPA analysis below.

Overall, the project is not expected to generate a significant amount of net new traffic. Per the transportation study, the volume-to-capacity ratio (v/c) for the future development was less than the level of service (LOS) standard for the applicable screenline where the project is anticipated to add measurable trips. Therefore, no system concurrency mitigation is required. Additional analysis is provided in the SEPA analysis below.

The King County Metro Trip Planner tool shows existing transit routes with stops in the vicinity are King County Metro Routes: 67, 73 and 322. Six bus stops are located within a quarter of a

mile of the site, two of which are located on Roosevelt Way NE. Furthermore, the development is within ¼ mile of the Roosevelt Light Rail Station.

The proposal is anticipated to result in an on-street parking utilization of 78%. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 88% within 800' of the site.

Overall, the proposed rezone will not exceed the service capacities in the area.

*e. Utility and sewer capacity;*

Seattle Public Utilities (SPU) has indicated that the existing sewer and water utility systems in this area have capacity for the proposed development at this site. The proposal is required to meet all applicable City of Seattle standards, codes and/or ordinances. No adverse impacts to utility and sewer capacity are anticipated.

*f. Shoreline navigation*

The area of the rezone is not located within a shoreline environment; therefore, shoreline navigation is not applicable to this rezone.

*G. Changed circumstances. 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 designation in Chapter 23.34.*

As mentioned above, in November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, *Affordable Housing Impact Mitigation Program Development Program for Commercial Development (MHA-C)*. The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, *Mandatory Housing Affordability for Residential Development (MHA-R)*. The purpose of these Chapters is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity. Chapter 23.58B and 23.58C are applicable as follows: where the provisions of a zone specifically refer to Chapter 23.58C; or through the terms of a contract rezone in accordance with Section 23.34.004. Subsequently, a citywide rezone was adopted, effective April 19, 2019, changing the subject rezone area's zone from SF-5000 to LR1(M). Since the area-wide rezone in 2019, the Roosevelt Light Rail Station opened in October of 2021. The impact of this change is discussed in the relevant zone and overlay designation as analyzed below.

*H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.*

The area of the proposed rezone is not currently located within an overlay district defined in the Land Use Code including:

- Shoreline SMC (23.60A)
- Station Area Overlay SMC (23.61)

- Airport Height Overlay District (SMC 23.64)
- Special Review Districts (SMC 23.66)
- Southeast Seattle Reinvestment Area (SMC 23.67)
- Major Institution Overlay (SMC 23.69)
- Northgate Overlay District (SMC 23.71)
- Sand Point Overlay (SMC 23.72)
- Pike/Pine Conservation Overlay District (SMC 23.73)
- Stadium Transition Area Overlay District (SMC 23.74)

The existing boundary of the Roosevelt Station Area Overlay currently follows the split-zone designation of the site, with the parcel addressed as 7012 Roosevelt Way NE and the western 20' of the parcel not proposed for the rezone located within the Roosevelt Station Area Overlay. The application proposes to extend the boundaries of the Roosevelt Station Area Overlay to align with the property boundaries, as analyzed below.

- I. *Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.*

A steep slope critical area is mapped at the eastern edge of the rezone site. The site was granted relief on steep slope development by the SDCI Geotechnical Engineer on January 6, 2021 under 6813119-EX per the criteria in SMC 25.09.090.B2c. The geotechnical report by PanGeo Inc., dated on November 10, 2020, implied that granting relief from prohibition on steep slope development will not result in adverse impacts on the project site or adjacent properties. The SDCI Geotechnical Engineer determined that no steep slope variance is required and development may occur within the steep slope critical area. The rezone will not impact the critical areas.

#### **SMC 23.34.009 Height limits of the proposed rezone**

*Where a decision to designate height limits in Neighborhood Commercial or Industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:*

- A. *Function of the zone. Height limits 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.*

Per SMC 23.34.076, the function of NC2 zones is to support or encourage a pedestrian-oriented shopping area 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 characteristics such as varied sized neighborhood businesses, continuous storefronts, attractive pedestrian atmospheres and transportation alternatives to shoppers can be achieved.

The existing zoning of the easterly portion of the split-zoned development site is LR1(M1). The proposed rezone for this 3,000 sq. ft. area of the development site to NC2 zoning would accommodate other uses that are currently permitted on the easterly portion of the project site that is zoned NC2-55. The proposed 55' height limit is consistent with the intended pedestrian-oriented scale of the NC2 zone and the existing height limit of the western portion of the

development site. Establishing a 55' height limit will support development of medium to high density residential development in this pedestrian oriented area, in proximity to the Roosevelt Light Rail Station. The rezone does not result in a displacement of preferred uses.

- B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.*

The natural topography of the area and its surroundings rises from west to east and from south to north, with an approximately 22' grade change upward from Roosevelt Way NE along NE 71<sup>st</sup> St cresting midblock and gently downwards to 12<sup>th</sup> Avenue NE. This change in grade provides a natural transition from the 55' height limits along both sides of Roosevelt Way NE, easterly upwards to the mid-block LR1 zoned properties with height limits at 30'. The proposed 55' height limit of the portion of plan requested to be rezoned will reinforce the topography of the area and its surroundings.

The topography of the development site rises up from west to east, with an overall grade change of approximately 20'. The topography continues to rise to the east until approximately midblock, with the neighboring LR1 property sitting higher than the proposal. The proposed 55' height limit of the structure is calculated based on the average grade across the property with no stepped height calculations utilized. Due to the slope on site, the actual building height at the northeast corner is 45'-7". The property slopes up an additional 2' to the property corner, creating a perceived height of 43'-3" at the east property line.

The proposed structure will impact some territorial views from adjacent properties, particularly the LR1 zoned properties to the east and north which are currently primarily developed with existing low-scaled single family residences. Some private territorial views from surrounding commercial and residential properties could change as a result of the increased development and building heights allowed from the entire development site. View blockage will be minimized by the topography in the area. City view protection policies focus on public views. The City attempts to address public and private views generally through height and bulk controls. The proposed rezone includes a specific proposed development, 55-feet in height, that has gone through Design Review per SMC 23.41. The Design Review process recommended a design with specific strategies to reduce the impacts of additional height, bulk, and scale to the adjacent sites.

- C. Height and Scale of the Area.*

- 1. The height limits established by current zoning in the area shall be given consideration.*
- 2. 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.*

The existing zoning for a predominant portion of the development site is NC2-55(M). The proposed zoning for the easterly portion of the development site (3,000 sq. ft.) is NC2-55(M2). Current zoning in the area for properties abutting Roosevelt Way NE provides for heights of 55' to 75' with allowances for some rooftop features, such as elevator penthouses and mechanical equipment, to exceed this limit. Zoning review for compliance with all building height provisions in SMC 23.47A.012 is a Type I review as defined in SMC 23.76.004.

The proposed 55' height limit is consistent with the 55' height limit of the western NC2 zoned portion of the development site. Nearby zones include height limits of 30', 40', 55' and 75'. The proposed development would be compatible with the predominant height and scale of nearby



newer development abutting Roosevelt Way NE (ranging 40' to 75'), which is representative of the area's overall development potential. The predominant existing development east, southeast and northeast, including the immediately adjacent structure, is primarily one and two-story single family residences which are not a good measure of the area's overall development potential under the current LR1 zoning designation which has a 30' height limit. The perceived 43'-3" height of the structure at the eastern property line is a compatible transition to existing development and the 30' height limit of the LR1 zone.

*D. Compatibility with Surrounding Area.*

- 1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.*
- 2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008.D.2, are present.*

*(Editor's note— Subsection 23.34.009.D.2 refers to 23.34.008.D.2. The correct reference is subsection 23.34.008.E.2.)*

The subject property is not in or near a Major Institution. The proposed 55' height limit is consistent with the 55' height limit permitted for the majority of the development site and adjacent/immediate existing properties to the north, west and south that is zoned NC2-55(M).

The physical buffers are described in response to SMC 23.34.008.E.2. As described above, the proposed height is compatible with the actual and zoned heights along the block face and is mitigated with multiple strategies to provide a gradual transition in height and scale to the less intense zone.

*E. Neighborhood Plans.*

- 1. 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. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.*

The adopted Roosevelt Neighborhood Plan does not give any recommendations for height limits.

**SMC 23.34.013 - Designation of multifamily zones**

*An area zoned single-family that meets the criteria of Section 23.34.011 for single-family designation may not be rezoned to multifamily except as otherwise provided in Section 23.34.010.B.*

The proposed rezone site is not currently zoned single family.

**SMC 23.34.018 Lowrise 2 (LR2) zone, function and locational criteria**

*A. Functions. The dual functions of the LR2 zone are to:*

- 1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and*

2. *Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density.*

While the 3,000 square foot rezone site is located within an urban village, the small size of the site does not allow for a variety of housing types.

- B. *Locational Criteria. The LR2 zone is most appropriate in areas generally characterized by the following conditions:*
  1. *The area is either:*
    - a. *located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or*
    - b. *located in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and is characterized by one or more of the following conditions:*
      - 1) *small-scale structures generally no more than 35 feet in height that are compatible in scale with SF and LR1 zones;*
      - 2) *the area would provide a gradual transition between SF or LR1 zones and more intensive multifamily or neighborhood commercial zones; and*
  2. *The area is characterized by local access and circulation conditions that accommodate low density multifamily development;*
  3. *The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and*
  4. *The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.*

The proposed rezone site does meet some of the LR2 locational criteria, including the location within an urban village, providing a graduation transition between LR1 zones and more intensive neighborhood commercial zones, access to arterial streets, and being well supported by facilities and services. However, LR2 zoning would maintain the split-zoning designation of the site and introduce a new zoning designation for a small 3,000 square foot site which would not be contiguous with the adjacent properties. Were the rezone area to be developed separately, if even feasible, it would not allow for as compatible a transition in scale from the proposed development to the adjacent LR1 zone. As analyzed below, when all provisions are weighed and balanced together, the LR2 zoning designation is not the most appropriate zone designation for the site.

**SMC 23.34.020 Lowrise 3 (LR3) zone, function and locational criteria**

- A. *Functions. The dual functions of the LR3 zone are to:*
  1. *Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods, and along arterials that have a mix of small to moderate scale residential structures; and*
  2. *Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.*

As described above, while the 3,000 square foot rezone site is located within an urban village, the small size of the site does not allow for a variety of housing types.

*B. Locational Criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:*

- 1. The area is either:*
  - a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or*
  - b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;*
- 2. The area is near neighborhood commercial zones with comparable height and scale;*
- 3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;*
- 4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb;*
- 5. The area is well served by public transit;*
- 6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones;*
- 7. The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.*

The proposed rezone site does meet some of the LR3 locational criteria, including the location within an urban village, providing a graduation transition between LR1 zones and more intensive neighborhood commercial zones, access to arterial streets, being well-served by transit, and being well supported by facilities and services. However, LR3 zoning would maintain the split-zoning designation of the site and introduce a new zoning designation for a small 3,000 square foot site which would not be contiguous with the adjacent properties. Were the rezone area to be developed separately, if even feasible, it would not allow for as compatible a transition in scale from the proposed development to the adjacent LR1 zone. As analyzed below, when all provisions are weighed and balanced together, the LR3 zoning designation is not the most appropriate zone designation for the site.

*C. The LR3 zone is also appropriate in areas located in the Delridge High Point Neighborhood Revitalization Area, as shown in Map A for 23.34.020, provided that the LR3 zone designation would facilitate a mixed-income housing development initiated by the Seattle Housing Authority or other public agency; a property use and development agreement is executed subject to the provisions of Chapter 23.76 as a condition to any rezone; and the development would serve a broad public purpose.*

The proposed rezone site is not located in the Delridge High Point Neighborhood Revitalization Area.

- D. Except as provided in this subsection 23.34.020.D, properties designated as environmentally critical may not be rezoned to an LR3 designation, and may remain LR3 only in areas predominantly developed to the intensity of the LR3 zone. The preceding sentence does not apply if the environmentally critical area either:*
- 1. was created by human activity, or*
  - 2. is a designated peat settlement, liquefaction, seismic or volcanic hazard area, or flood prone area, or abandoned landfill.*

The proposed rezone site is designated as a steep slope environmentally critical area. While the proposal was granted relief from the prohibition on steep slope development, the environmentally critical area was not created by human activity.

**SMC 23.34.024 Midrise (MR) zone, function, and locational criteria**

- 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.*

The subject site is located in a pedestrian-oriented urban neighborhood with convenient access to the Roosevelt Light Rail Station and a range of services and amenities.

*B. Locational criteria*

- 1. Threshold conditions. Subject to subsection 23.34.024.B.2, properties that may be considered for a Midrise designation are limited to the following:*
  - a. Properties already zoned Midrise;*
  - b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or*
  - c. Properties within an urban center or urban village.*
- 2. 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:*
  - a. Was created by human activity, or*
  - b. Is a designated peat settlement; liquefaction, seismic, or volcanic hazard; flood-prone area; or abandoned landfill.*
- 3. Other criteria. The Midrise zone designation is most appropriate in areas generally characterized by the following:*
  - a. Properties that are adjacent to business and commercial areas with comparable height and bulk;*
  - b. Properties in areas that are served by major arterials and where frequent transit service and street capacity could absorb the traffic generated by midrise development;*
  - c. Properties in areas that are in close proximity to major employment centers;*
  - d. Properties in areas that are in close proximity to open space and recreational facilities;*

- e. *Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings;*
- 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;*
- 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;*
- 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; and*
- 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.*

As described above, the 3,000 square foot rezone site is located within an urban village and is designated as a steep slope environmentally critical area. Although the proposal was granted relief from the prohibition on steep slope development, the environmentally critical area was not created by human activity.

While the subject rezone site does meet the functional criteria of the midrise (MR) zoning designation, the 80' height limit and 4.5 floor area ratio (FAR) permitted in midrise zones allows more intense development than the 55' height limit and 4.25 permitted FAR in the existing neighborhood commercial zoning designation and Station Area Overlay District to the west which is proposed. The proposed rezone site is not in close proximity to any major employment centers or major open space recreational facilities. The topographic features of the proposed rezone site and the surrounding area do not particularly fit any of the locational criteria for midrise zones.

**SMC 23.34.070 Residential-Commercial (RC) zone, function and locational criteria**

- A. *Function.*
  - 1. *Purposes. Areas that serve as the following:*
    - a. *As a means to downzone strip commercial areas which have not been extensively developed with commercial uses;*
    - b. *As a means to downzone small commercial areas which have not been extensively developed with commercial uses and where commercial services are available nearby;*
    - c. *To provide opportunities for needed parking in areas where spillover parking is a major problem;*
    - d. *As a means of supporting an existing commercial node.*
  - 2. *Desired Characteristics. Areas that provide the following:*
    - a. *Physical appearance resembling the appearance of adjacent residential areas;*
    - b. *Mixed use with small commercial uses at street level.*

This proposed rezone is not a downzoning of existing commercially zoned property. Residential-Commercial (RC) zoning is not used within the area to transition commercial to residential.

*B. Location Criteria.*

- 1. Requirement. A residential-commercial designation shall be combined only with a multifamily designation.*
- 2. Other Criteria. Residential-Commercial zone designation is most appropriate in areas generally characterized by the following:*
  - a. Existing Character.*
    - (1) Areas which are primarily residential in character (which may have either a residential or commercial zone designation), but where a pattern of mixed residential/commercial development is present; or*
    - (2) Areas adjacent to commercial areas, where accessory parking is present, where limited commercial activity and accessory parking would help reinforce or improve the functioning of the commercial areas, and/or where accessory parking would help relieve spillover parking in residential areas.*
  - b. Physical Factors Favoring RC Designation.*
    - (1) Lack of edges or buffer between residential and commercial uses;*
    - (2) Lack of buffer between major arterial and residential uses;*
    - (3) Streets with adequate access and circulation;*
    - (4) Insufficient parking in adjacent commercial zone results in parking spillover on residential streets.*

There is an established edge between the commercial and residential zones in the area, and this proposed rezone will reinforce that edge. The area of the proposed rezone site is not primarily residential in character, as the property immediately to the south and north are currently developed in commercial uses. However, the properties west and east of the development site comprise of mixed residential/commercial and residential respectively. As RC zoning must be combined with a multifamily residential designation, the analysis of the LR2 and LR3 criteria above are also relevant, which determined that these designations are not the most appropriate zoning designation for the site.

**SMC 23.34.072 - Designation of commercial zones**

- A. The encroachment of commercial development into residential areas shall be discouraged.*
- B. Areas meeting the locational criteria for a single-family designation may be designated as certain neighborhood commercial zones as provided in Section 23.34.010.*
- C. Preferred configuration of commercial zones shall not conflict with the preferred configuration and edge protection of residential zones as established in Sections 23.34.010 and 23.34.011 of the Seattle Municipal Code.*
- D. Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas.*
- E. The preservation and improvement of existing commercial areas shall be preferred to the creation of new business districts.*

While this proposed rezone will extend into an area currently zoned for residential development, the proposal does not include commercial uses and will create a more rational zone boundary facilitating the improvement of the existing commercially zoned property to the west.

**SMC 23.34.074 Neighborhood Commercial 1 (NC1) zones, function and locational criteria**

- A. *Function. To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved:*
1. *A variety of small neighborhood-serving businesses;*
  2. *Continuous storefronts built to the front lot line;*
  3. *An atmosphere attractive to pedestrians;*
  4. *Shoppers walk from store to store.*

An isolated pocket of Neighborhood Commercial 1 (NC1) zoning on a 30' wide site would not allow for a variety of small neighborhood serving businesses.

- B. *Locational Criteria. A Neighborhood Commercial 1 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 where isolated or peripheral to the primary business district and adjacent to low-density residential areas;*
  2. *Located on streets with limited capacity, such as collector arterials;*
  3. *No physical edges to buffer the residential areas;*
  4. *Small parcel sizes;*
  5. *Limited transit service.*

The subject site does not meet the NC1 zoning designation locational criteria. The proposed rezoned site is within an urban village and is not isolated and peripheral to the primary business district along Roosevelt Way NE. There is an established edge between the commercial and residential zones in the area, and this proposed rezoned site will reinforce that edge. The site is also not located on a collector arterial and the area is very well served by transit.

**SMC 23.34.076 Neighborhood Commercial 2 (NC2) zones, function and locational criteria**

- A. *Function. To support or encourage a pedestrian-oriented shopping area 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:*
1. *A variety of small to medium-sized neighborhood-serving businesses;*
  2. *Continuous storefronts built to the front lot line;*
  3. *An atmosphere attractive to pedestrians;*
  4. *Shoppers can drive to the area, but walk from store to store.*

As discussed earlier, in April of 2019 a citywide MHA rezoned was adopted changing the zoning designation of the western portion of the parcel and the parcels directly to the west, north and south of the rezoned site from NC2-40 to NC2-55(M). These criteria are viewed in the context of this policy determination by City Council regarding the appropriate commercial zoning category in this area.

The rezoned proposal supports the function of the NC2 zoning designation by accommodating residential uses which support the retail character of the area. The proposal reinforces the pedestrian character of the zone by providing a strong street edge and an overall atmosphere which is attractive to pedestrians.

- B. Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:*
- 1. 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;*
  - 2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors;*
  - 3. Lack of strong edges to buffer the residential areas;*
  - 4. A mix of small and medium sized parcels;*
  - 5. Limited or moderate transit service.*

As a contract rezone, the rezone site will function as and be part of the development of the western 20' of the parcel and the adjacent property to the west which are already zoned NC2. This area is continuous with and part of the business district along Roosevelt Way NE in the Roosevelt Residential Urban Village. Roosevelt Way NE is designated as a primary arterial with good transportation capacity as described. The proposed development has been designed to provide a buffer from the adjacent residential uses. The surrounding area includes a mix of small and medium sized parcels. The area is well served by transit, with bus lines along Roosevelt Way NE and 12<sup>th</sup> Ave NE and the Roosevelt Light Rail Station located approximately 1,056 feet away from the rezone site.

**SMC 23.34.089 Locational criteria—Station Area Overlay District**

- A. Establishing a Station Area Overlay District. In reviewing a proposal to establish a Station Area Overlay District, the following criteria shall be considered:*
- 1. Function. To preserve or encourage a diverse, mixed-use community with a pedestrian orientation around proposed light rail stations or access to other high capacity transit, where incompatible automobile-oriented uses are discouraged and transit-oriented use and development is encouraged.*

The proposed rezone site is located within 1,056 feet of the recently completed Roosevelt Sound Transit Light Rail Station. The west portion of the parcel is already included within the Roosevelt Station Area Overlay District. The proposed rezone extends the Station Area Overlay District (SAOD) to the remainder of the parcel to support more housing in proximity to the high capacity transit system.

- 2. Desired Characteristics. The Station Area Overlay District designation is most appropriate in areas generally characterized by one or more of the following:*
  - a. High levels of pedestrian activity at street level in commercial and mixed-use zones; or*
  - b. Presence of a wide variety of retail/service activities in commercial and mixed-use zones; or*
  - c. Minimal pedestrian-auto conflicts; or*
  - d. Medium to high residential density in close proximity to light rail stations or access to other high capacity transit.*

The area already has a high level of pedestrian activity primarily along Roosevelt Way NE. The Roosevelt neighborhood includes a variety of retail and service activity with sidewalks, crosswalks and other transportation devices to minimize pedestrian and auto conflicts. The proposed design reduces potential pedestrian-auto conflicts by removing multiple existing curb cuts.



3. *Physical Conditions Favoring Designation as Station Area Overlay District. The Station Area Overlay District shall be located around a proposed light rail station or access to other high capacity transit and include land within approximately one thousand three hundred and twenty feet (1,320') of the station or stop. Other factors to consider in including properties within the overlay district include, but are not limited to the following:*
  - a. *Presence of medium to high density residential zoning in proximity to the proposed light rail station or access to other high capacity transit;*
  - b. *Presence of a commercial or mixed-use area where goods and services are available to the public and where opportunities for enhancement of the pedestrian environment exist;*
  - c. *Opportunities for new development to access transit, bicycle and pedestrian modes of transportation;*
  - d. *Opportunities for construction of new development that will support transit;*
  - e. *Properties zoned Single-family may only be included within the overlay district when it can be demonstrated that the criteria for Single-family designation cannot be satisfied.*

The proposed rezone will provide medium to high density residential zoning in close proximity to the Roosevelt Sound Transit Light Rail Station and a mixed-use area where goods and services are available. The proposed development facilitated by this rezone will support new development with access to transit.

- B. *Revising the Boundaries of a Station Area Overlay District.*
  1. *When a proposal is made to include land within an existing Station Area Overlay District, the land proposed to be added must be contiguous to the Station Area Overlay District, be consistent with the criteria prescribed in subsection A, above, and satisfy the function of and locational criteria for a commercial or multifamily zone designation.*
  2. *When a proposal is made to remove land from an existing Station Overlay District, the land proposed to be removed must be contiguous to land lying outside the boundary and not meet the criteria in subsection A of this section.*

As outlined above, the proposed rezone is contiguous to other properties included in the SAOD, is consistent with the criteria prescribed in subsection A and is consistent with the function and locational criteria for commercial zoning designation as described above.

## **CONCLUSION & RECOMMENDATION – REZONE**

The application proposes to rezone a 3,000 square foot portion of a split-zoned site from LR1(M1) to NC2-55(M2), Station Area Overlay District. While the rezone site does meet some of the functional and locational criteria of the other zones analyzed such LR2 and LR3, it would not be appropriate to rezone the 3,000 square foot site to a zoning designation which would not be contiguous with the adjacent properties. Because of the different permitted uses and development standards, it is difficult to effectively develop split-zoned property. Were the rezone site to be developed separately, if even feasible due to the small size, it would not allow for as compatible a transition in scale to the adjacent LR1 zone as the development proposal provides.

As proposed, the site will function with the remainder of the parcel and adjacent property to the west as part of one development, matching the zoning designation of the properties located to the north and south of the project site. As proposed, the site has been designed to provide a gradual transition to the adjacent LR1 zone. The proposed rezone corrects the split-zoning designation and creates a uniform boundary for the NC2 zoning designation which aligns with the established property boundaries.

Based on the analysis undertaken in this report, the SEPA analysis of the rezone and project proposal, and the provisions in SMC 23.34, the Director recommends that the proposed contract rezone from LR1(M) to NC2-55(M2), Station Area Overlay District be conditionally approved.

The Director recommends conditions to be included in the PUDA; these are listed at the end of this report.

### **III. ANALYSIS – SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 29, 2020. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the project file submitted by the applicant or agents, and pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

#### **Short Term Impacts**

Construction and demolition activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use

Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes greenhouse gas emissions, construction traffic and parking impacts, construction-related noise, earth, environmental health impacts, as well as mitigation.

### Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

### Construction Impacts - Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials (Roosevelt Way NE, 12<sup>th</sup> Avenue NE, NE 70<sup>th</sup> St). Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan (CMP) is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a CMP include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

### Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Lowrise, Midrise, Highrise, Residential-Commercial and Neighborhood Commercial zones.

If extended construction hours are need for an emergency, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan will be required prior to issuance of the first demolition/building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>. The limitations stipulated in the Noise

Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

### Earth / Soils

The ECA Ordinance and Director's Rule (DR) 5-2016 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement the applicant submitted a geotechnical engineering study (Geotechnical Report Proposed Development 1007 NE 71<sup>st</sup> Street & 7012 Roosevelt Way NE Seattle, Washington Project No. 20-147 July 2020, PanGEO Incorporated; Updated Geotechnical Report Proposed Development 1007 NE 71<sup>st</sup> Street & 7012 Roosevelt Way NE Seattle, Washington Project No. 20-147 November 2020, PanGEO Incorporated). These studies have been reviewed and approved by SDCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the ECAs. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

### Environmental Health

The existing structures to be demolished were constructed in 1907 and 1930. Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

Should lead be identified on the site, there is a potential for impacts to environmental health. Lead is a pollutant regulated by laws administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP) and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation under SEPA Policies 25.05.675.F is warranted for lead impacts.

### Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, land use, parking, and traffic warrant further analysis.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

### Historic Preservation

The existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on the development site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 302/20, August 12, 2020). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

### Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: “The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project.”

The proposal includes a contract rezone which will allow additional building mass and an additional 25' height at this site. The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to height bulk and scale are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

### Land Use

Per SMC 25.05.675.J, it is the City's policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations, the goals and policies set forth in the Land Use Element and Growth Strategy Element and Shoreline Element of the Seattle Comprehensive Plan for the area in which the project is located.

The application proposes to rezone a 30' wide portion of the development site from LR1(M) to NC2-55(M2). The proposed residential use is not incompatible with the existing adjacent uses. As described under Section II (Rezone Analysis) of this decision, the proposal is consistent with the Land Use and Growth Strategy Elements of the Comprehensive Plan. The proposal is also consistent with the applicable City land use regulations. No adverse land use impacts are anticipated and mitigation is not warranted under SMC 25.05.675.J.

### Parking

The contract rezone will allow for more density and may generate more parking demand. The proposed development includes 91 residential units with no off-street vehicular parking spaces. The traffic and parking analysis (7012 Roosevelt Way NE Traffic Impact Analysis, Gibson Traffic Consultants (GTC), February 2021) indicates a peak demand for approximately 24 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the existing on-street parking utilization rate is approximately 72% within 800' of the site. The proposed development peak demand of 24 parking spaces would not be accommodated by the proposed development, resulting in a spillover demand for 24 on-street parking spaces. The proposal therefore would have a potential additional impact to on-street parking utilization, resulting in an estimated on-street utilization of 78%. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 88% within 800' of the site. Without the proposal, the expected on-street parking utilization as a result of pipeline projects is expected to be 82% within 800' of the project site.

SDCI has reviewed the transportation material and concurs with GTC findings. Additionally, SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of development parking impacts in Station Area Overlay Districts and portions of Urban Villages within 1,320 feet of frequent transit service. A majority of the subject site is located within the Roosevelt Station Area Overlay District. This entire site is located in the Roosevelt Residential Urban Village within 1,320 feet of frequent transit service. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate residential impacts of parking demand from this proposal.

### Transportation

The increase in density allowed by the contract rezone could impact traffic patterns in vicinity of the proposal site. The transportation information (7012 Roosevelt Way NE Traffic Impact Analysis, GTC, February 2021) indicated that the project is expected to generate a net new total of 162 daily vehicle trips, with 9 net new PM Peak Hour trips and 13 new AM Peak Hour trips. The additional trips are expected to distribute on various roadways near the project site, including Roosevelt Way NE and NE 65<sup>th</sup> St and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R.

## **DECISION – SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

### **CONDITIONS – DESIGN REVIEW**

#### *For the Life of the Project*

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation phase of review and in the materials submitted after the Recommendation phase of review, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Tami Garrett, [tami.garrett@seattle.gov](mailto:tami.garrett@seattle.gov)) or a SDCI assigned Land Use Planner.

### **RECOMMENDED CONDITIONS – SEPA**

#### *Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit*

2. Provide a Construction Management Plan that has been approved by Seattle Department of Transportation (SDOT). The submittal information and review process for Construction Management Plans are described on the SDOT website at:  
<http://www.seattle.gov/transportation/cmp.htm>.

### **RECOMMENDED CONDITIONS – REZONE**

The Director recommends approval of the contract rezone from LR1(M1) to NC2-55(M2), Station Area Overlay District subject to the following conditions, which shall be contained in the Property Use and Development Agreement (PUDA):

#### *Prior to Issuance of a Master Use Permit*

3. The rezone includes a Mandatory Housing Affordability designation of M2.
4. The rezoned property shall be subject to the provisions of SMC Chapter 23.58C.
5. Development of the rezoned property shall be in substantial conformance with the approved plans for Master Use Permit record number 3034865-LU.

Tami Garrett, Senior Land Use Planner  
Seattle Department of Construction and Inspections

Date: May 2, 2022