



REZONE APPLICATION SUBMITTAL INFORMATION SHEET

- 1) Project number.
3034865-LU
- 2) Subject property address(es).
1007 NE 71st St. / 7012 Roosevelt Way NE
- 3) Existing zoning classification(s) and proposed change(s).
1007 NE 71st St is currently split zoned LR1 (M1) and NC2-55 (M). The Station Area Overlay District also follows the existing zone boundary. The zone boundary occurs 30 feet from the east property line. The proposal is to rezone the property to NC2-55 (M2).

7012 Roosevelt Way NE is currently zoned NC2-55 (M). No change is proposed to the property, but it is part of the proposed Development Site.
- 4) Approximate size of property/area to be rezoned.
1007 NE 71st St = approximately 4,999 square feet, 3,000 square feet is proposed for rezone.

- 5) If the site contains or is within 25 feet of an environmentally critical area, provide information if required pursuant to SMC 25.09.330 and Tip 103B, *Environmentally Critical Area Site Plan Requirements*.
A man-made steep slope ECA is on the southern portion of the site. The ECA is outlined on the site plan per TIP 103B. An ECA exemption will be required as part of the Building Permit.

- 6) Applicant information:
a. Property owner or owner's representative or
OWNERS REPRESENTATIVE(S):

**Hugh Schaeffer
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Seattle, WA 98122
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1001 Fourth Avenue, Suite 4200
Seattle, WA 98154
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- b. Other? (Explain)
Not applicable.

- 7) Legal description of property(s) to be rezoned (also include on plans – see #16, below).
**1007 NE 71st St: Single Family Residential
TAX PARCEL NO. 6716700050**

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

7012 Roosevelt Way NE (not subject to rezone, but part of the development proposal)

TAX PARCEL NO. 6716700056

THE NORTH 80 FEET OF LOTS 12 AND 13 AND THE WEST 10 FEET OF THE NORTH 80 FEET OF LOT 11, BLOCK 1, PERKINS GREEN LAKE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 13 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WA.

- 8) Present use(s) of property.
1007 NE 71st St: Single Family Residential
7012 Roosevelt Way NE: Commercial Use (Vacant Auto-body shop)
- 9) What structures, if any, will be demolished or removed?
All structures will be removed.
- 10) What are the planned uses for the property if a rezone is approved?
The proposed building is a 91-unit multifamily residential building.
- 11) Does a specific development proposal accompany the rezone application? If yes, please provide plans.
Yes, the development proposal has completed Early Design Guidance. MUP plans are included in the application.
- 12) Reason for the requested change in zoning classification and/or new use.
The site satisfies the criteria required for the proposed NC2-55 zone and adjusted Station Area Overlay. The proposal resolves a split-zone parcel condition and matches the zoning along the block face.
- 13) Anticipated benefits the proposal will provide.
- **The proposal provides 91 units of residential housing including 7 units of affordable housing under the City's Mandatory Housing Affordability program.**
 - **The proposal provides housing near transit and the soon to open Roosevelt Light Rail Station.**
 - **The proposal resolves a problematic split zoned situation and create a uniform zone edge.**
 - **The proposal advances the goals of the adopted Neighborhood Plan.**
 - **The proposal develops land where a long vacant auto-body shop sits covered in graffiti and creates a welcoming and activated street edge.**
 - **The proposal will remove multiple curb cuts and add planting strips and street trees.**
 - **The proposed building is primarily clad in brick creating a substantial and high-quality building in the neighborhood.**
 - **The proposal provides a significant stepping in massing and landscape buffer at the zone transition.**

- 14) Summary of potential negative impacts of the proposal on the surrounding area.
- **The project will increase traffic though this will be mitigated by the abundance of transit options including the soon to open Roosevelt Light Rail Station. Project's without parking are 'self-selective' meaning that individuals with cars are unlikely to choose to live in the development.**
 - **The neighbor to the east will have their view impacted though this would be the case even if the split-zoned lot was developed as LR1.**
 - **Additional impacts will be mitigated through the Design Review and SEPA process.**
- 15) List other permits or approvals being requested in conjunction with this proposal (e.g., street vacation, design review).
Design Review Approval, SEPA Review, Master-Use Permit, Demolition Permits for both structures, Department of Neighborhoods review of both existing structures, Green Stormwater Infrastructure Review, Street Improvement Plans, Building Permit, ECA Exemption, Tenant Relocation
- 16) Submit a written analysis of rezone criteria (see SMC 23.34.008 and applicable sections of 23.34.009-128). Include applicable analysis locational criteria of 23.60.220 if a shoreline environment redesignation is proposed.
See attached.

Rezone Criteria: SMC 23.34.008, 23.34.009, 23.34.072, 23.34.076 and 23.34.089

Introduction

We are proposing a contract rezone of approximately 3,000 square feet of land in the 1000 block of NE 71st St from its current zoning of LR1(M1) to NC2 55(M2)SAOD to enable the development of approximately 91 units of housing (including 7 designated affordable units under MHA) on the rezone site and the contiguous approximately 6,801 square feet of land. The total development parcel is 9,801 square feet. This rezone will resolve the current, problematic split zoning on the property in question and will create a uniform zone edge between the neighborhood commercial and low-rise zone. See Figures 1 and 2.



Figure 1: Zoning Context

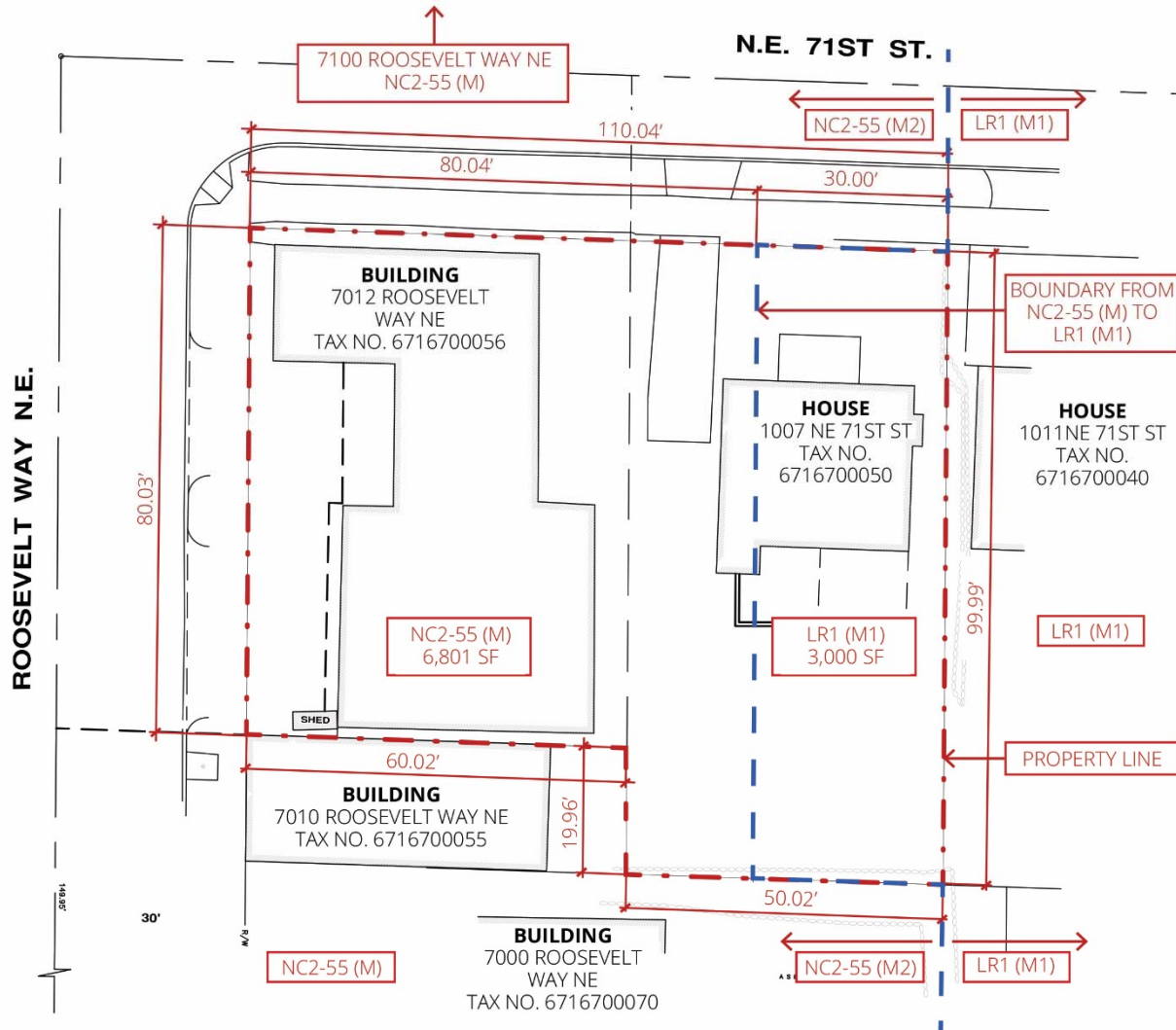


Figure 2: Area of Proposal

As will be described below, this proposed rezone meets the general criteria for a rezone, the locational criteria for Commercial Zoning and Neighborhood Commercial 2 zoning, the height designation criteria and the criteria for a Station Area Overlay District. The proposed rezone site is approximately 85 feet east of Roosevelt Way NE in the Roosevelt Urban Village and comprises the eastern sixty percent of the parcel¹. The western forty percent of this parcel, and the area west of this parcel to Roosevelt Way NE is currently zoned NC2 55(M)SAOD. The property directly north of the rezone site, on NE 71st street is zoned NC2 55(M)SAOD, and the property directly south of the rezone site is also zoned NC2 55(M)SAOD.

The rezoned site is under common ownership with the west forty percent of this parcel and the adjoining property west to Roosevelt Way NE. Our proposal is a contract rezone to

¹ This parcel is comprised of Lot 10 and the east 20 feet of Lot 11 of Block 1 of Perkins Greenlake Addition to Seattle. The parcel contains a single-family house built in 1907 which straddles the lot line. We believe that the parcel has been treated as one site since at least 1907.

develop this entire 9,801 square foot development site with an apartment building containing approximately 7 units of regulated affordable housing under MHA (SMC 23.58C 050) and approximately 84 units of unregulated but affordable workforce housing. See Figure 3 for a breakdown of the anticipated unit count and configuration and the currently anticipated rents. This project received early designed guidance approval on June 18, 2020.

UNIT TYPE	QTY	Size (gsf)	Rent
1 BEDROOM			
UNIT 1.01	4	490.86	\$ 1,700.00
UNIT 1.02	1	662.67	\$ 1,800.00
UNIT 1.03 - TYPE A	1	536.33	\$ 1,725.00
	6	1 MHA unit	\$ 1,200.00
STUDIO			
UNIT 0.03	2	390.07	\$ 1,500.00
UNIT 0.05	5	407.37	\$ 1,525.00
UNIT 0.05_B	1	408.25	\$ 1,525.00
UNIT 0.06	2	370.55	\$ 1,500.00
UNIT 0.07	5	376.69	\$ 1,500.00
UNIT 0.14 - TYPE A	1	388.10	\$ 1,500.00
	16	1 MHA unit	\$ 1,000.00
SEDU			
UNIT 0.01	40	284.87	\$ 1,350.00
UNIT 0.02	7	326.00	\$ 1,275.00
UNIT 0.02_B	3	325.20	\$ 1,375.00
UNIT 0.04	3	292.85	\$ 1,350.00
UNIT 0.08	2	326.57	\$ 1,375.00
UNIT 0.09	1	346.15	\$ 1,385.00
UNIT 0.10	8	348.53	\$ 1,400.00
UNIT 0.11 - TYPE A	3	325.92	\$ 1,375.00
UNIT 0.12	1	333.11	\$ 1,375.00
UNIT 0.13	1	362.68	\$ 1,400.00
	69	5 MHA units	\$ 775.00
Total	91		

* MHA rents based on 2019 limits

Figure 3: Unit Matrix

An analysis of compliance with the applicable rezone criteria follows.

Rezone Criteria

SMC 23.34.008 establishes general rezone criteria. These criteria, along with the criteria for specific height designations in SMC 23.34.009, commercial zoning in SMC 23.34.072, NC 2 zones in SMC 23.34.076 and Stationary Area Overlay Districts in 23.34.089 contain the criteria for approving a rezone.

SMC 23.34.007 establishes the basis for applying the various criteria. Subsection A of that Section states in pertinent part:

“In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets those 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.”

Subsection B states:

“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.”

Therefore, the various rezone criteria provide a general framework for considering a proposed rezone, and none of them are absolute. In addition, where, as is the case here, the rezone is a contract rezone, the criteria are viewed in relation to the development which would be approved as part of the rezone.²

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 percent of the growth estimates 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 proposed rezone site currently contains one dwelling unit.³ The proposed development will contain approximately 91 dwelling units, with approximately 29 dwelling units (or parts thereof) on the proposed rezone site. This substantial net increase in residential units supports the growth estimates of 800 hundred dwelling units in the Comprehensive Plan for the Roosevelt Urban Village

B. Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and

² For each of the criteria, we have reprinted the pertinent code language in italics, followed by our response in regular text. Some Code sections are produced as a whole, with the discussion following. While other Code sections are divided into parts, with a discussion following each part.

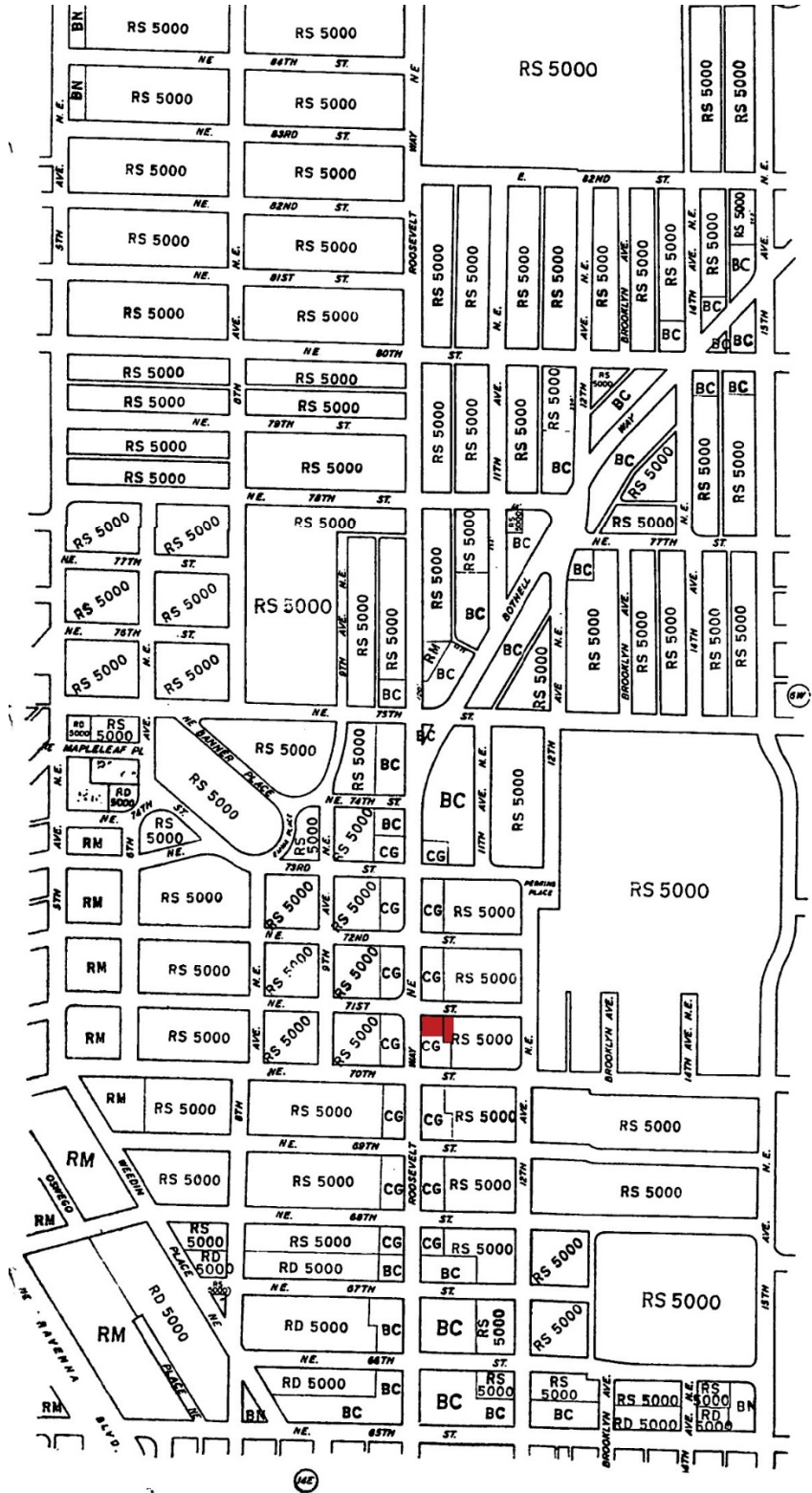
³ Actually, the current single dwelling unit on this site is on the split zoned property. Therefore, the rezone site contains less than one dwelling unit.

the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

See the discussion of SMC 23.34.009, SMC 23.34.072, 23.34.076 and SMC 23.34.089 below.

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

In the 1958 Seattle Zoning Code, which was Seattle's first comprehensive zoning code, the eastern sixty percent of the parcel (the proposed rezone sites) and the area to the east is zoned RS 5000 and the western forty percent of the parcel and the area to the west is zoned CG (commercial zoning). See Figure 4. The existing house on the site was built in 1907, prior to the zoning code establishment, and straddles the zone boundary. The CG zoning applied to the lot directly south of the rezone site, and the lot directly north of the rezone site is zoned RS 5000 in the 1958 Code. That same pattern continued with the creation of the Land Use Code (Title 23 of the Seattle Municipal Code) in 1982, under which the rezone site and the area to the east was zoned RS5000 and the western portion of the parcel and the area to the west, as well as the property directly south of the rezone site, was zoned NC2. At some point, the property directly north of the rezone site was rezoned from single family zoning to commercial zoning. We are not currently aware of the date or circumstances of this rezone.



- RS 9600—**Single Family Residence Low Density Zone.
- RS 7200—**Single Family Residence Medium Density Zone.
- RS 5000—**Single Family Residence High Density Zone.
- BW—**Residence Waterfront Zone.
- RD 7200—**Duplex Residence Medium Density Zone.
- RD 5000** Duplex Residence High Density Zone.
- RM—**Multiple Residence Low Density Zone.
- RM 1600—**Multiple Residence Lowest Density Zone.
- RMH—**Multiple Residence High Density Zone.
- RMV 200—**Multiple Residence High Density Variable Height Zone.
- RMV 150—**Multiple Residence Highest Density Variable Height Zone.
- BN—**Neighborhood Business Zone.
- BI—**Intermediate Business Zone.
- BC—**Community Business Zone.
- BM—**Metropolitan Business Zone.
- CM—**Metropolitan Commercial Zone.
- CMT—**Metropolitan Commercial Zone Temporary.
- CG—**General Commercial Zone.
- M—**Manufacturing Zone.
- IG—**General Industrial Zone.
- IH—**Heavy Industrial Zone.

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Figure 4: 1958 Zoning Map

This pattern continued until 2019 when the rezone site and the area to the east was rezoned to its current designation of LR1(M1) and the western portion of the parcel and the area to the west, as well as the property directly north and south of the rezone site, was rezoned to NC2 55(M) as part of the adoption of the citywide Mandatory Housing Affordability requirements.

The NC2-55 zoned property directly west, north and south of the rezoned site also has a Station Area Overlay District designation.⁴ The Station Area Overlay boundary, when established and currently, is also the boundary between the neighborhood commercial and LR1 zoning in this area.

The MHA rezone of this area was part of a city-wide rezone to implement the Mandatory Housing Affordability requirements. Except in rare and isolated instances, these MHA rezones only dealt with rezoning large areas and did not examine site specific issues such as split-zone parcels

The zoning history of the parcel and adjacent areas does not provide a clear history of why the split zoned parcels were created in some places and not in others. Nothing in the zoning history is contrary to this proposed contract rezone.

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.*

In 1999, Seattle enacted Ordinance 119525, which adopted portions of neighborhood plan for the Roosevelt Neighborhood, incorporating portions of the plan into the City's Comprehensive Plan and adopting an amendment to Chapter 23.47 of the Municipal Code, the Commercial Zoning chapter applicable at the time.

Of particular interest in regard to this proposed rezone is the following:

⁴ It appears that this designation was established in 2012 by ordinance 123816.

- The amendments established the Roosevelt Urban Village, which includes the area of this proposed rezone.
- Housing Goal G2 “A Neighborhood with a wide range of housing and family types that support an eclectic and diverse community.”
- Housing Goal P3 “Promote housing opportunities for a wide range of residents.”
- Housing Goal P5 “Encourage future housing development in multi-family structures design to accommodate a wide range of incomes.”
- The adopting ordinance recites “WHEREAS, the Roosevelt Neighborhood plan calls for adjusting the balance between commercial and housing uses in certain commercial zones, by allowing single-purpose residential structures to be permitted outright,” The Approval and Adoption Matrix adopted by the City to implement the Roosevelt Neighborhood Plan, includes strategy ICL-7 to “[a]llow single-use residential development in the NC2 zone along Roosevelt Way NE between NE 70th ST and NE 75th ST...”
- The ordinance adopting this neighborhood plan also amended Chapter 23.47 of the Municipal Code to allow single purpose residential use in commercial zones in the area which includes the proposed rezone site.
- The Roosevelt Neighborhood portion of the Neighborhood Planning Element of the Seattle Comprehensive Plan, as adopted 2019, includes the following, all of which are supportive of this proposed rezone:
 - 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.”

- 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-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-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.”
- Environment Policies R-EP5 “Promote the use of environmentally friendly modes of transportation and other ways of reducing greenhouse gases, such as alternative heating systems and reduced use of gasoline-powered devices.”
- Environment Policies R-EP7 “Promote street and other outdoor lighting fixtures that reduce light pollution, such as through the use of hoods and downward orientation.”

The proposed rezone site is within the Roosevelt Residential Urban Village as adopted as part of the neighborhood plan. While there are no specific policies in the plan which addresses this proposed rezone, the plan is supportive of intensifying development in the Roosevelt neighborhood, particularly around the light rail station and providing housing for a wide range of residents, including residents with lower incomes. The proposed rezone will allow development of the 30-foot strip, along with the adjoining property which extends to Roosevelt Way NE, with denser housing. The proposed rezones site is approximately 1,056 feet from the light rail station which will open in 2021, within 500 feet to south-bound buses on Roosevelt Way NE, 500 feet to north-bound buses on 12th Ave NE and adjacent to bike lanes along Roosevelt Way NE, 12th Ave NE and NE 70th St.

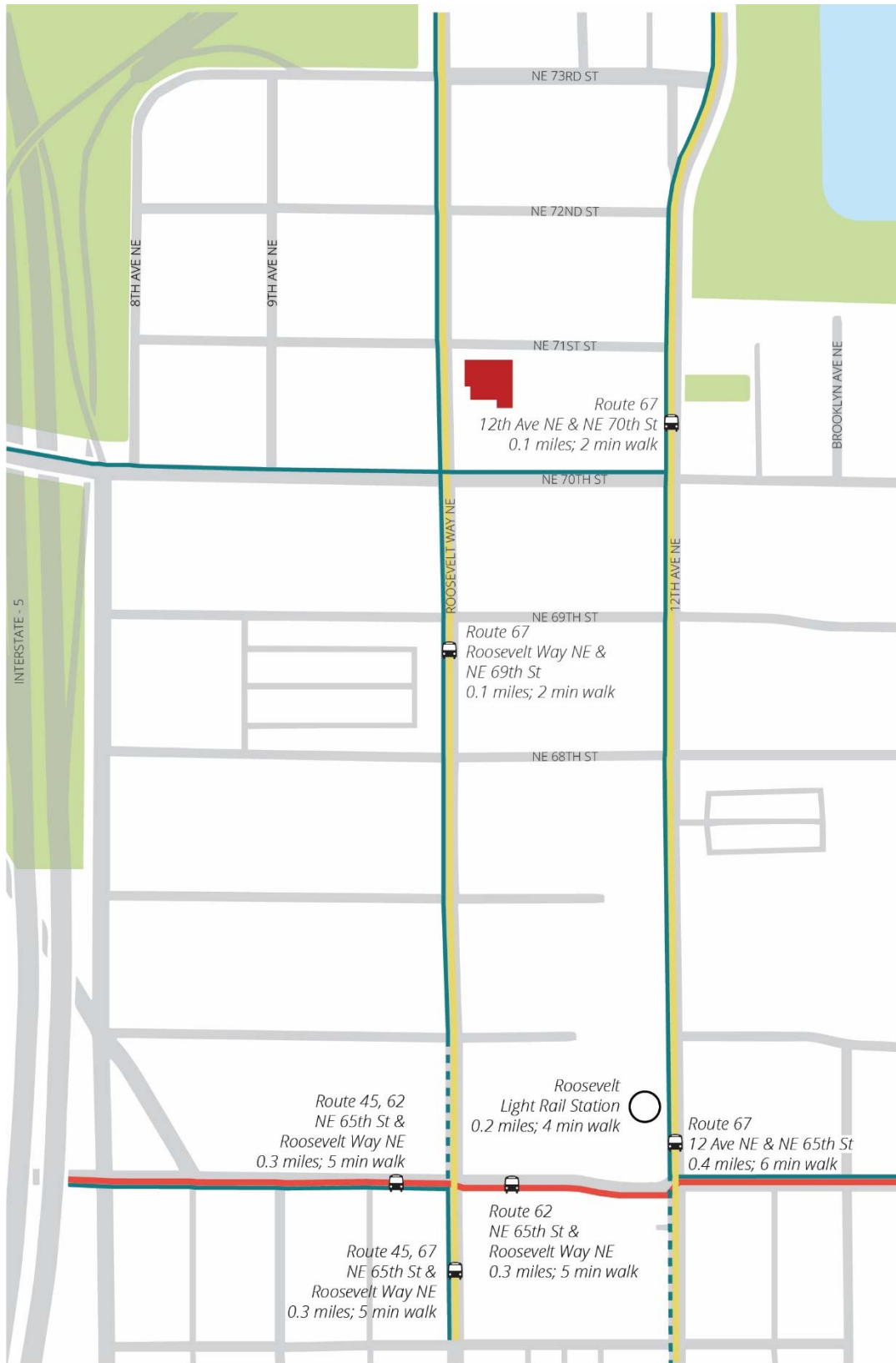


Figure 5: Transit and Bike Map

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.

The proposal is a change from LR1 to NC2-55. The maximum permitted height in LR1 zones is 30 feet, plus allowances for parapets and penthouses. The maximum permitted height in NC2-55 is 55 feet, plus allowances for parapets and penthouses. The change in baseline height from 30 feet to 55 feet currently exists along this block face, but the effect of this zoning change will be mitigated by the proposal.

- The 55' height limit is based on average grade across the property, no stepped height calculations are proposed. The resulting calculations mean the proposed NC2 55 site is measured from a significantly lower level than the abutting LR1 zone. Figure 17 illustrates the height limits.
- NC2 zoning would allow a 0' setback up to 13' above grade at the adjacent LR1 site. The proposal is instead providing an increased setback at the LR1 property (ranging from 12'-6" to 15'-9"), greater than the setback required for LR1 (5'-0"). See Figure 6 and 9.

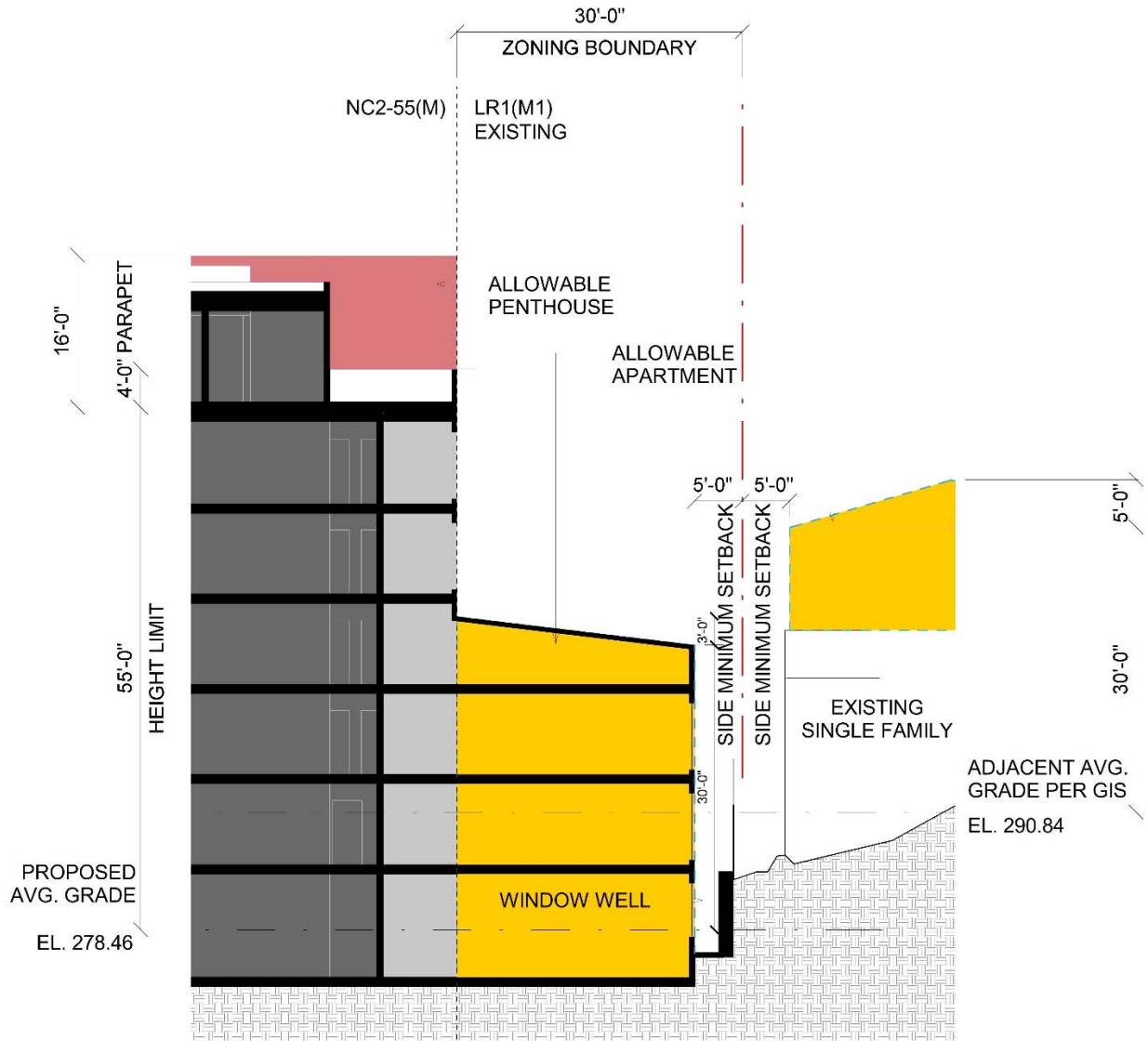


Figure 6: Existing LR1 Zoning Condition (looking north)

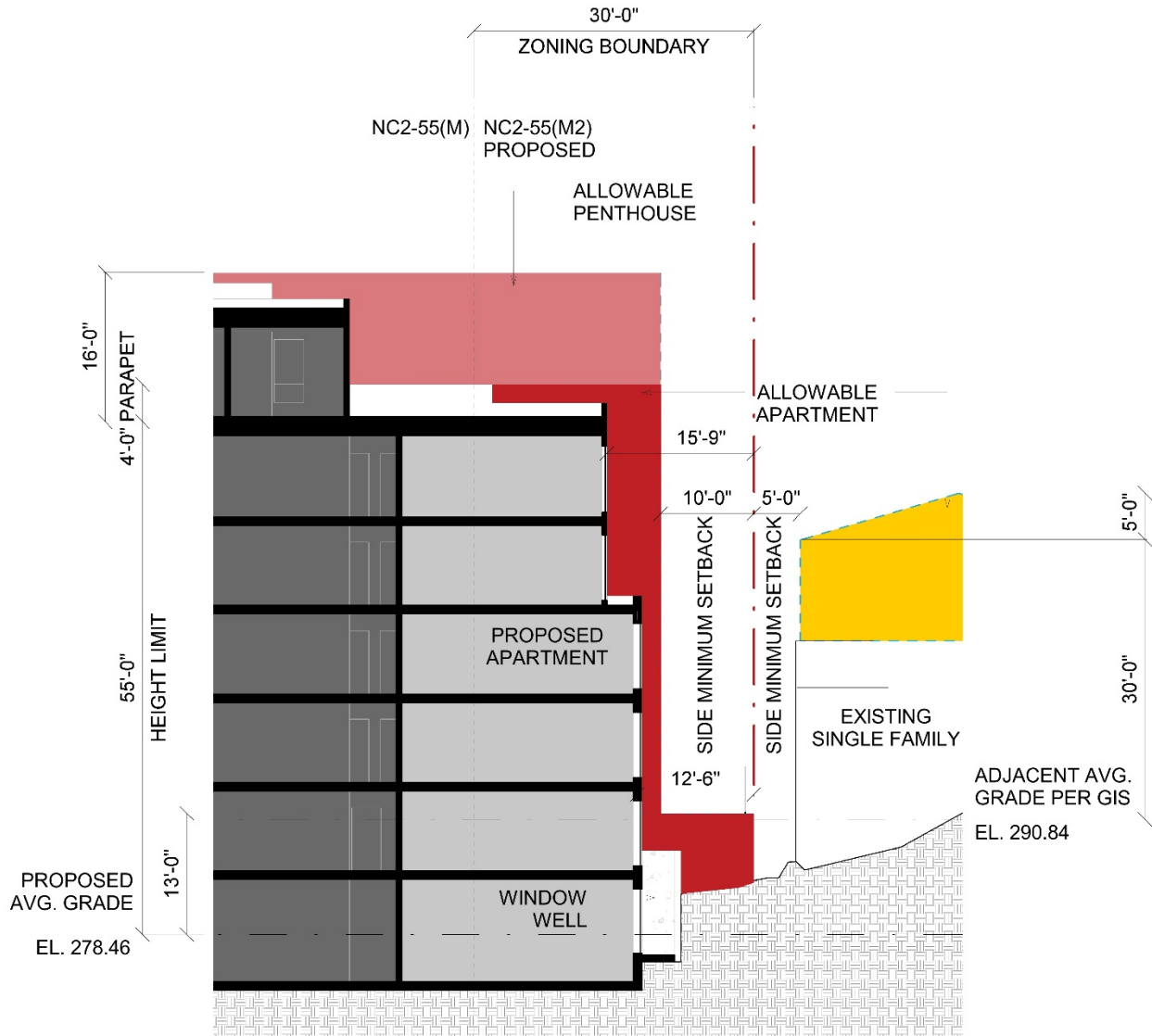


Figure 7: Proposed NC2-55 Zoning Condition (looking north)

- The east façade steps down at level 3 to mitigate the height of the building.
- Parapet heights are reduced along the east façade. No rooftop amenities are proposed facing the east property line.



Figure 8: Perspective From Northeast Corner

- The increased east setback allows for a densely planted buffer to the east neighbor.
- Vertical circulation is consolidated to the center of the building to reduce bulk and shadow impacts on the adjacent property.
- More intensive uses including the primary residential entry and service uses have been located along Roosevelt Way NE.



Figure 9: Ground Floor Plan

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 in the area slopes steeply up from west to east, and crests mid block. As a result, the adjacent LR1 property sits higher than the rezone site, establishing a natural buffer.



Figure 10: Topography in Vicinity

The proposed development site is a corner parcel, but primarily fronts on Roosevelt. Parcels along NE 71st face the street. The proposed rezone is consistent with the block orientation.

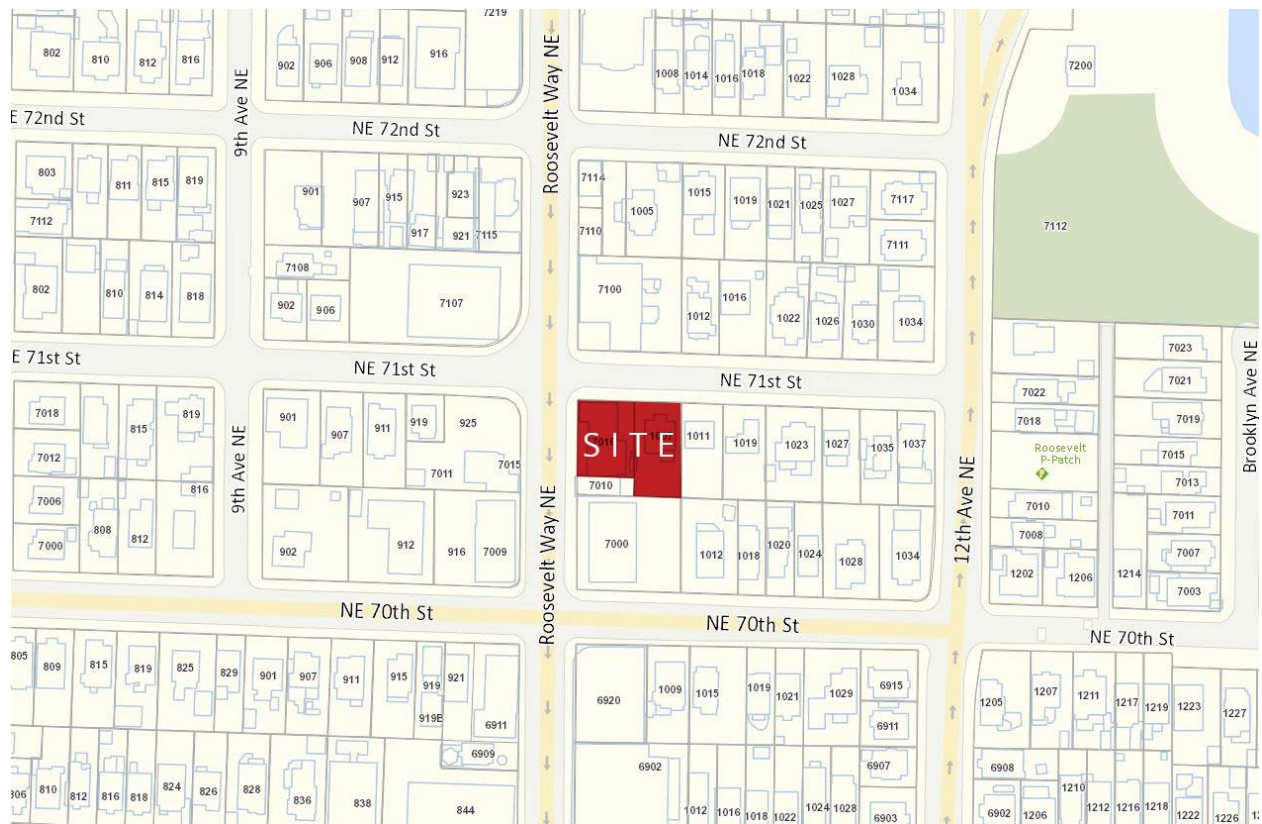


Figure 11: Parcel Pattern in Vicinity

An increased setback to the east neighbor provides a dense landscape buffer. See above for more detail.

3. *Zone boundaries*

a. *In establishing boundaries, the following elements shall be considered:*

- 1) *Physical buffers as described in subsection 23.34.008.E.2; and*
- 2) *Platted lot lines.*

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.*

Physical buffers are described in subsection E2 above. The parcel, as well as the other properties in the area, do not follow platted property lines: As an example, all of the properties on this 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 follow the platted lot line. Perhaps more importantly, it will follow the established development site boundary which has existed for over a hundred years. Currently, the parcel is split zoned. This contract rezone will correct that.

Currently the rezone site is across from NC zoned property. This proposed rezone will correct the misalignment, and will be consistent with the policy. The proposal also locates the primary entry and service areas along Roosevelt Way NE, away from residential areas as outlined above.

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 this 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;

Currently, a single-family residence is on the parcel, the east portion of which is proposed to be rezoned. Median sale prices of single-family houses in this area of Seattle in 2020 were approximately \$825,000. The proposed rezone will facilitate development of an apartment building on the rezone site and adjoining property. As stated above, some of these rental units will be regulated pursuant to MHA and the others are anticipated to be affordable work-force housing. As such, this rezone supports the development of housing, particularly affordable housing, see Figure 3 above.

b. Public services;

The proposal will increase demand on public services, as is consistent with a proposal of this size.

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

- Noise and air impacts will be evaluated through SEPA review and standard City of Seattle requirements.
- Water quality will adhere to City of Seattle Green Stormwater Infrastructure requirements.
- Flora and fauna will be enhanced with new street trees and planting areas.
- Some glare may be anticipated on the east facade during limited periods of the morning. The resulting glare would be similar to development under the existing zoning.
- A shadow study has been completed. Shadows may impact the adjacent LR1 parcel, primarily during the winter months.

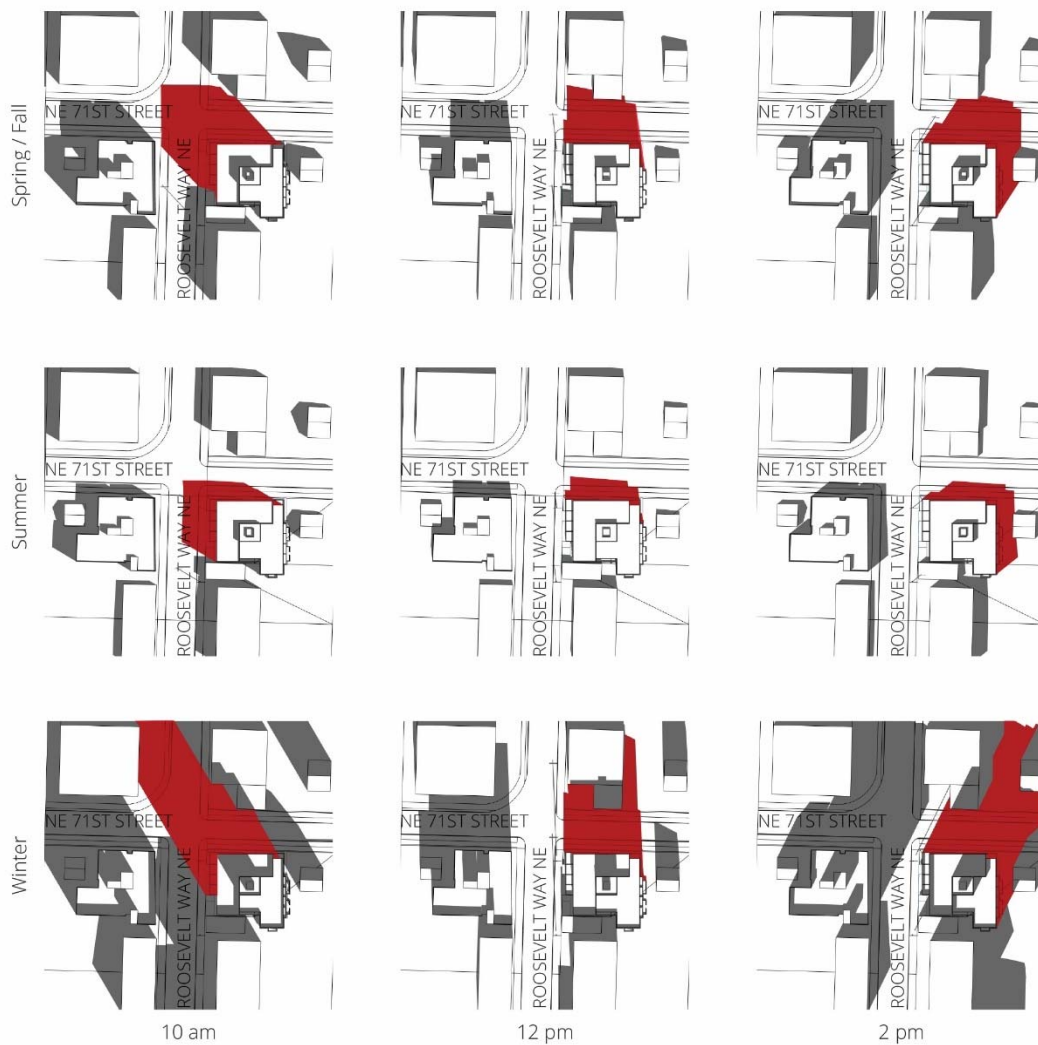


Figure 12: Shadow Study

- The proposal will be code compliant to Seattle Energy Code requirements.

d. Pedestrian safety;

The development proposal will close a continuous curb cut along Roosevelt Way NE, and a second curb cut along NE 71st St. A SDOT required setback along Roosevelt will allow for wider sidewalks, and the sidewalk along NE 71st St will meet current SDOT standards. Planting strips will be provided along both frontages. ADA curb ramps will be provided at the corner of Roosevelt Way NE & NE 71st St. Lighting will be provided along both frontages for safety and security.



Figure 13: Street Elevation along NE 71st St (looking south)



Figure 14: Street Elevation along Roosevelt Way NE (looking east)



Figure 15: Site photo looking at corner on Roosevelt Way NE & NE 71st St



Figure 16: Site photo looking at northeast corner on NE 71st St

e. Manufacturing activity;

Not applicable.

f. Employment activity;

Not applicable.

g. Character of areas recognized for architectural or historic value;

The immediate vicinity is an evolving neighborhood that is changing in character.

h. Shoreline view, public access, and recreation.

Not applicable.

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;

The area is served by southbound Roosevelt Way NE, northbound 12th Ave NE, and east/west bound NE 71st St.

b. Street capacity in the area;

Roosevelt Way NE is a Principal Arterial and is designated an Urban Village Main street. NE 71st St. is a Non-Arterial, and is designated an Urban Village Neighborhood Access street. The potential impacts, if any, will be evaluated through the SEPA review process.

c. Transit service;

The proposal is located near several transit options including the Light Rail Station (4-minute walk), and routes 45, 62, and 67 (all within 5 minutes).

d. Parking capacity;

No parking is proposed, per Seattle Municipal Code. Impacts, if any, on on-street parking will be evaluated through the SEPA review process.

e. Utility and sewer capacity;

The proposal will be serviced by Seattle City Light (electrical), Seattle Public Utilities (water & sewer), Puget Sound Energy (natural gas). Each utility will review the project for demand.

f. Shoreline navigation.

Not applicable.

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 designations in this Chapter 23.34.

The opening of the Roosevelt District light rail station in 2021 is a changed circumstance further supporting this proposed rezone. Please see the discussion under SMC 23.34.089 for more information.

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

Similarly, the discussion under SMC 23.34.089 provides information regarding the criteria for applying the Station Area Overlay District designation to the rezone site.

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

The City's GIS map indicates that a small area on the eastern portion of the rezone site is designated as a steep slope. The topographic survey of the site does not support this designation. However, the topographic survey indicates that a small portion on the southern portion of the site meets the definition of a steep slope. This steep slope portion of the site appears to be entirely manmade many years ago and therefore qualifies for relief under SMC Chapter 25.09. This will be evaluated as part of the development permit review. **23.34.009 - Height limits of the proposed rezone**

If a decision to designate height limits in residential, 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.

Part of the function for NC2 zone under SMC 23.34.076 is to accommodate housing uses in pedestrian-oriented shopping areas in an atmosphere attractive to pedestrians. Establishing a 55-foot height limit will support development of medium to high density residential development in this pedestrian oriented area, in close proximity to the light rail station which will open next year.

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 topography rises up from west to east; the LR1 property to the east sits higher than the proposal. The 55' height limit is based on average grade across the property, no stepped height calculations are proposed. Due to the slope on site the resulting building is less than 55' tall at the east edge. 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.



Figure 17: North Elevation

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.

As described above, the proposed height is consistent with the zoning along the block face.

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.

As described above, the proposed height is consistent with the zoning along the block face and is mitigated with multiple strategies to transition to the less intense zone. Additionally, the primary building entry and service areas are located along Roosevelt Way NE, further reducing the level of activity along NE 71st St as described above.

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.

E. Neighborhood plans

1. Particular attention shall be given to height recommendations in business district plans or 1. neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.

2. 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 23.34.009 and Section 23.34.008.

The adopted plan does not give any recommendations for height limits.

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 low-rise development, it will create a more rational zone boundary and create a compact and concentrated commercial area and facilitate the improvement of the existing commercially zoned property to the west.

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.*

In this case, City Council has made the policy determination regarding the most appropriate commercial zoning for this area by designating the area immediately adjoining to the west, including the west portion of this parcel, as well as the property directly north and south of the rezone site, as NC2-55(M)SAOD, the same zoning classification proposed in this rezone. See Figure 1. These criteria are viewed in the context of this policy determination by City Council regarding the appropriate commercial zoning category in this area.

The proposal reinforces the pedestrian character of the zone by providing a strong street edge along both frontages. The Roosevelt frontage features large windows, a clear lobby entry, and activated interior uses. The entry level has increased floor to floor height to reflect a commercial volume with the residential uses.

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 adjacent property to the west which already has the proposed zoning designation. This area is continuous with and part of the business district along Roosevelt Way NE in this residential urban village. Roosevelt Way NE is an arterial, and this rezone will provide a better edge between the commercial and residential areas. As shown on Figure 11 above, there are a variety of lot sizes in the area. Currently, there is extensive transit service with the bus lines along Roosevelt Way NE and 12th Ave NE, which will significantly increase in 2021 when the planned light rail station opens approximately 1,056 feet away from the rezone site.

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.

As outlined above, the site is located within 1,056 feet from the Roosevelt Sound Transit Light Rail Station, scheduled to open in 2021. The west portion of the parcel is already included within the SAOD; the proposed rezone extends the 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, and this pedestrian activity will undoubtedly increase with the opening of the light rail station. The Roosevelt community 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 closing multiple 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 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.

Conclusion

The applicable rezone criteria provide a general framework for reviewing any proposed rezone. The proposed rezone criteria need to be looked at as a whole, and in light of the proposed development that would be facilitated by this proposed contract rezone. This proposed rezone is consistent with the applicable criteria, will rectify the anomalous situations of having split zoned property and an irregular zoned boundary and will facilitate development of much needed affordable housing in this designated urban village in very close proximity to a light rail transit stop opening, in all likelihood, before the project is physically completed.