

## Contract Rezone

8601 Fremont Ave. N  
Seattle, WA 98103

Revised: 08.12.2024



ENCORE  
ARCHITECTS

Contents

SECTION 2.0  
Cover (Project info)  
Overview .....1

SECTION 3.0  
Development Objectives and Summary of  
Public Outreach  
Overview ..... 4

SECTION 4.0  
Site Plan  
Survey .....6  
Site Plan .....8

SECTION 5.0  
Urban Design Analysis  
Vicinity Map .....8  
Immediate Site Context Images. ....9  
Adjacent uses map .....10  
Nine-Block Study.....11  
Site images.....12  
Site Sun Study .....15

SECTION 6.0  
Zoning Data  
Zoning Map.....16

SECTION 7.0  
Rezone Analysis  
Introduction .....17  
23.34.006 Application of MHA suffixes in Type  
IV rezones .....17  
23.34.008 General Rezone Criteria .....17  
23.34.009 Height Limits-Proposed Rezone ..26  
23.34.010 Designation of NR1, NR2 and NR3  
Zones .....26  
23.34.011 NR1, NR2, and NR3 zones, function  
and locational criteria. ....27  
23.34.012 Residential Small Lot (RSL) zone,  
function and locational criteria .....31  
23.34.013 Designation of Multifamily Zones 31  
23.34.014 Lowrise 1 (LR1) zone, function and  
location criteria .....32  
23.34.018 Lowrise 2 (LR2) zone, function and  
location criteria .....33  
23.34.020 Lowrise 3 (LR3) zone, function and  
location criteria .....35  
Summary of Zones .....36

SECTION 8.0  
LR2 (M1)  
Proposed massing option .....25  
Floor Plans .....34  
Perspectives and Materials .....36

Project Team

Developer  
Bellwether Housing  
CONTACT  
Jonathan Smith  
433 Minor Avenue N  
Seattle, WA 98109

Architect  
Encore Architects  
1402 3rd Avenue, Suite 1000  
Seattle, WA 98101  
CONTACT  
Blair Stone, AIA, LEED AP

THIS PAGE INTENTIONALLY LEFT BLANK

# DEVELOPMENT OBJECTIVES

The proposed project will be an affordable community that seamlessly blends into the established neighborhood as a timeless and elegant design that provides a comfortable place for residents.

## Project Information

- Site Area                APPROX 34,546 SF
- Residential Units      APPROX 53
- Parking Stalls         APPROX 11 stalls

## Goals

- Create a transitional zone from the higher density of NC3-55 (M) to NR3 by rezoning to a Low rise zone LR2 (M1).
- Both neighbors and tenants will benefit from a greater sense of security and safety because of the implementation of strategic urban design devices, e.g. “eyes on the street”.
- Create an enduring building with an architectural design that incorporates high-quality, durable materials and references relevant context.
- Bring much needed Affordable Housing to this amenity rich area.

## Project Objectives

Greenwood Apartments is a proposed affordable housing residential building located along Fremont Avenue North in Seattle.

This project is designed to serve the Greenwood Neighborhood by creating a residential community that engages the street and contributes positively to the urban fabric. The project will be responsive to the unique needs of its residents and will enhance the neighborhood with excellent walkability and an enriched street-scape design.

The project site area is approximately 34,546 sf. The proposed building is comprised of 3 wood frame levels with 11 at grade parking spots. The project will have approximately 53 apartment units.

Through its scale, modulation and material selection, the proposed building will reflect characteristics of the area’s community offering a vibrant, enduring asset to the neighborhood.



Burke and Union



PARKER APARTMENTS



The Community Outreach Plan was approved by the Department of Neighborhoods on December 10, 2020. Community outreach efforts were conducted January 4th through January 25th of 2021. Early outreach requirements were approved August 20, 2021.

Bellevue Greenwood Community Survey

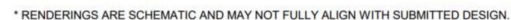
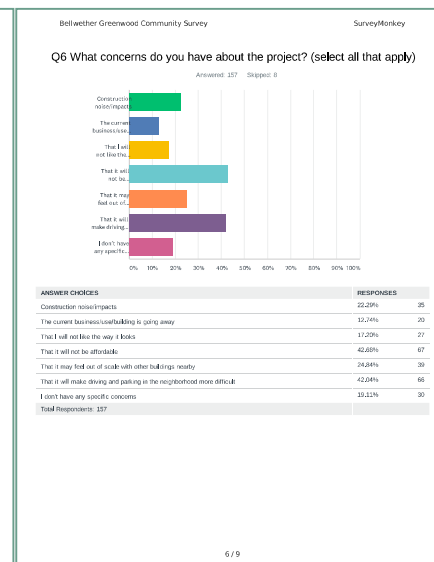
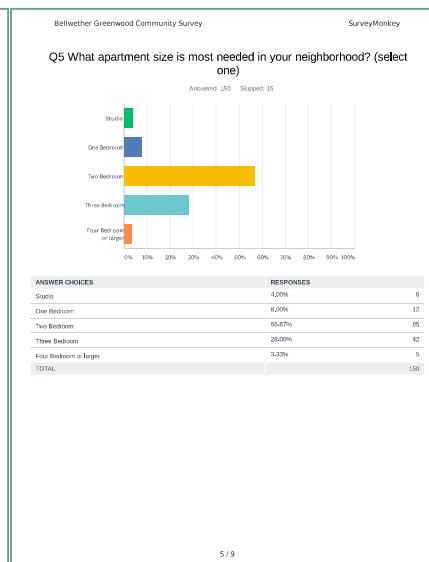
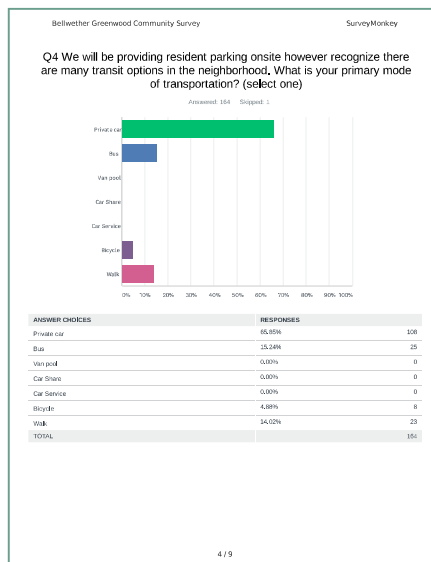
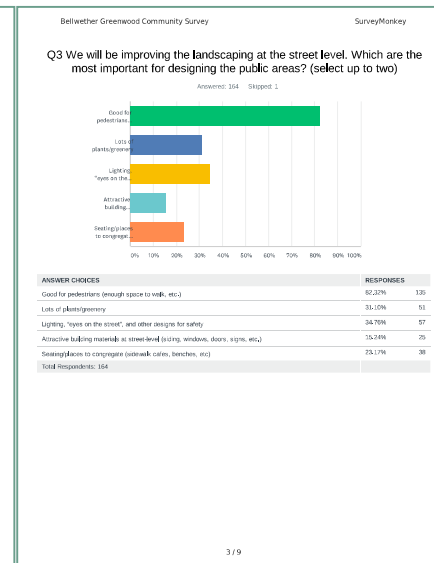
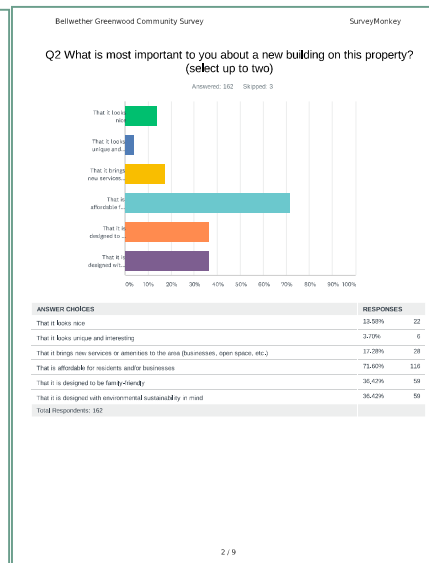
SurveyMonkey

Q1 What is your connection to the development? (select all that apply)

Answered: 166 Skipped: 1

ANSWER CHOICES	RESPONSES
I live very close to the project	25.01% 65
I live in the general area	54.88% 90
I own a business nearby	5.83% 9
I visit the area often for work or leisure	22.58% 57
I do not have a direct connection, but I care about growth and development in Seattle	3.56% 8
Total Respondents: 166	

1 / 9



ENCORE ARCHITECTS

SITE PLAN

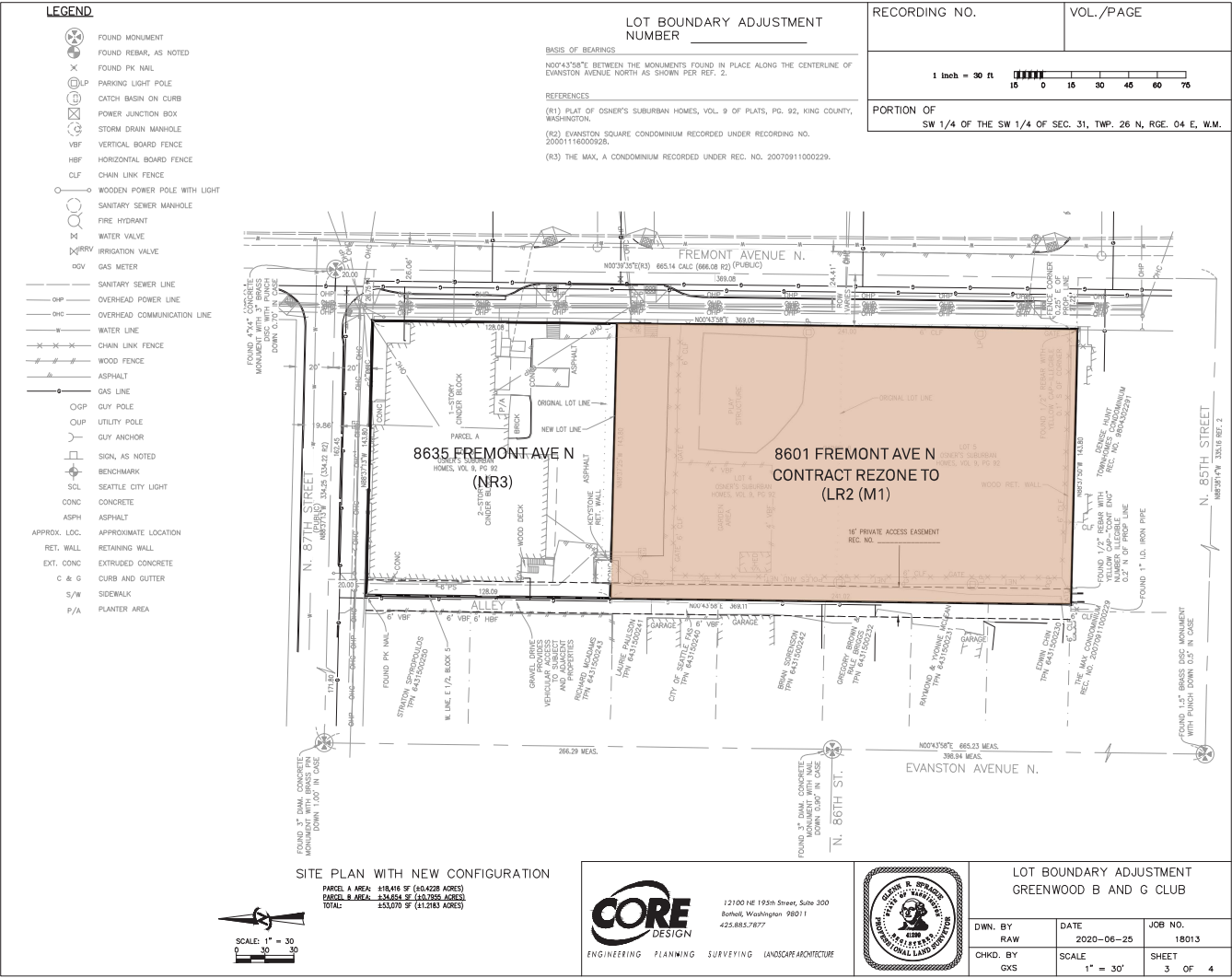
The proposed development site began as a partnership with the Boy's and Girl's as a boundary lot adjustment, split into two parcels. Parcel B is the proposed site:

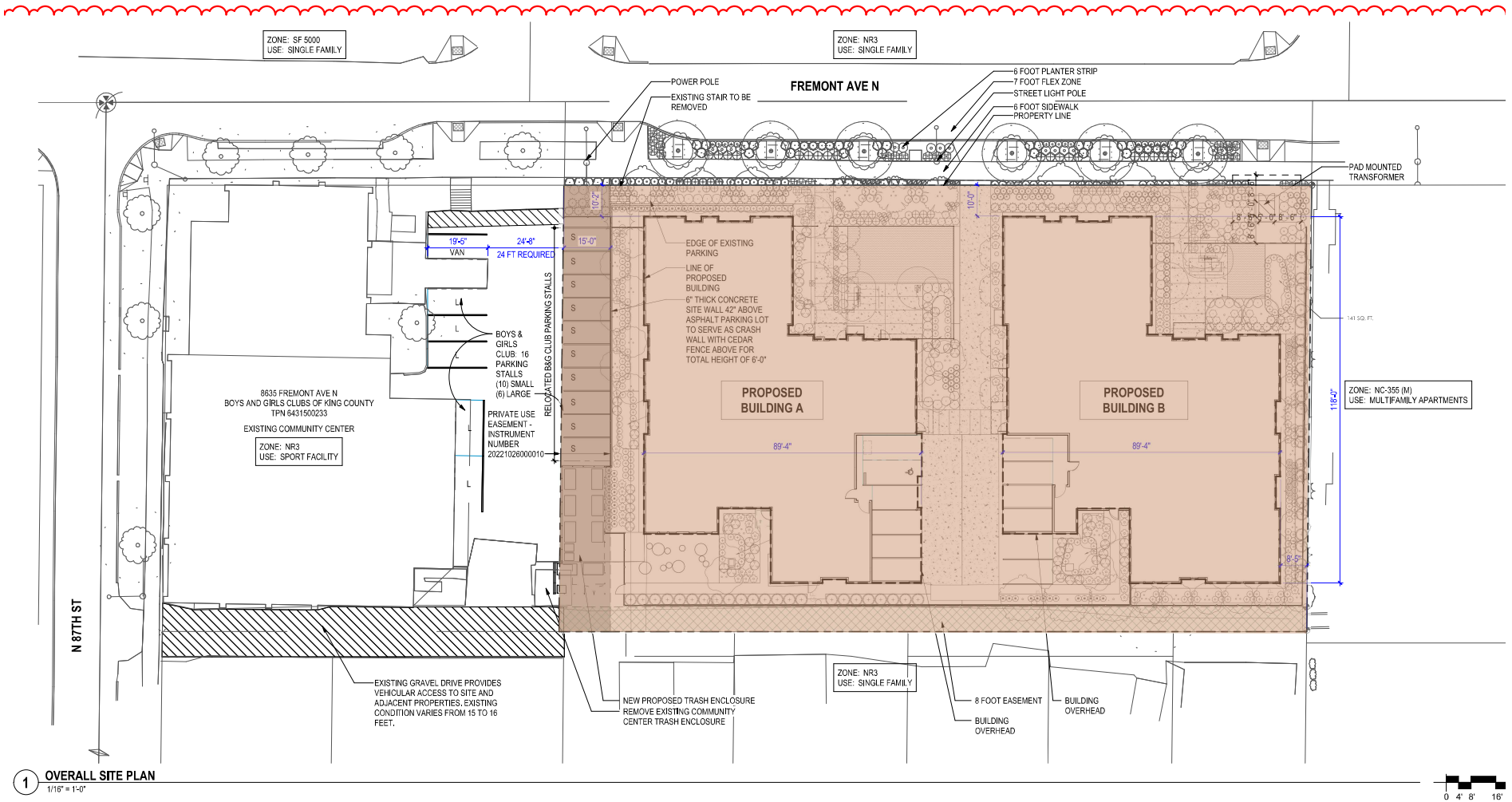
Legal Description:

PARCEL B:  
ALL OF THE EAST ONE-HALF OF LOTS 4 AND 5, BLOCK 5, OSNER'S SUBURBAN HOMES, ACCORDING TO THE RECORDED PLAT THEREOF IN VOLUME 9 OF PLATS, PAGE 92, IN KING COUNTY, WASHINGTON;  
EXCEPT THAT PORTION LYING NORTH OF THE FOLLOWING DESCRIBED LINE:  
COMMENCING AT THE NORTHEAST CORNER OF LOT 3 OF SAID PLAT, THENCE S00°43'58"W, ALONG THE EAST LINE OF SAID LOT 3, 135.08 FEET TO THE POINT OF BEGINNING;  
THENCE N88°37'25"W 143.80 FEET TO THE WEST LINE OF SAID EAST HALF AND THE TERMINUS OF SAID LINE.

Parcel number:

6431500234





PROPOSED SITE PLAN

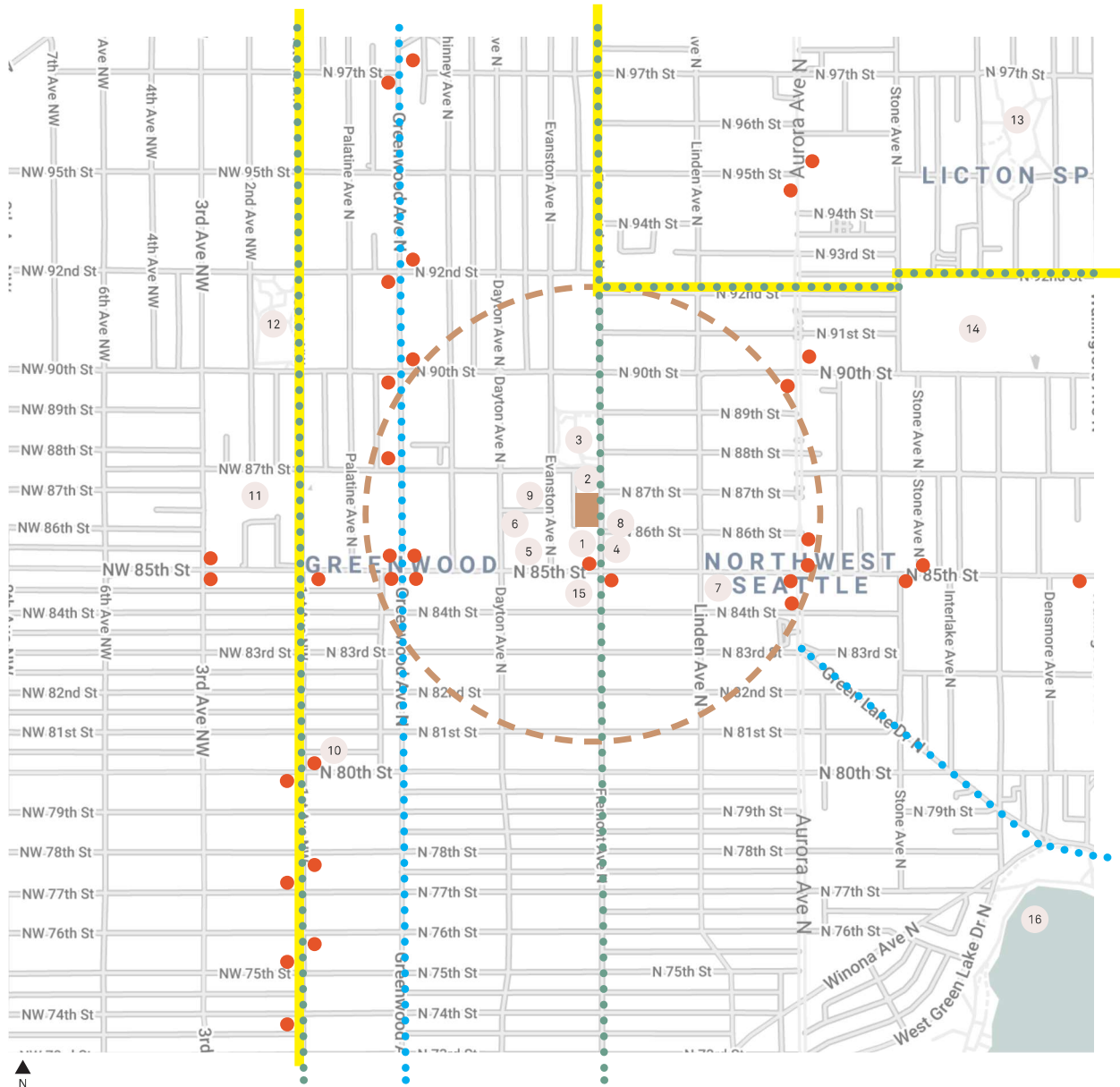
# URBAN DESIGN ANALYSIS

## Vicinity Map

The proposed 3-story residential building is located on Fremont Ave, in the Greenwood neighborhood, directly across from the Greenwood Boys and Girls Club and Greenwood Park. Situated between Greenwood Ave and Aurora Ave, and within walking distance to Green Lake, this new affordable residential building is well situated to become a central node for living and working.

- Neighborhood Greenway
- Bike Lane
- Stay Healthy Streets
- Bus Stop
- 5 MIN WALK - 1/4 MILE

Denise Hunt Townhomes	1	Robert Eagle Staff Middle School	14
Boy's and Girl's Club	2	Greenwood Senior Center	15
Greenwood Park	3	Greenlake	16
8500 Fremont Apartments	4		
Evanston Square Condos	5		
Max Apartments	6		
Linden Street Townhomes	7		
Single Family Home	8		
Single Family Home	9		
Greenwood Library	10		
Fred Meyer	11		
Sandel Park	12		
Licton Springs Park	13		





Site Context Images



1. DENICE HUNT TOWNHOMES



2. BOYS AND GIRLS CLUB NORTH SEATTLE



3. GREENWOOD PARK



4. 8500 FREMONT



5. EVANSTON SQUARE CONDOMINIUMS



6. MAX APARTMENTS



7. TOWNHOMES AT LINDEN AND 85TH



8. SINGLE FAMILY HOME ON FREMONT AVE



9. SINGLE FAMILY HOME ON EVANSTON



10. GREENWOOD LIBRARY



11. FRED MEYER



12. SANDEL PARK



13. LICTON SPRINGS PARK



14. ROBERT EAGLE STAFF MISSILE SCHOOL



15. GREENWOOD SENIOR CENTER



16. GREENLAKE

# Adjacent Uses

On a neighborhood Green way along Fremont Ave N, the project site is mostly surrounded by residential uses, both single family and increasingly more multifamily. Situated directly across from the Greenwood Boys and Girls Club and centered between the commercial streets of Greenwood Ave and Aurora Ave, the project is well suited to transition the neighborhood between single family homes and more commercial uses.

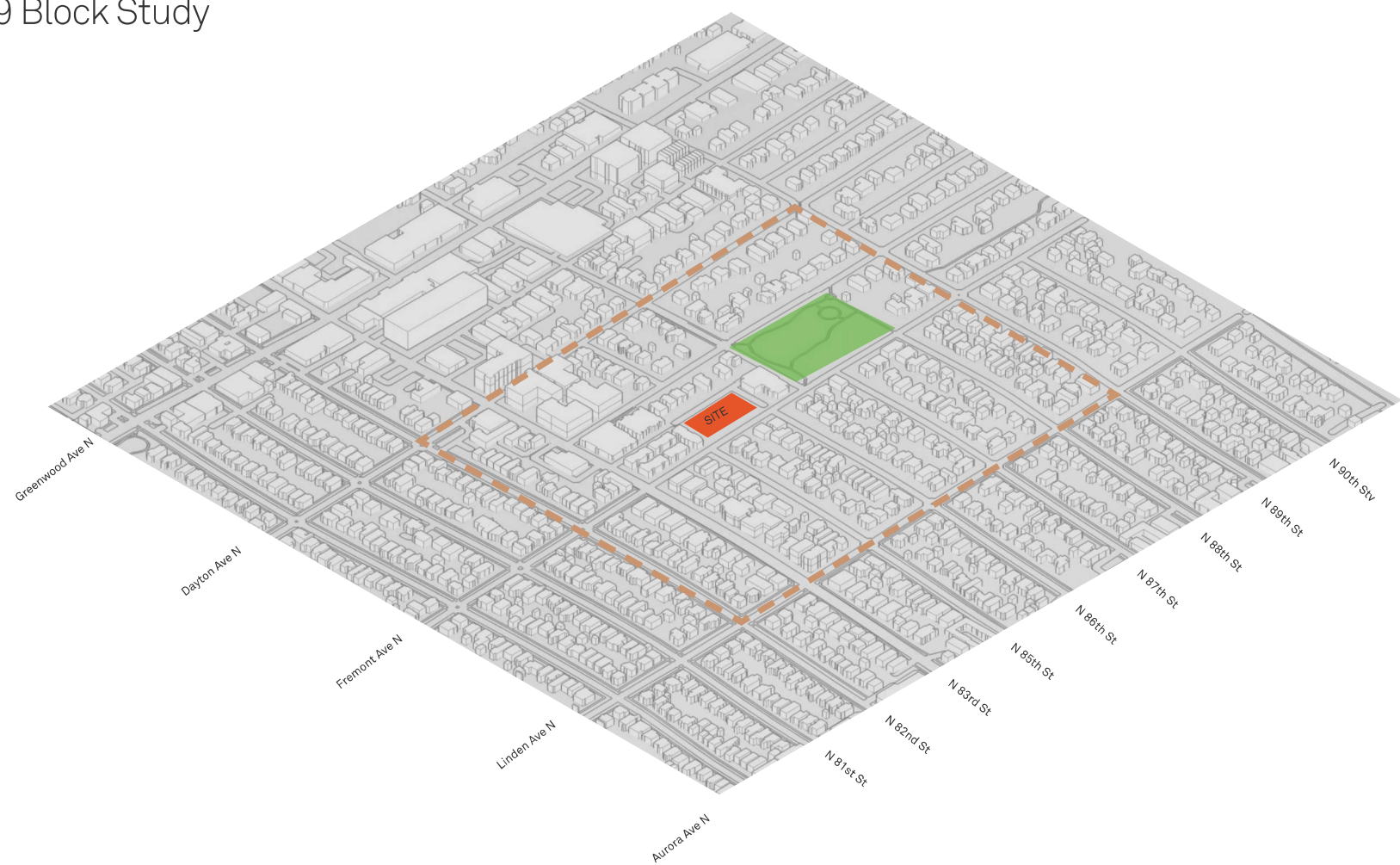
## Legend

Residential (single-family & multi-family)	<div></div>
Mixed-Use	<div></div>
Commercial	<div></div>
Public	<div></div>
Medical	<div></div>
Community / Religious	<div></div>
Education / Institutional	<div></div>
Park/Open Space	<div></div>





9 Block Study



PROJECT SITE



BOYS AND GIRLS CLUB PARKING



➤ EAST SIDE OF FREMONT (NEIGHBORHOOD GREENWAY)

N 87th St



N 86th St

➤ EAST SIDE OF FREMONT(NEIGHBORHOOD GREENWAY)





➤ SITE FACING WEST



Fremont Ave N

PROJECT SITE

Private Access  
Easement

➤ NORTH LOT LINE FROM BOYS AND GIRLS CLUB PARKING



➤ BOYS AND GIRLS CLUB FROM BOYS AND GIRLS CLUB PARKING



A - SOUTH OF SITE



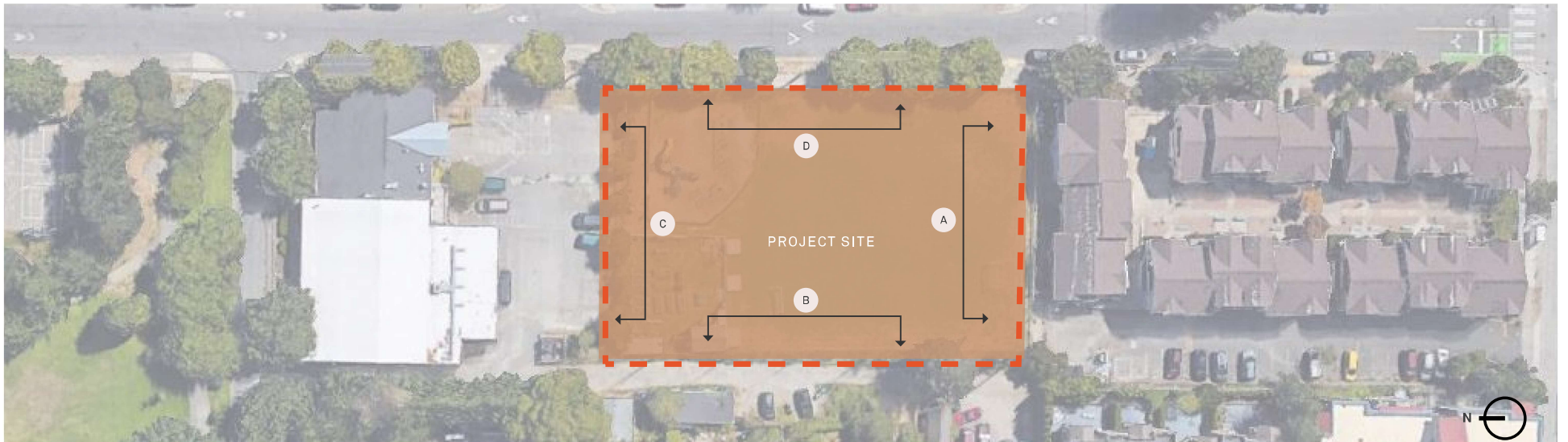
B - WEST OF SITE



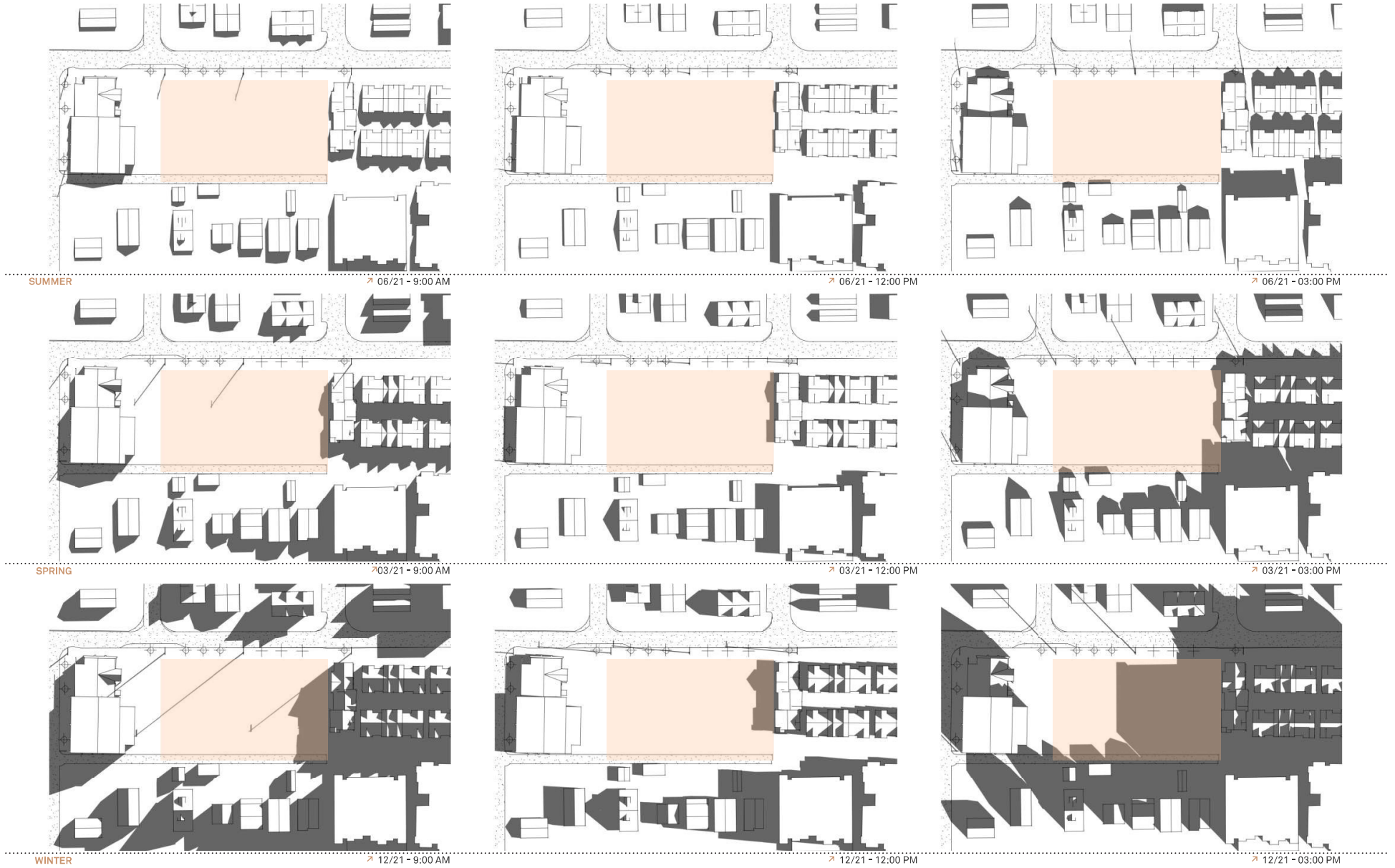
C - NORTH OF SITE



D - EAST OF SITE







# Zoning Map

## Zoning Legend

Single Family	<div></div>
Residential Small Lot	<div></div>
Lowrise Multi-Family	<div></div>
Neighborhood Commercial	<div></div>
Commercial	<div></div>





## Introduction

The project site is located adjacent to the Greenwood Village overlay just north of the NC3-55 (M) zone along Fremont Avenue North. The currently vacant site provides an ideal opportunity to provide a height/bulk/scale transition between the NC3-55 (M) and the NR3 zoning. The zoning map on the adjacent page shows precedent for Low Rise zoning buffering this neighborhood from the denser NC zones.

The location is a good candidate for Lowrise 2 because the roads, transit, schools, parks and commercial activity and utility services can support higher density development. The block itself has less than fifty percent single family use. The proposal provides appropriate setbacks not only to the single family but to all the adjacent properties.

There is great need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing. Under the proposed LR2 (M1) zoning, the density would allow for this affordable housing to provide a mix of unit types including family-size affordable units, which are in very short supply within the City limits.

## 23.34.006 Application of MHA suffixes in Type IV rezones

### 23.34.008.C Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

**Response:** The site is in a zone that has not previously been in the MHA program. We are requesting the application of MHA suffix to increase the development capacity in order to provide more affordable housing units. While this project will meet the MHA requirements regardless of the suffix, we think the site should be M(1) since we are asking to change from Neighborhood residential zones (Category 1) to LR2 (Category 2).

## 23.34.008 General Rezone Criteria

### 23.34.008.C Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

**Response:** The relevant “area” for the purposes of rezone analysis is the west side of Fremont Avenue between 85th and 95th. North of 90th is the precedent for treating the west side of Fremont Avenue differently from the areas to the east and west. The west side of Fremont Avenue North between 90th and 92nd is zoned LR and in multifamily use. By contrast, the west side of Fremont Avenue is zoned NR3 between 86th and 92nd, as is the east side of Evanston Avenue N. Thus, Council has already approved a two-block-long, ½ block wide finger of multifamily zoning in the area. The applicant here requests the mirror image (see zoning map).

Although the blocks to the east of Fremont Avenue and west of Evanston Avenue are predominately single-family, the character of the west side of Fremont Avenue itself is different from both. It marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west.

North-south blocks in the Green Lake Addition are each one block (approx. 260ft) long, whereas North-South blocks in Osners span approximately 650 feet, or two-and-a-half Green Lake blocks, and the streets in the two plats do not align. For example, N 87th Street in Green Lake (east of Fremont) is ¼ block south of N 87th Street in Osners (west of Fremont), and the jog occurs at Fremont. The Green Lake 86th, 88th, and 89th each terminate at Fremont Avenue and do not extend into Osners. As a result, two Osners blocks on the west side of Fremont (including the Subject Parcel) together span the five Green Lake blocks between N 85th St. and N 90th St.

The lot size and nature of this transition area lends itself to zoning treatment different from other blocks in the area, even across the same avenue.

# 23.34.008 General Rezone Criteria

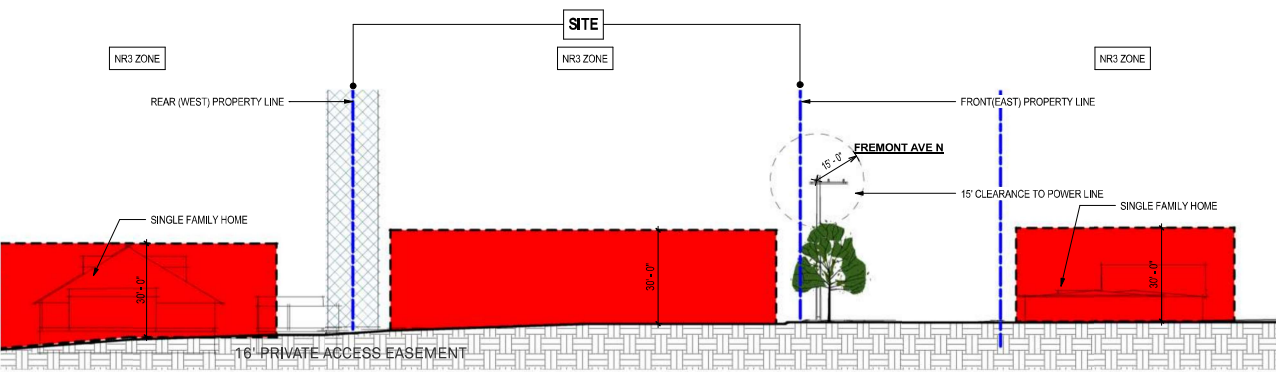
(CONTINUED)

## 23.34.008.E Zoning principles

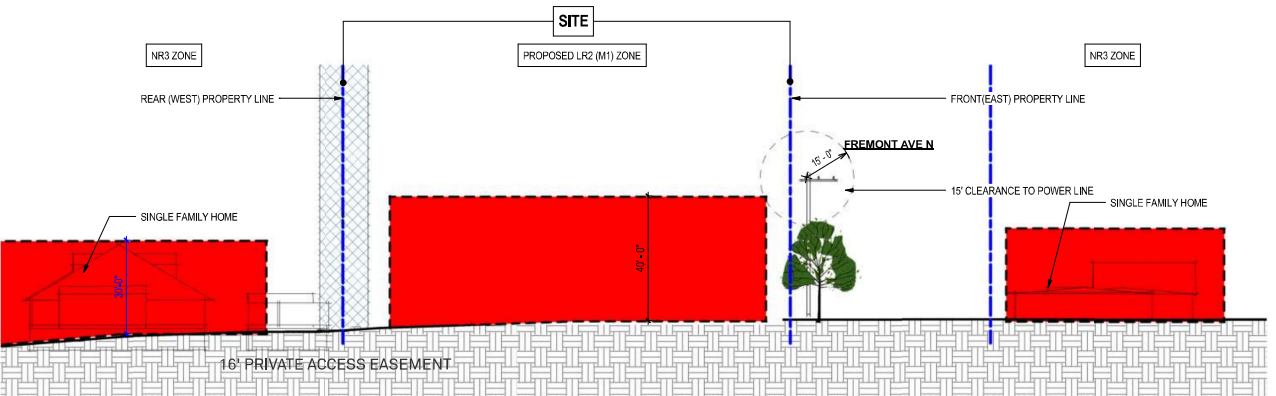
E.1 - The impact of more intensive zones on less intensive zones, or industrial and commercial zones on other zones, shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

**Response:** The proposed LR (M1) zone will act as a transition from the NC3-55 (M) to the NR3. While the adjacent property to the north is zoned NR3, it's use since 1947 have been the Boys and Girls of Seattle, a community center. The adjacent southern NC3-55(M) property's use is the affordable townhouse project, Denice Hunt Townhomes. Proposing the use of affordable low-rise apartments between these uses is not out of context. See Adjacent Uses map.

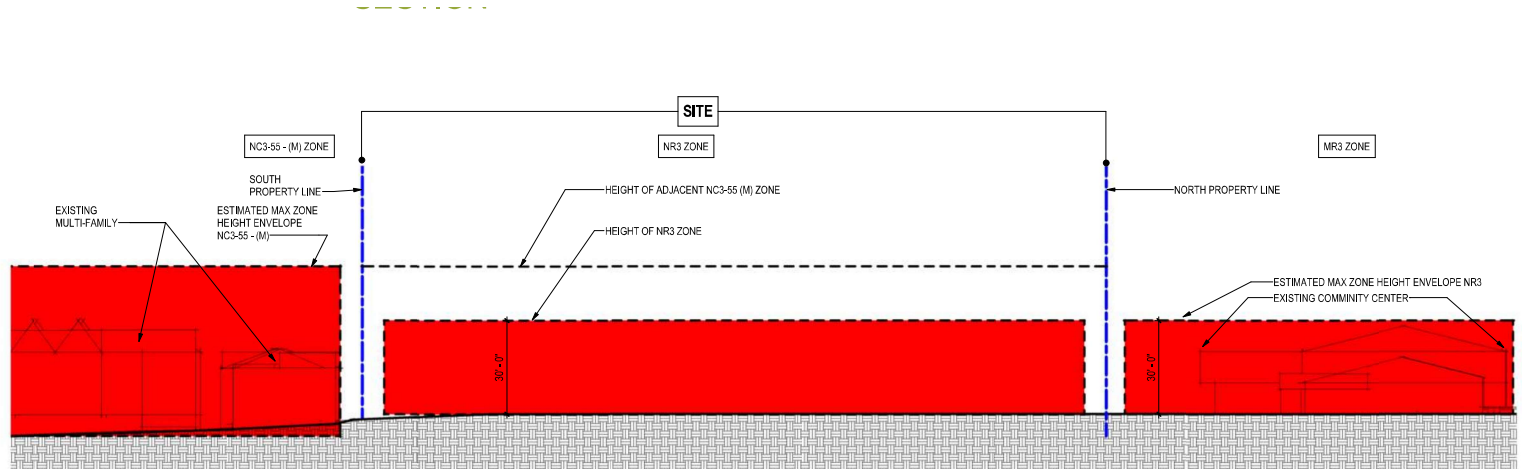
The project seeks to create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone. The Boys and Girls of Seattle is a two-story gabled and flat roof building. Denice Hunt Townhomes is a mix of two and three story pitched roof buildings with a potential zoning height of 55 feet. The Neighborhood residential zone to the east and west is a mix of one and two stories pitched roofs with a zoning potential to be 35 feet high. Our project will be between the two zoning heights at 40 feet. Refer to Sections on this page and next.



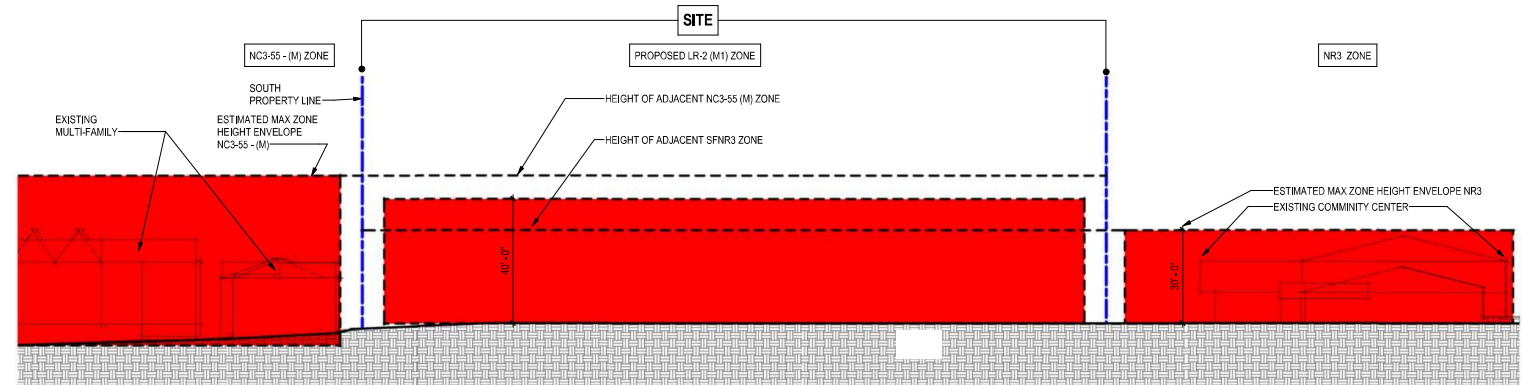
1 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - EXISTING  
1" = 20'-0"



2 TRANSVERSE BUILDING SECTION - ZONING DIAGRAM - PROPOSED  
1" = 20'-0"



1 LONGITUDINAL BUILDING SECTION - ZONING DIAGRAM - EXISTING  
1" = 20'-0"



2 LONGITUDINAL BUILDING SECTION - ZONING DIAGRAM - PROPOSED  
1" = 20'-0"

# 23.34.008 General Rezone Criteria

(CONTINUED)

E.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;

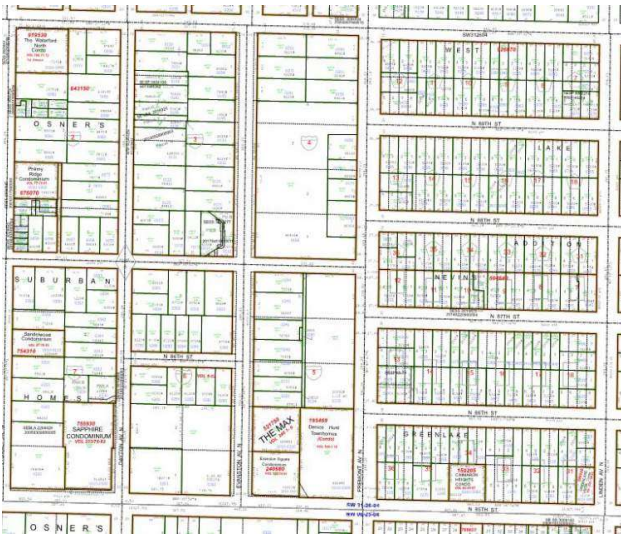
Response: Not applicable.

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

Response: Not applicable

c. Distinct change in street layout and block orientation;

Response: Fremont Ave. N at this site marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west. Due to this transition between plats, the Subject parcel occupies a single block face fronting Fremont Avenue between 85th and 87th (which is ½ block north of 87th on the east side of Fremont), while the structures to the east across Fremont Avenue are mostly corner lots. The main entry for those home are not on Fremont Avenue N.



➤ DISTINCT CHANGE IN STREET LAYOUT AND BLOCK ORIENTATION



➤ MAIN ENTRY ORIENTATION OF EXISTING EASTERN SINGLE FAMILY DWELLINGS



23.34.008 General Rezone Criteria  
(CONTINUED)

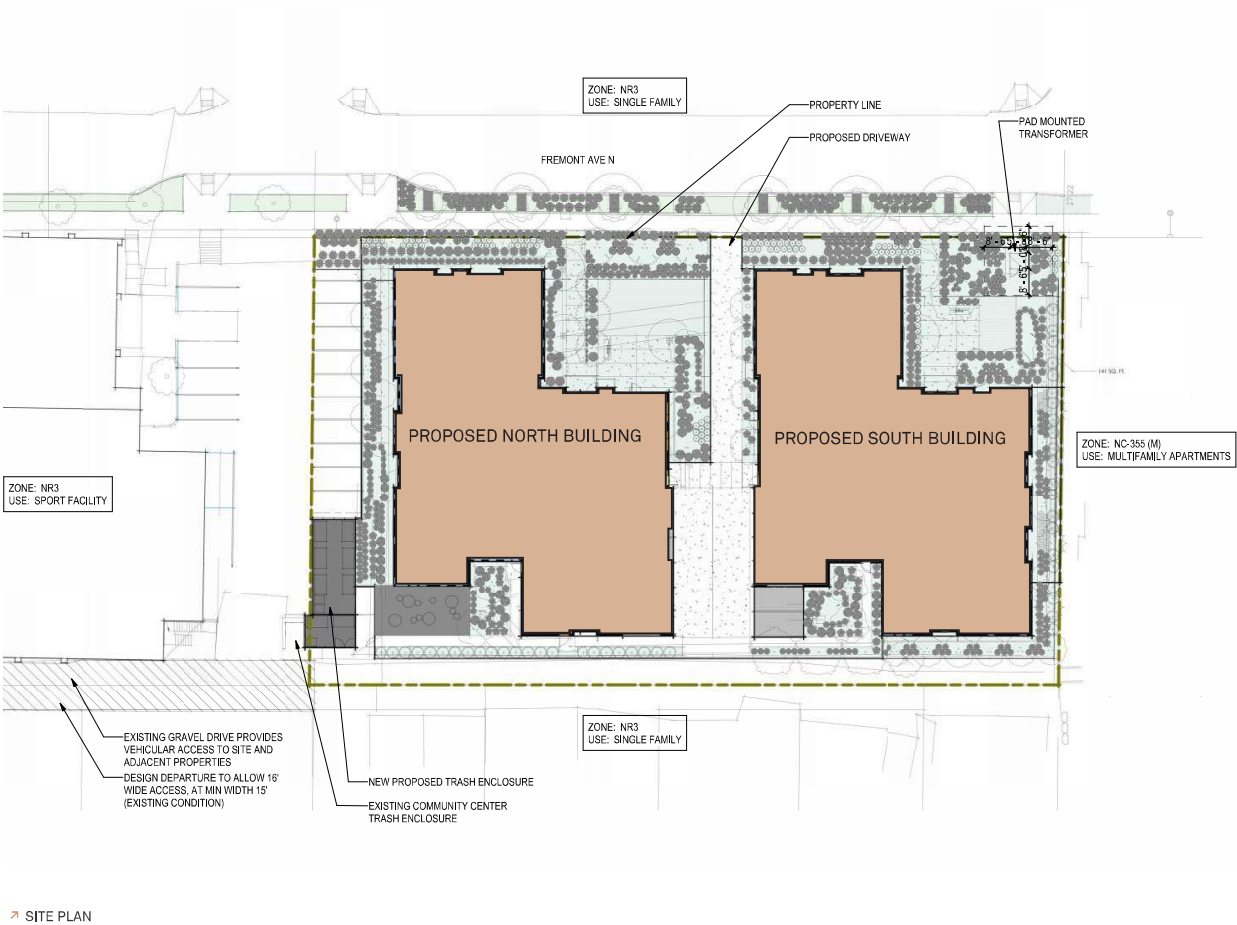
d. Open space and greenspaces.

**Response:** The project is setback 15 to 31 feet from the neighborhood residential lot line to the west. The project sits approximately 8'-5" feet from the Denise Hunt Townhomes at the south. And is more than 80 feet from the houses on the east side of Fremont Ave. At the north the project is set back 25'-10" feet from the lot line. Also, the placement of the two buildings' "front yards" (see below) minimizes the shading on the adjacent sites as can be seen in the sun studies on page 23.

To minimize disrupting the privacy and outdoor activities of residents in adjacent buildings, the common open space for the building residents is at grade and, therefore, reduces the number of people viewing into the adjacent buildings. Along the west side there is a 25'-10" set back from the property line. Additionally, a portion of the west side pushes east 16 feet further from rear setback to create further separation from the back yards of the homes across the driveway. The side setback to the south is slightly wider than the required average of 7 feet. Refer to the site plan adjacent and the section on the next page.

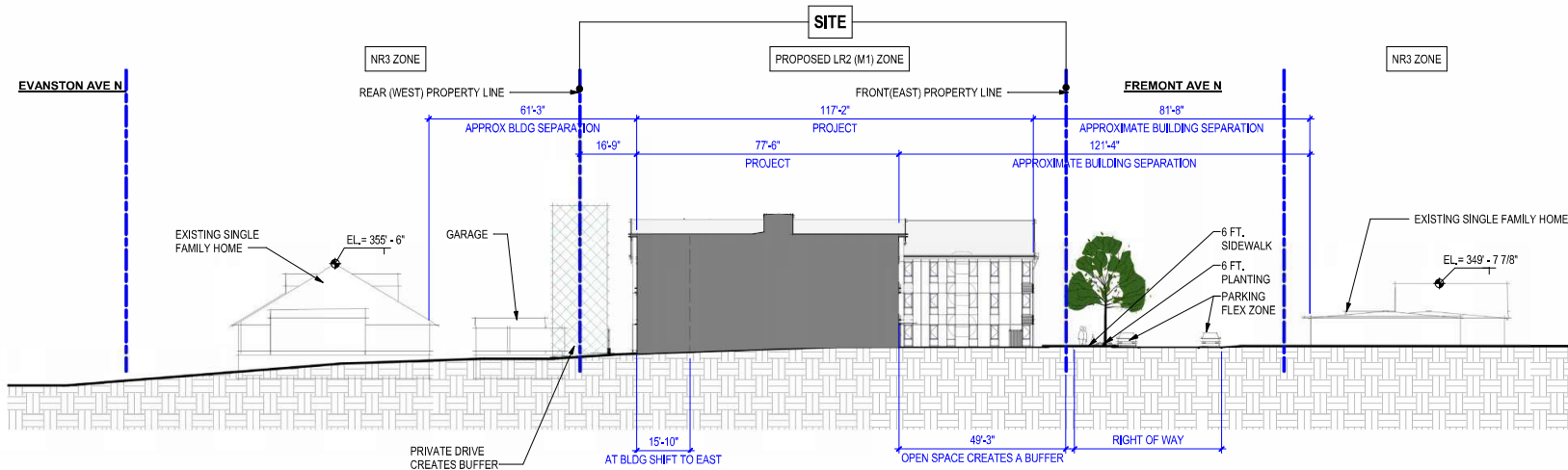


➤ "FRONT YARD" OPEN SPACE ALONG FREMONT AVENUE NORTH



## 23.34.008 General Rezone Criteria

(CONTINUED)



➤ PHYSICAL BUFFERS | DISTANCES FROM EXISTING SINGLE FAMILY HOMES | APPROXIMATE HIGHEST ROOF ELEVATION

E.3.a. Zone boundaries - In establishing boundaries, the following elements shall be considered:

1) Physical buffers as described in subsection 23.34.008.E.2;

**Response:** The private drive provides a buffer to the backyards of the houses along the west. There is approximately 61'-3" building separation with the parking is exposed. There is an additional 15'-10" of separation where the building shifts to the east.

The "Front Yard" open space buffers the project from the eastern homes. When there is no front yard, the separation is approximately 81'-4". Additionally Fremont Ave N 60 foot right of way creates a buffer with the 6 foot sidewalk zone, 6 foot planting area, 7 foot flex zone, 11 foot travel lanes and 7 foot flex zone.

The parking lot of the North Seattle Boys and Girls Club creates distance between buildings.

and 2) Platted lot lines.

**Response:** The proposed zone edge follows platted lot lines and rights-of-way. The site underwent a Boundary Lot Adjustment which went from three parcels down to two. The northern parcel is the Seattle Boys and Girls Club with their associated parking and the southern parcel remains for this project. The south, east and west boundaries remain the same. Refer to Page 6.

E.3.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.

**Response:** The proposal is solely residential, therefore, this section does not apply.

E.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.

**Response:** Not Applicable - We are not requesting a height limit greater than 55 feet.



SUMMER 06/21 - 9:00 AM



06/21 - 12:00 PM



06/21 - 03:00 PM



SPRING 03/21 - 9:00 AM



03/21 - 12:00 PM



03/21 - 03:00 PM



WINTER 12/21 - 9:00 AM



12/21 - 12:00 PM



12/21 - 03:00 PM



# 23.34.008 General Rezone Criteria

(CONTINUED)

23.34.008.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:

1.a - Housing, particularly low-income housing;

**Response:** The project directly addresses the need for low income housing by providing 53 units of affordable housing, including family-sized units, where today there are none. The current zoning does allow development of affordable housing on the Neighborhood residential but the market will not building affordable single-family. Under the proposed zoning, the proposal yields 53 units with plans to accommodate family-sized affordable units, which are in very short supply within the City limits.

1.b - Public services;

**Response:** Our neighbor, North Seattle Boys and Girls Club, has expressed excitement to serve children living next door. There is also the near by Greenwood Senior Center to support older residents. We are not expecting impacts to police or utilities. The buildings will have sprinklers so there is less risk for fire fighting. Since the project will increase the number of children housed, there will be some increase school enrollment. The residents will also enjoy the near by Greenwood Park.

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

**Response:** The impacts of this project on the environment will be largely positive, with some minor exceptions. The density associated with the rezone will allow 53 families to live together in a carbon-efficient housing type in a walkable community with great access to mass transit. These residents' carbon footprint will be a fraction of what it would have been without this infill opportunity. The existing surface doesn't infiltrate well according to soils exploration, it may be functioning more like impervious surface. The project enabled by the rezone will do a better job handling the surface runoff simply because it will comply with modern stormwater

codes. The "front yards" provide access to air and light to the street. The project does not displace any functioning habitat. It will generate noise, light, and shadows common to any development, but these impacts are slight.

1.d - Pedestrian safety;

**Response:** Pedestrian safety will be enhanced, not negatively impacted by the development, by providing occupied spaces with views to public rights-of-way where there were none. Safety in general may be enhanced with greater numbers of people providing 'eyes on the street'.

1.e - Manufacturing activity;

**Response:** Not applicable

1.f - Employment activity;

**Response:** Not applicable

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

**Response:** Not applicable.

1.h- Shoreline view, public access, and recreation

**Response:** Not applicable - the site is not near a shoreline.

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:

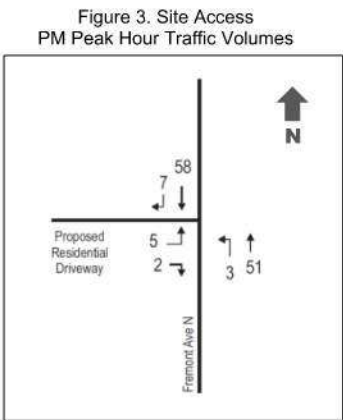
2.a. - Street access to the area;

**Response:** Traffic operations for the proposed site access driveway on Fremont Avenue N were evaluated for the PM peak hour. Traffic counts at the adjacent N87th Street / Fremont Avenue N intersection, just north of the proposed site driveway location were conducted by Idax Data Solutions on Tuesday, January 11, 2022 from 4:00 to 6:00 P.M. This traffic count provided vehicle, pedestrian, and bicycle volumes along both N 87th Street and Fremont Avenue N and was deemed adequate to use for this evaluation. The proposed project is estimated to be complete in 2026, so a 2% annual growth rate was applied to the traffic count volumes to estimate 2026 volumes along Fremont Avenue N. The estimated PM peak hour project trips were added to the site driveway to represent with-project conditions as shown on Figure 3. This is a conservative analysis since with the limited on-site parking supply, not all the PM peak hour trips may use this driveway.

These volumes were used to evaluate the operational levels of service for the proposed residential driveway on Fremont Avenue N, using methodologies established in the Highway Capacity Manual (HCM), 6th Edition. Levels of service for the driveway intersection during the PM peak hour (time of day with the highest traffic volumes) were determined using the Synchro 11.1 analysis software. The model reflects the existing roadway geometry, which is assumed to remain unchanged for future 2026 conditions.

The driveway intersection is expected to operate at LOS A during the PM peak hour with the proposed Greenwood Apartments project. This is an excellent level of service. The project would not adversely affect traffic operations along Fremont Avenue N.

23.34.008 General Rezone Criteria  
(CONTINUED)



2.b. - Street capacity in the area;

**Response:** The Seattle Department of Transportation (SDOT) traffic count databases include pre-COVID-19 traffic count data for streets and intersections within the site's vicinity. In February 2017 peak hour turning movement counts were conducted at two intersections along N 85th Street: at Fremont Avenue N and at Greenwood Avenue N. During the AM peak hour 1,400 and 1,850 total vehicles entered these intersections per hour, respectively. During the PM peak hour, 1,620 and 2,325 total entering vehicles entered these intersections, respectively. In October 2018, total daily traffic along N 85th Street (west of SR99) was counted, identifying a total average weekday volume of 33,300 vehicle trips per day. In addition, in March 2019 Idax Data Solutions counted the N 87th Street/Greenwood Avenue N intersection during the PM peak hour, with 1,295 total entering vehicles.

The proposed Greenwood Apartments project is expected to generate 150 vehicle trips per day, with 14 vehicle trips during the AM peak hour and 17 vehicle trips during the PM peak hour. The addition of these trips to the nearby streets and intersections within the site vicinity would be considered a negligible impact, as drivers would not notice the less than one percent increase in traffic volumes during both the peak and non-peak times throughout the day.

2.c. - Transit Service;

**Response:** The site is well served by King County Metro. The number 45 bus has stops on next block over on N 85th St. The Rapid Ride E line is less than a five minute walk to Aurora Ave. N. The number 5 and 16 express lines on Greenwood Ave. N are also a five minute walk. See diagram on Page 8.

2.d. - Parking capacity;

**Response:** The proposed project is estimated to generate a peak parking demand of 27 vehicles. Though not required, the project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours. On-street parking is available intermittently along Fremont Avenue N, N 87th Streets, and N 86th Street near the site. The project would include 58 total bicycle parking spaces to encourage non- vehicle usage. The site is conveniently located near transit service with stops on N 85th Street, Greenwood Avenue N, and Aurora Avenue N less than ½ mile from the site, including a stop for Metro's RapidRide E- line. These elements could entice future residents to not own a vehicle, and ultimately reduce the estimated number of neighborhood parking overspill.

2.e. - Utility and sewer capacity;

**Response:** Existing utility and sewer has the capacity.

2.f. - Shoreline navigation;

**Response:** Not applicable - not near shoreline.

**Response:** Circumstances have changed in favor of siting multifamily housing within a couple of blocks of commercial centers and transit. The property within a block or two of a two-mile stretch of 85th (from Interlaken Ave N to 19th Ave NW) has developed largely with multifamily housing in the last 25 years. The apartments just to the south of the site were built in 1997, long after the NR zoning was adopted. Society's understanding of how land use patterns affect climate change and how important dense, urban infill development is has increased markedly in just the last 5-10 years. Not to mention, the Mayor declared an affordable housing emergency five years ago. In only the last few years, Metro has added Bus Rapid Transit on Aurora and greatly improved headways on 85th.

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

**Response:** Not applicable - Not in an overlay district.

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.

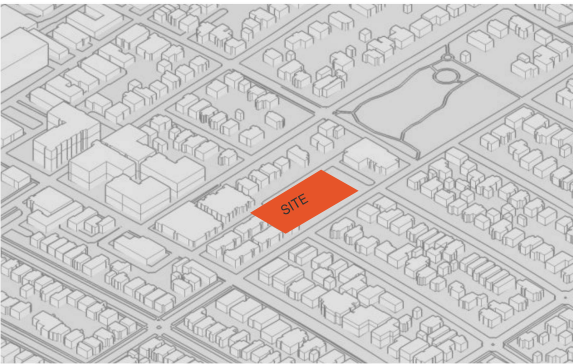
**Response:** Not applicable - Not in a critical area.

23.34.008.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.

## 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...

**Response:** Not applicable - The project is not seeking height independent of the requested LR2 (M1) zone.



## 23.34.010 Designation of NR1, NR2, and NR3 Zones

A. Except as provided in subsections B of Section 23.34.010, areas zoned NR1, NR2, or NR3 may be rezoned to zones more intense than NR3 if the City Council determines that the area does not meet the criteria for NR1, NR2, or NR3 zones.

**Response:** For the several reasons discussed below, Council should conclude that the subject parcel does not meet the criteria for NR1, NR2, or NR3 designation. In sum, the site is vacant and has never been improved with single-family structures. Several blocks in the immediate vicinity, particularly the half-blocks fronting the west side of Fremont Avenue, are not predominately in single-family use—either as a percentage of existing structures or as a percentage of land area. The site is adjacent to a lowrise zone to the south improved with multifamily structures, and multifamily uses dominate only two blocks north on Fremont Avenue. There has been no recent trend towards expanding or renovating single-family structures in the area. The site is more appropriate for lowrise zoning than it is for Neighborhood Residential.

B. Areas zoned NR1, NR2, or NR3 that meet the criteria contained in subsection B.1 through 23.34.011.B.3 may only be rezoned to zones more intense than NR3 if they are located within the adopted boundaries of an urban village...

**Response:** Not Applicable - Site is not within an urban village.



# 23.34.011 NR1, NR2 and NR3 zones, function and locational criteria

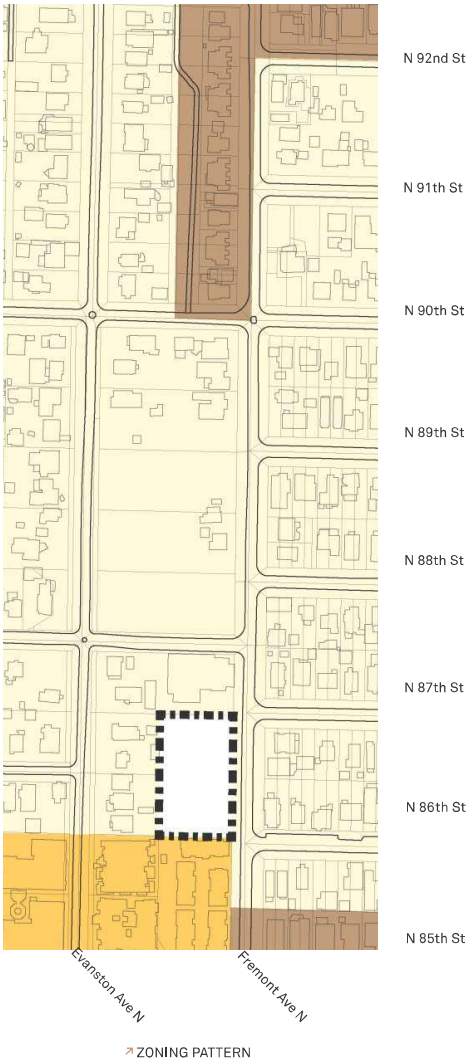
23.34.011.A - Function. An area that provides predominantly detached single-family structures on lot sizes compatible with the existing pattern of development and the character of single-family neighborhoods.

Response: On the west side of Fremont Avenue from south of 85th to north of 95th, there are only three parcels are both zoned NR3 and in single-family use. As discussed above in response to 23.34.008.C, the west side of Fremont Avenue between 85th and 95th is the relevant “area” for the purposes of rezone analysis because, although the blocks to the east of Fremont Avenue and west of Evanston Avenue are predominately single-family, the character of Fremont Avenue itself differs from both. It marks the transition between two historical plats: the Green Lake Addition to the east, and the Osners Suburban Homes Addition to the west.

Due to this transition between plats, the Subject parcel occupies a single block face fronting Fremont Avenue between 85th and 87th (which is ½ block north of 87th on the east side of Fremont), while the structures to the east across Fremont Avenue are mostly corner lots. Taking the side yard of the homes that face north or south as defining the eastern edge of the block for the purposes of 23.84A.004, the block contains ten structures, five of which are single-family houses. Four are apartment buildings and the last one is the Boys & Girls Club.

North of the subject property is Greenwood Park, which occupies two full blocks. North of 90th, the west side of Fremont is zoned LR1, and the lots are predominately in multifamily use - townhomes and duplexes.

North of 90th is the precedent for treating the west side of Fremont Avenue differently from the areas to the east and west. The west side of Fremont Avenue North between 90th and 92nd and in multifamily use. By contrast, the east side of Fremont Avenue is zoned NR3 between 86th and 92nd, as is the east side of Evanston Avenue N. Thus, Council has already approved a finger of multifamily zoning ½ block wide and two blocks long. The applicant here requests the mirror image.



B. Locational criteria. An NR1, NR2, or NR3 zone designation is most appropriate in areas that are outside of urban centers and villages and meet the following criteria:

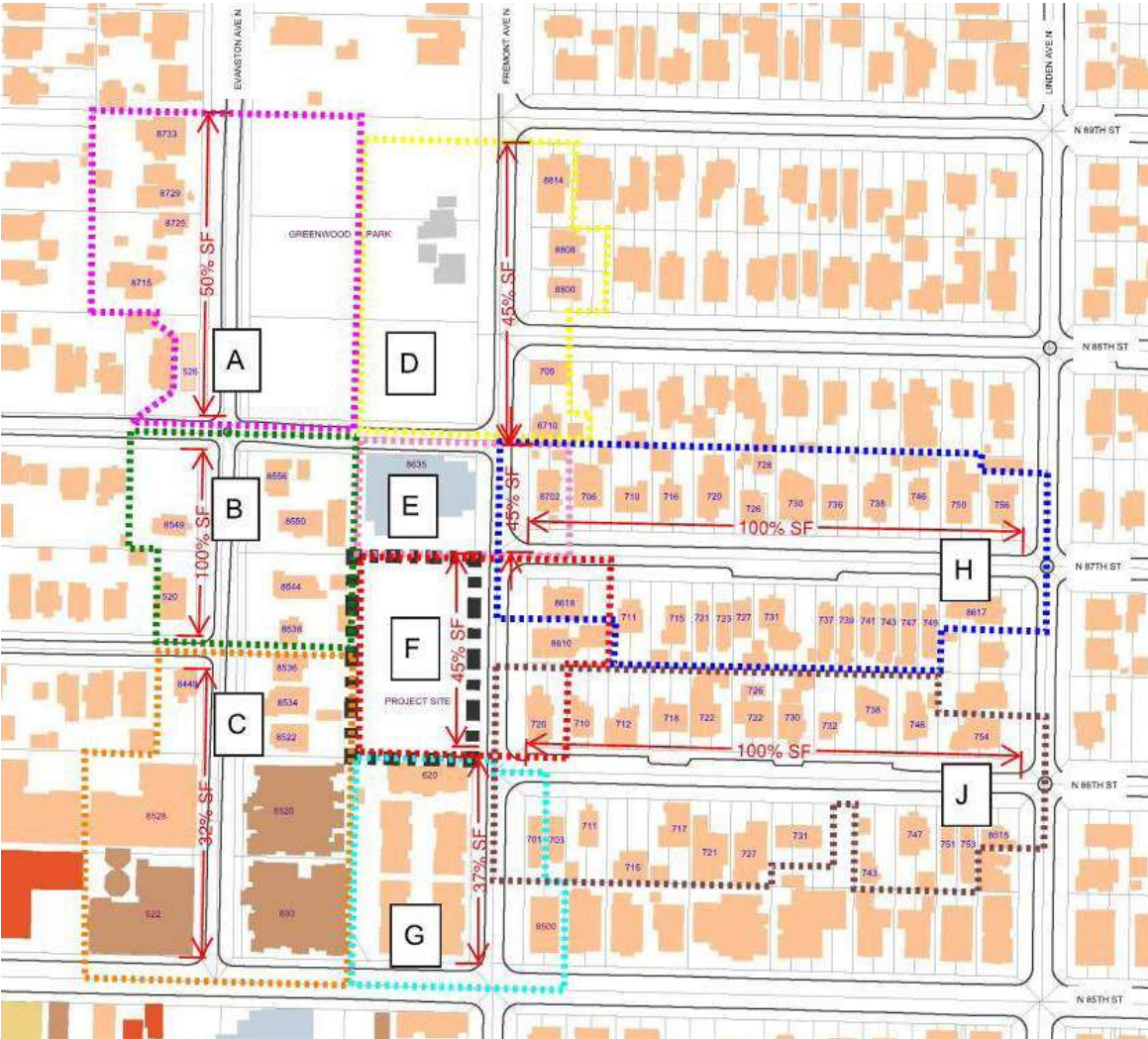
1. Areas that consist of blocks with at least 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or

Response: Six out of the nine blocks studied in the relevant area are not 70% single-family, when taking in account land mass (refer to page 28). As you can see at the subject block, Block F, the subject site is a existing play field and is is not able to counteract the single family dwellings on the same block when looking at number of existing structures. However, if you take in account that the use of the existing site is not single family use then the percentage of single family on Block F goes down to 45%

2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or

Response: Not part of Greenwood neighborhood plan.

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)



➤ BLOCK ANALYSIS

**BLOCK ANALYSIS - PERCENTAGE OF SINGLE-FAMILY (SF) USE BASED ON NUMBER OF BUILDINGS**

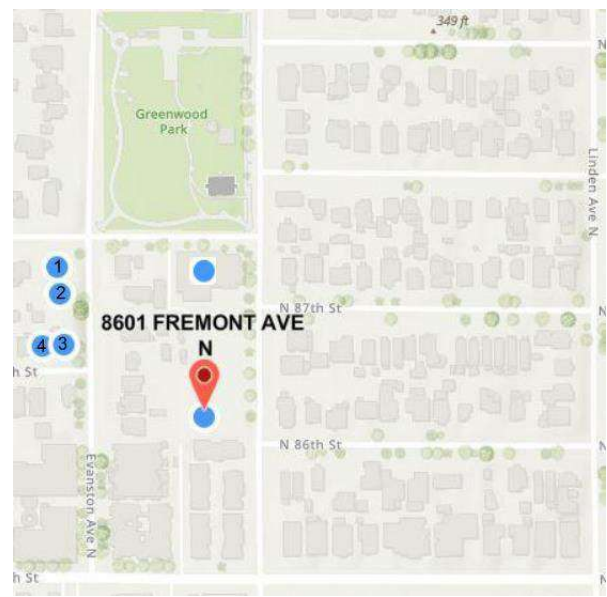
- BLOCK A - 100%
- BLOCK B - 100% SF
- BLOCK C - 50% SF
- BLOCK D - 100% SF
- BLOCK E - 50% SF
- BLOCK F - 100% SF
- BLOCK G - 14% SF
- BLOCK H - 100% SF
- BLOCK J - 100% SF

Basing the analysis solely on number of single-family buildings skews the percentages when the block includes open space. This applies to both the subject site and Greenwood Park. Therefore, we also looked at the percentage of single family based on length of block face. The use of single-family compared to other uses is more accurately reflected when using length of block face than number of buildings.

**BLOCK ANALYSIS - PERCENTAGE OF SINGLE FAMILY (SF) USE BASED ON LENGTH OF BLOCK FACE (PER SDCI QUARTER SECTION MAP #26)**

- BLOCK A - 50% SF
- BLOCK B - 100% SF
- BLOCK C - 32% SF
- BLOCK D - 45% SF
- BLOCK E - 45% SF
- BLOCK F - 45% SF
- BLOCK G - 37% SF
- BLOCK H - 100% SF
- BLOCK J - 100% SF

23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)



PERMITTING ACTIVITY  
(IMAGE FROM SHAPING SEATTLE 07/19/22 & 08/12/24)

- Block A -No permits in the last 5 years
  - Block B - > 70% in single-family use
  - Block C -No permits in the last 5 years
  - Block D -No permits in the last 5 years
  - Block E - Boys & Girls Club North Seattle STFI Facility bathroom remodel (June 2023)
  - Block F - 8610 Fremont Ave N (interior remodel May 2020)
  - Block G -No permits in the last 5 years
  - Block H - >70% in single-family use
  - Block J - >70% in single-family use
- (Reviewed records on Seattle Service Portal)

3. Areas that consist of blocks with less than 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
- a. The construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or
  - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or
  - c. The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or
- Response:** At blocks with less than 70 percent of existing structures in single-family structures.
- a) There has not been recent trend toward single-family use within the subject blocks studied.
  - b) 8610 Fremont Ave N has done an interior remodel back in May of 2020.
  - c) The number of existing single-family structures has been very stable.
- d. The area's location is topographically and environmentally suitable for single-family residential developments.

**Response:** The area is topographically suitable for residential development of any type, but is environmentally more suited to multifamily than single-family. The subject parcel is walking distance to Greenwood retail/commercial hub, parks, and schools. The proposal will be far more carbon efficient than are detached single-family structures, and Bellwether residents have lower rates of car ownership/use than the general population. The site is well-served by high-frequency transit a half-block south on 85th and the Rapid Ride E line two blocks east on Aurora.

- C. An area that meets at least one of the locational criteria in subsection 23.34.011.B should also satisfy the following size criteria in order to be designated as a NR1, NR2, or NR3 zone:
- 1. The area proposed for rezone should comprise 15 contiguous acres or more, or should abut existing NR1, NR2, or NR3 zones.
  - 2. If the area proposed for rezone contains less than 15 contiguous acres, and does not abut existing NR1, NR2, or NR3 zones, then it should demonstrate strong or stable single-family residential use trends or potentials such as:
    - a. That the construction of single-family structures, not including detached accessory dwelling units, in the last five years has been increasing proportionately to the total number of constructions for new uses in the area, or
    - b. That the number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five years, or
  - c. That the area's location is topographically and environmentally suitable for single-family structures, or
  - d. That the area shows an increasing number of improvements or rehabilitation efforts to single-family structures, not including detached accessory dwelling units.
- Response:** Not applicable - None of the locational criteria above are met.



# 23.34.011 NR1, NR2 and NR3 zones, function and locational criteria (CONTINUED)

D. Half-blocks at the edges of NR1, NR2, or NR3 zones which have more than 50 percent single-family structures, not including detached accessory dwelling units, or portions of blocks on an arterial which have a majority of single-family structures, not including detached accessory dwelling units, shall generally be included. This shall be decided on a case-by-case basis, but the policy is to favor including them.

**Response:** This provision serves as a locational criterion, even though the Code does not expressly identify it as such. The half-block containing the subject site is vacant and has no single-family home on it (see subject block diagram on page 28). The Code preference for including in Neighborhood residential zones any half-block sites improved with single-family necessarily implies that a lack of single-family structures argues against including the site in a single-family zone. Were Council evaluating the appropriate zoning district for the area in the first instance, the lack of single-family structures on the site would render it inappropriate for single-family zoning.

**Conclusion:** The property is not in an area that provides predominantly detached single-family structures. The lot size is very large and not compatible with the existing pattern of development and the character of single-family neighborhoods. A denser zoning designation provides more opportunities for development of affordable housing (a stated city priority), and provides transition between denser development along 85th Ave and the Single Family neighborhood to the east and west. Currently, no such transition / buffer exists.

# 23.34.012 Residential Small Lot (RSL) zone, function and locational criteria

23.34.012. A - Functions. An area within an urban village that provides for the development of homes on small lots that may be appropriate and affordable to households with children and other households which might otherwise choose existing detached houses on larger lots.

**Response:** Not applicable - The property is not within an Urban Village.

23.34.012.B. Locational Criteria. An RSL zone is most appropriate in areas generally characterized by the following:

- 1. The area is similar in character to single-family zones;

**Response:** The area includes some single-family homes to the east and west, but the south is dominated by multifamily. The subject parcel has never been in single-family use and the proposal would provide transition between the more-intense multifamily uses to the south and the single family areas.

- 2. The area is located inside an urban center, urban village, or Station Area Overlay District where it would provide opportunities for a diversity of housing types within these denser environments;

**Response:** The Subject site is adjacent to, but outside of, the urban village. Nevertheless, it could help diversify the housing stock within easy walking distance of the urban village as well as high-frequency transit.

- 3. The area is characterized by, or appropriate for, a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as duplex, triplex, rowhouse, and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

**Response:** The area is similar in scale to the single-family. The subject site sits between higher-density multifamily structures and single-family housing. It is ideally suited to provide transition between existing higher-density multifamily and single-family, whereas single-family zoning (even at the density of RSL) would result in an abrupt edge.

- 4. The area is characterized by local access and circulation that can accommodate low density development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

**Response:** The local access and circulation is suitable for higher density multi-family development. The area is on a rectilinear grid with street widths sufficient to accommodate two-way traffic and sidewalks. 85th, a half-block to the south of the subject parcel, is a principal arterial with high-frequency transit. Aurora Avenue N, another principal arterial with high-frequency transit (including the Rapid Ride E line), is two blocks east of the site. Greenwood Avenue N, a Minor Arterial, is three blocks west of the site.

- 5. The area is within a reasonable distance of frequency transit service, but is not close enough to make higher density multifamily development more appropriate.

**Response:** The frequent transit service close to the site makes higher density multi-family development more appropriate.

- 6. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and

**Response:** The RSL building height of 30 feet does not provide the transition between the NC3-55 (M) building height of 55 feet and the SF building height of 30 feet.

- 7. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers

**Response:** There are existing facilities and services in the Greenwood neighborhood (see page 8).

**Conclusion:** Residential Small Lot (RSL) zoning designation is not appropriate for this site. The property is located near an arterial with an increasing trend (and demand) for higher density development. RSL zoning represents an underutilization of available infrastructure, services, amenities and utilities, all of which can support higher density development. The RSL zone does not offer height transitioning from the taller zoning of NC3-55 to the SF height. This zoning does not provide the density needed to make the affordable project cost effective to construct. A denser zoning designation provides more units of housing compared to 9 units for this site under this zone.

## 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.

**Response:** The site does not meet any of the locational criteria for single-family zoning per Section 23.34.010.B.

## 23.34.014 Lowrise 1 (LR1) zone, function and location criteria

**23.34.014.A – Functions.** The function of the LR1 zone is to provide opportunities for low-density multifamily housing, primarily rowhouse and townhouse developments, through infill development that is compatible with single-family dwelling units, or through the conversion of existing single-family dwelling units to duplexes or triplexes.

**Response:** There are no rowhouse or townhouse developments on the block.

**23.34.014.B. Locational Criteria.** The LR1 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is similar in character to single-family zones;

**Response:** The area includes some single-family homes to the east and west, but the south is dominated by multifamily. The subject parcel has never been in single-family use and the proposal would provide transition between the more-intense multifamily uses to the south and the single family areas.

2. The area is either:

- a. Located outside of an urban center, urban village, or Station Area Overlay District;

**Response:** The site is adjacent to the border of the Greenwood Urban Village.

- b. a limited area within an urban center, urban village, or Station Area Overlay District that would provide opportunities for a diversity of housing types within these denser environments; or

**Response:** Not applicable – Outside of any urban center, urban village, or Station Area Overlay District.

- c. located on a collector or minor arterial;

**Response:** The site is not located on a collector or minor arterial.

3. The area is characterized by a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as rowhouse and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;

**Response:** The area is similar in scale to the single-family. The subject site sits between higher-density multifamily structures and single-family housing. It is ideally suited to provide transition between existing higher-density multifamily and single-family, whereas single-family zoning (even at the density of LR1) would result in an abrupt edge.

4. The area is characterized by local access and circulation that can accommodate low density multifamily development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;

**Response:** The local access and circulation is suitable for higher density multi-family development. The area is on a rectilinear grid with street widths sufficient to accommodate two-way traffic and sidewalks. 85th, a half-block to the south of the subject parcel, is a principal arterial with high-frequency transit. Aurora Avenue N, another principal arterial with high-frequency transit (including the Rapid Ride E line), is two blocks east of the site. Greenwood Avenue N, a Minor Arterial, is three blocks west of the site.

5. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and

**Response:** There is currently no gradual transition from the SF zone to NC3-55 zones. The proposed development would provide transition in scale from commercial scale on N 85th Street to the residential scale to the east and west. LR zones are specifically promoted in the land use code as appropriate for transitions between zones of higher intensity use and lower intensity use.

6. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.

**Response:** The RSL building height of 30 feet does not provide the transition between the NC3-55 (M) building height of 55 feet and the SF building height of 30 feet.

**Conclusion:** Lowrise 1 (LR1) zoning designation is most appropriate for areas that are predominantly single family in nature. The property is located near an arterial with an increasing trend (and demand) for higher density development. LR1 zoning represents an underutilization of available infrastructure, services, amenities and utilities, all of which can support higher density development. A denser zoning designation provides more opportunities for development of affordable housing (a stated city priority), and provide transition between denser development along N 85th Street. However, this zoning's floor area ratio does not provide density needed to make the affordable project cost effective to construct.



# 23.34.018 Lowrise 2 (LR2) zone, function and location criteria

23.34.018.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

**Response:** LR2 zoning would help provide a transition zone between the NC3-55 (M) along N 85th Street and the single family neighborhood to the east and west. It would allow for more multi-family housing types in the area immediately north of 85th.

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

**Response:** The site is adjacent to an urban village but not within an urban center, urban village or Station Area Overlay District.

23.34.018.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 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

**Response:** Not applicable - Project is not in an urban village, center or SAOD.

- 1.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:

**Response:** The site is adjacent to the border of the Greenwood Urban Village.

- 1.b.1) small-scale structures generally no more than 35 feet in height that are compatible in scale with SF and LR1 zones;

**Response:** The site is vacant but the surrounding area goes from larger-scale multifamily to the south to single-family to the north. The proposal will provide a transition in height and bulk.

Single-family zoning height is 30 feet but allows an additional 5 feet for gable roof pitches greater than 4:12. The proposal uses the same pitched gable roof form at the 40 foot height limit of LR2 (M1). Essentially the pitched gable roof height of this project will only be five feet higher than what is allowed in single-family zoning (see page 18 and 19).

- 1.b.2) the area would provide a gradual transition between SF or LR1 zones and more intensive multifamily or neighborhood commercial zones; and

**Response:** The current vacant site provides no transition from the NC2-55(M) zoning to the south of the site to the SF 5000 zoning to the north. The proposal would provide an interim step at less than 40 feet.

- 2. The area is characterized by local access and circulation conditions that accommodate low density multifamily development;

**Response:** The anticipated 14 -17 peak-hour vehicles trips will not meaningfully affect either the residential Fremont Avenue or the rest of the grid. The existing street network of local access and circulation can accommodate the low density multifamily development.

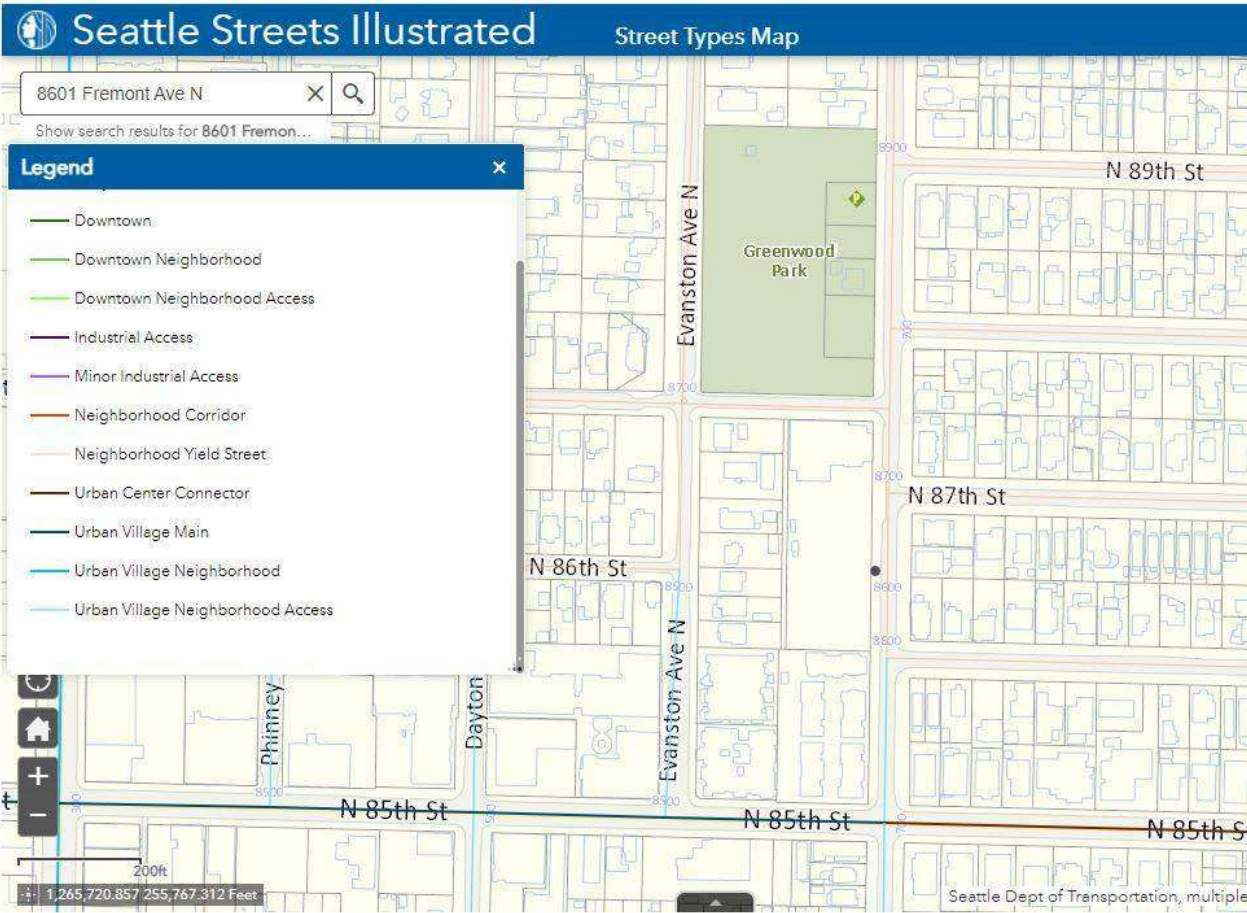
- 3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and

**Response:** The southern edge of the site is only a half-block north of a Principal Arterial of N 85th Street denoted on the next page as an Urban Village Main Street. Evanston Ave N and Fremont Ave N are both Urban Village Neighborhood Access streets and are already providing access to multi-family uses as well as other uses like Greenwood Park and the Boy and Girls Club. The Boys and Girls Club estimates approximately 65 - 75 trips are made to their parking lot.

- 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.

**Response:** The project site is well supported by the near by the local business along Greenwood four blocks away and the Fred Meyer one block further. The Greenwood Library is south of the site on N 80th Street. On the next block north of the site is the Greenwood Park along with other near by parks. Besides the North Seattle Boy and Girls Club next door, the Greenwood Senior Center is just south of N 85th Street on Fremont Ave N. The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

23.34.018 Lowrise 2 (LR2) zone, function and location criteria  
(CONTINUED)



Conclusion: The property is a good candidate for Lowrise 2 (LR2) zoning because the roads, transit, schools, open space, commercial activity and utility services can support higher density development. LR2 (M1) would provide a needed transition between denser NC3-55 (M) development along N 85th Street and the single family zone. The 40-foot height limit of LR2 (M1) provides a stepping from 55 feet down to 30 - 35 feet of the SF zone. While we are nowhere near the allowed density of this zone, the floor area ratio makes LR2 (M1) a viable option compared to SF, RSL and LR1 zones. More importantly, there is a demonstrated need to establish higher densities in well-served areas such as this one to facilitate the production of affordable housing (a stated city priority).

# 23.34.020 Lowrise 3 (LR3) zone, function and location criteria

23.34.020.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

**Response:** LR3 zoning would help provide a transition zone between the NC3-55 (M) along N 85th Street and the single family neighborhood to the east and west. It would allow for more multi-family housing types in the area immediately north of 85th.

- 2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multi-family neighborhoods of moderate scale and density.

**Response:** The site is adjacent to an urban village but not within an urban center, urban village or Station Area Overlay District.

23.34.020.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

**Response:** Not applicable - Project is not in an urban village, center or SAOD.

- 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;

**Response:** The site is adjacent to the border of the Greenwood Urban Village.

- 2. The area is near neighborhood commercial zones with comparable height and scale;

**Response:** The site is adjacent to a neighborhood commercial zone of NC3-55 (M).

- 3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;

**Response:** The site is adjacent to LR1 and/or LR2 on this block adjacent to the neighborhood commercial zone.

- 4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb;

**Response:** While Fremont Ave N is designated as a neighborhood yield street, the right-of-way currently has two-way traffic and parking bulbed in along the property frontage.

- 5. The area is well served by public transit;

**Response:** The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

- 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;

**Response:** The southern edge of the site is only a half-block north of a Principal Arterial of N 85th Street.

- 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.

**Response:** The project site is well supported by the near by the local business along Greenwood four blocks away and the Fred Meyer one block further. The Greenwood Library is south of the site on N 80th Street. On the next block north of the site is the Greenwood Park along with other near by parks. Besides the North Seattle Boy and Girls Club next door, the Greenwood Senior Center is just south of N 85th Street on Fremont Ave N. The number 45 bus has stops on next block over on N 85th St. and there are three other bus lines in a less than a five minute walk. See page 8.

C.& D

**Response:** Not Applicable - Not in Delridge or High Point Neighborhood Revitalization Area nor is it designated environmentally critical.

**Conclusion:** Lowrise 3 (LR3) zoning designation is similarly well suited designation for this area for all the reasons stated in the Lowrise 2 responses. We settled on LR2 (M1) zoning because the height, bulk and scale is closer to the SF zoning but still provides opportunity for the density needed to make the affordable project cost effective to construct.

SUMMARY OF ZONES

ZONE DESIGNATION	APPROPRIATE FOR PROJECT?	NOTES
NR1, NR2 & NR3	NO	ONLY 45% OF STRUCTURES ON THE BLOCK ARE SINGLE FAMILY USE BASED ON LENGTH OF BLOCK FACE. LOT SIZES ON BLOCK FACE ARE MUCH TOO LARGE FOR SINGLE FAMILY. UNDERUTILIZATION OF SITE / INFRASTRUCTURE / SERVICES CAPACITY. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING.
RSL/C	NO	SITE NOT APPROPRIATE FOR NEIGHBORHOOD RESIDENTIAL ZONING. SITE IS WELL-SERVED BY TRANSIT AND TRANSPORTATION NETWORK. UNDERUTILIZATION OF SITE / INFRASTRUCTURE / SERVICES CAPACITY. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING. INSUFFICIENT ALLOWED DENSITY RSL/T & RSL > 1-2 UNITS/ LOT NOT PERMITTED.
LR1	NO	INSUFFICIENT HEIGHT/BULK/SCALE TO PROVIDE TRANSITION FROM NC2-55 TO NR3. INFRASTRUCTURE AND NEIGHBORHOOD PRESENT TO SERVE GREATER RESIDENTIAL DENSITY THAN PERMITTED IN LR1 WITHOUT CREATING UNDUE HEIGHT, BULK, OR SCALE IMPACTS. NOT ALIGNED WITH NEED FOR AFFORDABLE HOUSING. INSUFFICIENT ALLOWED DENSITY > 3 UNITS/ LOT NOT PERMITTED.
LR2/LR2(M1)	YES	APPROPRIATE AS A TRANSITION ZONE BETWEEN NC-3-55 (M) AND NR3. ALIGNED WITH NEED FOR AFFORDABLE HOUSING. SUFFICIENT ALLOWED DENSITY WITH APPROPRIATE SETBACKS TO NR3 ZONED PROPERTIES.
LR3/LR3(M2)	NO	APPROPRIATE AS A TRANSITION ZONE BETWEEN NC-3-55 (M) AND NR3. ALIGNED WITH NEED FOR AFFORDABLE HOUSING. SUFFICIENT ALLOWED DENSITY WITH APPROPRIATE SETBACKS TO NR3 ZONED PROPERTIES.
NOT CONSIDERED FOR REZONE		
MR		TOO DENSE FOR EXISTING CONTEXT
RC		OVERLAY TO DESIGNATED RESIDENTIAL ZONING
NC		NOT REPRESENTATIVE OF PROPOSED USE
C		NOT REPRESENTATIVE OF PROPOSED USE
HR		TOO DENSE FOR EXISTING CONTEXT
SF9600		N/A NOT PRESENT IN SURROUNDING CONTEXT
SF7200		N/A NOT PRESENT IN SURROUNDING CONTEXT



## LR2 (M1)



53 units, 11 parking stalls

This option provides generous open area at grade along Fremont Avenue N, while introducing 2 buildings each maintaining the 90' structure width requirement for LR2 (M1). This option fits within LR2 (M1) zoning. The buildings are nearly identical and would have two separate entries from the courtyards. The overall massing matches up with the parking lot of the boys and girls club, making this NE end of the block a more cohesive whole.

### PROS

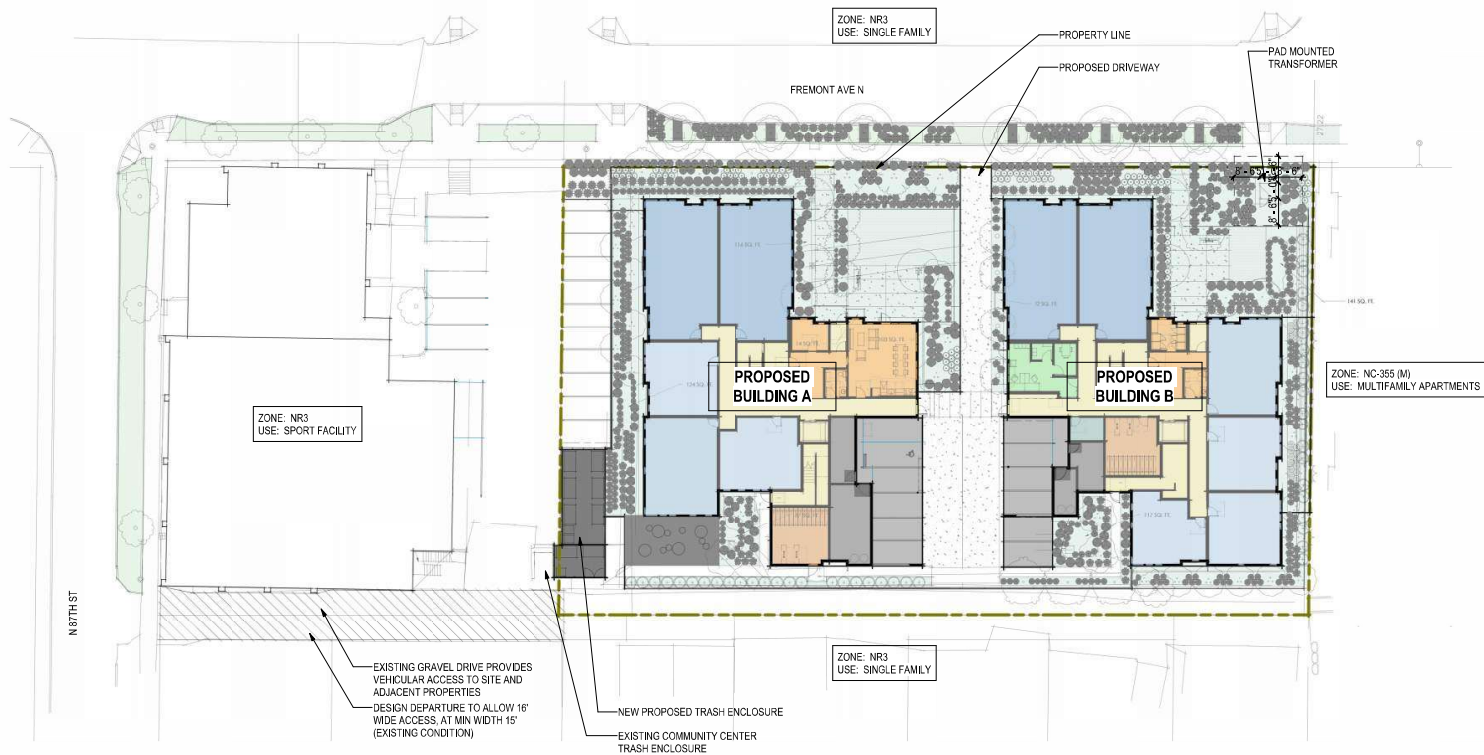
- Roof pitches stagger to provide more open space to Fremont Ave N.
- Portions of the west facade step farther back away from the west property line.
- Building placement allows for likely pad mounted transformer location at southeast of site.
- As illustrated in the sun study, the shadow impacts internally on the courtyards and the neighboring west residential homes are less.
- Less impacts on the Northeast corner of the Denise Hunt townhomes to the south.
- Buildings are identical - easier for constructibility.



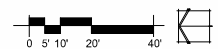
VIEW FACING NW



VIEW FACING W



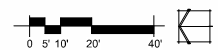
**2 LEVEL 01 PLAN**  
1" = 20'-0"





1 LEVEL 02  
1" = 20'-0"

2 LEVEL 03  
1" = 20'-0"





➤ VIEW FACING W



➤ VIEW FACING NW FROM



➤ VIEW FACING SW FROM 87TH









➤ KNOXVILLE GRAY

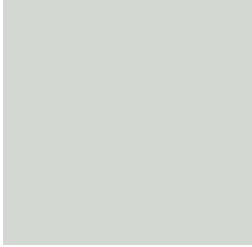


➤ WOOD SLATS



➤ WOODTONE - ASPEN RIDGE





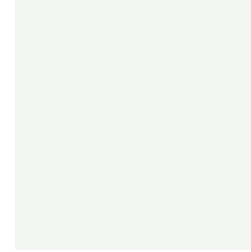
P-01

Paint - Benjamin Moore  
Color: Wickham Gray



R-1

Asphalt Shingle  
Malarkey  
Color: Midnight Black



P-04

Paint - Benjamin Moore  
Color: Chantilly Lace



P-02

Paint - Benjamin Moore  
Color: Knoxville Gray



MTL-02

METAL COPING/ROOFING  
Pre-Finished  
Cascadia Metals  
Color: Slate Grey



WDW-01

Vinyl window  
VPI - ENDURANCE SERIES  
Color: White



P-03

Paint - Benjamin Moore  
Color: Black Iron



C -1

Sealed Concrete



ALUM-1

Aluminum Storefront  
Color: Dark Bronze



WD-1

"Wood Siding"  
Fiber Dement lap Siding  
Woodtone - Aspen Ridge



WD - 2

Composite Wood Siding  
Resysta Product Profile  
REsysta  
Color: Burma



