Seattle Department of Construction & Inspections

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

Project Number: 3039050-LU

Applicant Name: Andrew Kluess, Caron Architect

Address of Proposal: 1000 NE Northgate Way

SUMMARY OF PROPOSAL

Council Land Use Action to allow a contract rezone for a parcel of land from Neighborhood Commercial 3 with a 55-foot height limit and Mandatory Housing Affordability overlay (NC3-55' (M)) to a Neighborhood Commercial 3 with a 65-foot height limit and Mandatory Housing Affordability overlay (NC3-65' (M1)). Project includes future construction of a 7-story, 184-unit apartment building with retail. Parking for 88 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3039547-EG. (CF 314513)

The following approvals are required:

Design Review with Departures (Seattle Municipal Code - SMC 23.41)
Departures are listed near the end of the Design Review Analysis in this document.

Contract Rezone (SMC 23.34): Recommendation to Hearing Examiner

SEPA - Environmental Determination (SMC 25.05)

SEPA – Recommendation to City Council for mitigation (SMC 25.05)

SEPA DETERMINATION:
Determination of Non-significance

☐ No mitigating conditions of approval are imposed with the DNS but are recommended for consideration by City Council.

☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, SDCI recommends conditions to mitigate environmental impacts.

BACKGROUND

Mandatory Housing Affordability for Residential Development

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

SITE AND VICINITY

Site Zone: Neighborhood Commercial with a 55' height limit [NC3-55(M)]

Nearby Zones: North) NC3-55(M)
(South) NC3-55(M) / Lowrise 2 (M) [LR2 (M)]
(East) NC3-55(M)
(West) NC3-55(M)

Overlay Districts: Northgate Overlay District & Urban Center

Project Area: 40,285 Square Feet (sq. ft.)

The top of this image is north.
This map is for illustrative purposes only.
In the event of omissions, errors, or differences, the documents in SDCI's file will control.

Environmental Critical Area (ECA): The most eastern one-fourth portion of the eastern property is encumbered by wetland buffer.

Current And Surrounding Development; Neighborhood Character: Access:

The proposal site, located within the Northgate neighborhood, contains a restaurant (Patty's Eggnest), an automotive related use (Jiffy Lube) and accessory parking. Surrounding zoning and development consists of Neighborhood Commercial, lowrise and single-family zoning with residential and commercial development ranging in height from one and two stories for older develop and five stories for newer development. The area near the proposal site generally consists of commercial development to the west and south with an intermingling of multifamily residential development to the far west, north and south with single-family residential development to the far east. Located immediately to the north of the project site is QFC

Grocery Store which shares an access easement with the project site with the curb cut on Roosevelt Way NE straddling the two properties. Located to the north of QFC is the recently completed Noren Pinehurst Townhouses and Live Work Units. An automobile service facility with a gasoline station and mini mart is located at the southeast corner of NE Northgate Way and Roosevelt Way NE. Located on the southwest corner is Walgreens pharmacy with several other commercial establishments located further west. Located to the west of the proposal site on the west side of Roosevelt Way NE is the Northgate Village shopping area which includes TJ Maxx department store and other retail establishment located amidst surface parking. To the east is a bio-retention pond and beyond the pond is Victory Creek Park stretching along the west side of 12th Ave NE.

Roosevelt Way NE is designated arterial street and a Special Landscape Arterial defined in the Northgate Overlay District (SMC 23.71.012). Roosevelt Way NE has sidewalks and a bus stop at the corner of NE Northgate Way near the share access easement into the QFC Grocery Store.

From a larger context, other notable development in the area includes Hubbard Homestead Park, located on the east side of 5th Ave NE, with the Northgate North shopping center (including Target Department/Best Buy department store complex) located to the south, on the south side of NE 112th St. and fronting NE Northgate Way. Located on the south side of NE Northgate Way is Northgate Mall. Located to the south of the project site on the south side of NE Northgate Way is the 5-story Northgate Apartments, built in 2008 and immediately adjacent to the 5-story Enclave Apartments built in 2014.

PUBLIC COMMENT:

The public comment period ended on December 28, 2022, and was revised to March 6, 2023, as result of the updated project description. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. This area of public comment related to potential impacts to parking, pedestrian safety, and traffic impacts along share right of way.

I. ANALYSIS – ADMINISTRATIVE DESIGN REVIEW

ADMINISTRATIVE EARLY DESIGN GUIDANCE September 1, 2022

The design review packets include information presented through design review and are available online by entering the record numbers at this website: http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address of Proposal:	**Public Resource Center** 700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
Email:	PRC@seattle.gov

PUBLIC COMMENT

SDCI staff received the following design related comments:

- Several comments support the project as it will help grow Northgate, meet housing and climate goals along with aligning with light rail.
- The design fits the neighborhood and doesn't have anything objectionable.
- Opposes the development given the vacuum of information and consideration for the safety and security of associates, customers, and residents.
- The building will be too tall for its proposed location, and it should be set back further from the Northgate Way arterial due to the building's proposed scale.
- Excited to see a family oriented affordable housing project come forward with lots of greenery that can help connect the area.

SDCI received non-design related comments concerning parking, zoning, and hydrology.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

Any public comments submitted in writing for this project will be viewed using the following link and entering the record number (3039547-EG): http://web6.seattle.gov/dpd/edms/

PRIORITIES & STAFF RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. Massing/Programming:

a. Staff is concerned with the potential for high volumes of automobile traffic concentrated at entry point into the site via a +/-22-foot-wide shared access easement that will need to accommodate, grocery store patrons, residential traffic entering or leaving the site, ride share, delivery, childcare drop off vehicles, and loading dock and solid waste removal vehicular traffic. Staff is also worried about increased conflicts between motorists, and pedestrian and bike traffic as well as possible traffic queuing into Roosevelt Way NE. As such Staff requests alternative design approaches or strategies for reducing air quality, noise, and other impacts to the day care center and playground-as well as other strategies for reducing automobile and pedestrian and bike conflicts. One such strategy ought to include swapping the residential entry and lobby with the childcare center so that it is further away from the easement access point, auto loading and delivery activities and potential poor air quality and noise. This strategy could also include the added benefit of taking advantage of the bioretention pond as an educational feature as well as closer proximity to Victory Creek Park**. (CS2-A-1, CS2-C-2, CS2-C-2, CS2-D, CS2-I-I, DC1-II-ii, DC1-IV-i)**

b. Staff supports the continued exploration of Options 2 and 3 which both feature a strong street presence at the corner of Northgate Way and Roosevelt Way NE while providing a prominent corner gateway feature and large courtyard along NE Northgate Way. In its continued exploration, the applicant shall show how elements of the two options can be combined to create a hybrid alternative that relocates the daycare center away for the trash room, loading dock and vehicle drop off area. **(CS1-B-1, CS1-C, CS2-A-1, CS2-A-2, CS2-C-2, CS2-III, CS2-D-1, DC2-A)**

c. Staff supports the idea of providing the residential lobby and entry along the Northgate Way frontage but questions why there doesn't appear to be greater transparency or a stronger indoor/outdoor connection with the large ground level courtyard. The applicant shall provide details for the residential entry and lobby and their relationship with the large courtyard space. **(PL2-A-1, PL2-C-1, PL3-A-2, DC1-II-ii, DC3-A-1)**

d. Staff suggests further exploration of the entry transition being rotated so that it has a greater visual or physical connection to the ground floor courtyard. **(DC3-A-1, DC3-C-2)**

e. How does the preferred massing option relate to the adjacent grocery store and the vest pocket park to the east? As such the applicant team shall provide additional graphic information demonstrating the relationship to the adjacent land uses including the grocery store and the vest pocket park to the east. This information should also include window relationships, balconies and so on. **(CS2-D-5, PL3-I, DC3-C-2, DC2-C-3)**

f. The tripartite façade facing Northgate Way has two lengthy sections with little modulation at the upper levels. The one recessed column of balconies represents a credible beginning. The rest of these two major façade segments should possess a series of either recessed balconies or a clear set of volumetric elements that reduce the façade segments to clear, rhythmic cadences. Secondary elements such as

Juliette balconies and over framing would not be adequate to reduce the 268 linear feet that two of the facade segments represent. The lengthy street level façade segments will need to possess incident and interest such as art elements, interesting materials in addition to responding to the conditions (busy pedestrian corner, landscaped court, residential entry/amenity area next to bio-retention pond/park). **(PL3-C-1, PL1-I-I, DC3-B-3, DC3-C-1)**

2. Design Concept:

a. Staff generally supports the concept of the courtyard and fitness center which face NE Northgate Way. Staff would like to see greater development of the courtyard area and how it connects to the various indoor spaces. SDCI advises against developing a series of outdoor warrens for each of the apartment units facing the open space. How is the edge of the court and the right of way manifested? **(PL3-C-1, PL1-I-I, DC3-B-3, DC3-C-1)**

b. The ground-level residential units should have a clear relationship to the internal courtyards. The design team shall provide vignettes and other details of the interior courtyard space depicting landscaping, fence design if any, paving material, seating, and lighting where applicable. **(PL1-1-b, PL1-2-b, PL1-2-c, PL1-3-a, PL1-I-i, DC3-A-1, DC3-B-1 DC2-I ii.)**

c. The location of the Daycare Center and Playground in relationship to the trash rooms and QFC loading dock is problematic. The applicant shall explore alternative layouts that better meet the design guidelines. **(CS2-D-5, CS3-A-1, CS3-A-4, DC3-IV)**

3. Site Planning and Circulation:

a. Staff requests additional design details which includes the type and location of landscaping elements, ground plane treatments, fixtures and furnishings, and lighting alluded to in precedent imagery. **(PL2-D-1, DC1-B-1, DC1-B-1, DC4-D, DC3-IV**

b. The design team shall provide additional details for how automobiles enter the lower level parking area, including turning radii, alert systems, gate detail, etc. **(DC1-B-1)**

c. The applicant team shall provide details and the location of short-term bike parking thoughtfully designed for ease of use. In addition, Staff requests more information on the long-term bike storage for the Recommendation phase of review. **(PL4-B-1, PL4-B-2, PL4-B-3, PL1-3-h)**

d. The applicant team shall provide a roof plan that demonstrates how the space will function, including the area labeled playground as seen in the EDG packet as well as any fixtures and furnishings associated with that space. With the possibilities of panoramic views from the roof, show how the occupiable spaces take advantage of the vistas. **(CS1-E2)**

e. Staff request additional information for all service deliveries and daycare drop off and pick up schemes, including details showing the condition of the street edge and entry transition into the daycare facility. **(PL4, PL4-B-1, PL1-3-h)**

f. While it doesn't appear to have an impact, the applicant team shall show the relationship of the building height and potential shadows cast on the nearby Victory Creek Park. **DC2-A-2, DC2-C-3**

4. Materials and Signage:

a. Materials, window sizes and depths and façade treatments will be important to the success of the final preferred massing option. The applicant shall continue its exploration of different textures and materials designed to extend into the interior courtyard areas of the building façade as well as the exteriors to create visual interest and continuity for the entire project. **(DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)**

b. Signage will be critical for wayfinding purposes especially as it relates to the daycare center, courtyard, bike and pedestrian circulation, and service deliveries. Signage should add interest to the streetscape, relate to the design concept, and convey pedestrian access into the site. The applicant team shall provide a conceptual signage plan for the next stage of the review. **(PL2-D, DC4-B, DC4-D)**

c. Per the design guidelines, the exterior building materials should have a human scale which helps people relate to the size of the building. Currently it is difficult to see elements of the building that relate to a human scale. **(DC2-B, DC2-I)**

ADMINISTRATIVE RECOMMENDATION May 17, 2023

PUBLIC COMMENT

SDCI received the following written comments after the completion of the Early Design Guidance phase.

- Support for the proposal.
- Suggested that the new proposal will block natural light.
- Objects to the seven-story height of the proposed building and the lack of a transition to lower height residential areas.

SDCI received non-design related comments which related primarily to concerns about traffic safety, traffic congestion, pedestrian safety, loss of existing businesses, removal of 3-4 curb cuts to QFC, change in proposed building uses, housing affordability, public parks, climate change, proposed parking, and on street parking impacts.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

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

PRIORITIES & STAFF RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provide the following recommendations.

1. **Massing/Programming:**
    a. Staff recommends approval of the developed design which reflects the EDG preferred Option 3. This design features a strong street presence with a large courtyard along Northgate Way and a prominent gateway feature at the corner of Northgate Way and Roosevelt Way NE. Staff also supports the removal of the daycare center previously located adjacent to the trash room, loading dock and vehicle drop off areas depicted in the previous EDG packet. **(CS1-B-1, CS1-C, CS2-A-1, CS2-A-2, CS2-C-2, CS2-III, CS2-D-1, PL3-I, DC2-A)**
    b. Staff recommends approval of refined building facades facing Victory Creek Park and QFC grocery store to the north, now designed with varying sections that feature recesses, material transitions, or unique fenestration patterns. These moves are designed to help break up the length of the building and add visual texture and interest to the façade per Northgate supplementary design guidelines. **(CS2-D-5, CS2-IV, PL3-I, DC3-C-2, DC2-C-3)**
    c. Staff recommends approval of the placement of the residential lobby and entry along the Northgate Way frontage and how the lobby has been rotated ninety degrees to face the courtyard for better engagement with the public space as well as the addition of seating in the courtyard. **(PL2-A-1, PL2-C-1, PL3-A-2, DC1-II-ii, DC3-A-1)**
    d. Staff recognizes public comment concerns related to transition between the proposed development and lower height buildings nearby and the concern about shadows cast by the proposal. Staff recommends approval of the newly introduced upper-level setbacks on the south and north facades designed to provide a unique datum that breaks up the building height between the east and west masses, ease the transition to lower height context, and reduce shadows on nearby properties. Staff also recommends approval of the material changes which aid in establishing the ganged window appearance vertically, and horizontally, resulting in a better visual rhythmic cadence. **(DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)**

2. **Site Planning and Circulation:**
    a. Staff recommends approval of the mid-block pedestrian connection located along the eastern building façade allowing for a convenient connection between NE Northgate Way, QFC and points beyond and the pedestrian walkway located along the northern building façade and access easement, which runs the full length of the building. **(CS2-D-5, PL1-I, PL1-II, PL2-III, PL3-I, DC3-C-2, DC2-C-3)**

b. Staff recommends approval of the relocated fitness center to the north side of the building, and the further refined plaza area to the south. **(PL3-C-1, PL1-I-I, DC3-B-3, DC3-C-1)**
c. Staff is concerned that there are no opportunities for a ride share or parcel pick-up and delivery space and suggests that the design team consider adding a pull out, curb cut, parking space or other accommodations, potentially along the northern building façade, along the shared driveway easement and within proximity of the bicycle parking room and the secondary entryway. **(DC1-C)**
d. Staff recommends approval of the added ground level landscaping and paving details, and seating at the courtyard designed to the engage the public realm while establishing a degree of privacy for ground-level living units. Staff agrees that the courtyard's central location will allow users a brief respite while also aiding in breaking down the perceived length of the two building masses. To promote pedestrian interaction through activation and through visual connection between the outdoor and indoor areas, Staff recommends a condition of approval to increase transparency at the west facing lobby wall located just to the north of the vestibule. **(PL1-I, PL3-I, PL3-II)**
e. Staff does not support the lone bench seat facing NE Northgate Way at the far west edge of the plaza, which is disconnected from the plaza seating and entry. Staff recommends a condition to create seating nodes along NE Northgate Way by creating more 'L' shape seating configuration with some seating facing the front entry interspersed with other site features such as bollards, planters, or trash containers to break up the long expanse of bench seating into smaller seating nodes. **(DC3-A-1, DC3-C-2, DC3-IV)**
f. Staff recommends approval of the rooftop landscaping details including the play turf area, seating, and other fixtures and furnishings. **(PL2-D-1, DC1-B-1, DC1-B-1, DC3-IV, DC4-D)**
g. Staff appreciates the added details describing how motorized and non-motorized traffic enters the site via a shared driveway easement, and the garage entry points at the buildings northeast corner. As such, Staff recommends approval of the location and design of the garage access point, the roll-up door concept, as well as the lower-level parking area, and the adherence to sight triangle requirements. **(DC1-B-1, CS2-A-2, CS2-C-2, CS2-III, CS2-D-1, DC2-A)**
h. Staff recommends approval of the design of the short-term bike parking which includes 'U' bike-racks with powder-coated finish along with a double-decker parking rack system that will be provided for long-term parking within the building in a secured room. The design team suggested that charging stations can be provided for electric bikes but provided no specific detail nor has Staff asked for any. **(PL4-B-1, PL4-B-2, PL4-B-3, PL1-3-h)**
i. Staff acknowledges public comment raising concerns with shadows. Staff agrees with the results of the design team's shadow assessment as it relates to the proposed building height and potential shadows cast on Victory Creek Park, demonstrating that the design minimizes shadows on adjacent sites. **(CS1-B-2)**

3. Materials and Signage

a. Staff recommends approval of the material changes which aid in establishing the ganged window appearance, resulting in a better visual rhythmic cadence. **(DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)**
b. Staff recommends approval of the updated materials palette which includes varying colors of fiber cement board, wood laminate siding, board form concrete, rust color metal panel siding, and their application and placement. **(DC2-B, DC2-I)**
c. While Staff appreciates the wayfinding signage concept, Staff does not support the large vertical building sign attached to the west facing building façade. The sign is out of scale with the rest of the building and conflicts with the Northgate Design Guidelines. Staff recommends a condition of approval to modify the building identification sign to be of a scale that is consistent with the scale and character of the area. **(PL2-D, DC4-B, DC4-I)**

DEVELOPMENT STANDARD DEPARTURES

SDCI's initial recommendation on the requested departure(s) is based on the departure's potential to help the project better meet these design guideline priorities and achieve a better overall project design that could be achieved without the departure(s).

At the time of the Recommendation report, the following departure(s) were requested:

1. **Maximum width and depth of structures (SMC 23.71.036 Table A)** The code states that the maximum width and depth requirements of this Section 23.71.036 shall apply only to portions of a structure within 50 feet of a lot line abutting, or directly across a street right-of-way that is less than 80 feet in width, from a less intensive residential zone as provided in Table A for 23.71.036.

   Part of the south façade of this proposal is subject to this requirement, with a maximum width of 60 feet and a maximum depth of 30.7 feet. The applicant proposes a maximum width of 167.2 feet and a maximum depth of 50 feet in this area.

   The applicant's rationale is that the proposed massing design successfully provides enough setbacks along the busy arterial NE Northgate Way, opposite the LR2 zone to fulfill both an adequate zone transition, while retaining the urban infill pattern for which the major pedestrian street strives to develop. The applicant also notes that the setback for the project proposal includes a large courtyard along the arterial as well as a narrow (and unarticulated) thru-block pedestrian connection that joins NE Northgate Way to the shared easement on the north side of the site.

   Staff recommends approval of the departure request as the resultant design better meets the intent of design guidelines. **(CS2 Urban Pattern and Form, CS2-III Height, Bulk and**

Scale Compatibility, PL1-I-i. Open Space, DC2-B-1 Façade Composition, DC3-A Building-Open Space Relationship, DC2-II. Upper Stories)

2. **Street-level uses (SMC 23.47A.005.C.1)** The code states that in all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street facing facade at NE Northgate Way at this location.

   The applicant is requesting a departure to allow 51.5 percent of the NE Northgate Way, street frontage to be residential use.

   The applicant proposes to focus the non-residential uses on Roosevelt Way NE and the western portion of the NE Northgate Way façade, to better respond to the concentration of retail uses to the west of the site. They note this is a transition zone between more extensive commercial development to the west and single-family residential use to the east. Based on the proposed site design and the placement of the commercial space at the corner of the building, the amenity space, residential and courtyard, Staff recommends approval of the departure request as the resultant design better meets the intent of design guidelines. **(**PL3. Street-Level Interaction, **PL1-I-i. Open Space, DC2-B-1 Façade Composition, DC3-A Building-Open Space Relationship)**

Staff Note: The following request is not a Design Review Departure, although it is identified as Departure in the Recommendation packet. SDCI Zoning Reviewers will determine the outcome of this Type 1 decision. They will consider design review recommendations as part of their decision.

TYPE 1 Decisions

Type I Decisions per SMC Chapter 23.47A, are made by SDCI as part of the Master Use Permit (MUP) review.

DRIVEWAY SLOPE SMC 23.54.030.D.3 - The applicant is requesting to be allowed to use a parking ramp with a maximum slope of 29.5% up from the 23.2% which was initially sought during EDG, and which still exceeds the code maximum of 15.0%.

PARKING SPACE REQUIREMENTS SMC 23.54.030.B.1.b- The applicant is requesting to be allowed to target 88 percent of the proposed parking stalls to be medium size, which exceeds the minimum of 60 percent per code.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-C TOPOGRAPHY

CS1-C-1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

CS1-D Plants and Habitat

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

CS2-C Relationship to the Block

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

University Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views along Burke Gilman Trail: For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains, and Lake Washington, and allow for sunlight along the trail and increase safety and access.

CS2-IV Height, Bulk, and Scale

CS2-IV-i. Reduce Visual Bulk: Special attention should be paid to projects in Map 4 of the full Guidelines to minimize impacts of increased height, bulk and scale as stated in the Seattle Design Guideline. In order to reduce the impacts of apparent building height and bulk at specified zone edges listed above, the following alternatives should be considered:

1. Along zone edges and specified streets, step back upper floors above 40', or modify the roofline to reduce the negative effects of the allowable height limit.
2. Along specified corridors, a gradual setback of the building's arcade above 40' in height from the street, alley or property line may be considered.
3. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.
4. Access to commercial parking on corner lots should be sited and designed in a manner that minimizes impact on adjacent residential uses.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

University Supplemental Guidance:

PL1-I Residential Open Space

PL1-I-i. Active, Ground-Level Open Space: The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the

provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.
b. Provides for the comfort, health, and recreation of residents.
c. Increases privacy and reduce visual impacts to all neighboring properties.

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

PL2-A Accessibility

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

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

PL2-B. SAFETY AND SECURITY

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses**.**

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

PL3-B Residential Edges

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

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

PL3-C Retail Edges

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

University Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-i. Entrance Orientation: On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side-street, or parking lots.

PL3-I-ii. Walkways Serving Entrances: In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

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

PL4-A Entry Locations and Relationships

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

PL4-B Planning Ahead for Bicyclists

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the

façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).
DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.
DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.
DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

University Supplemental Guidance:

DC2-I Architectural Elements and Materials

DC2-I-i. Modulate Facade Widths: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the other.

DC3-A Building-Open Space Relationship

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

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers, or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.
DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.
DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

University Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed-Use Corridors:

a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
b. Marquee signs and signs on pedestrian canopies.
c. Neon signs.
d. Carefully executed window signs, such as etched glass or hand painted signs.
e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.
DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building's architecture.

ANALYSIS & DECISION – Administrative DESIGN REVIEW

DIRECTOR'S ANALYSIS

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

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

SDCI staff identified elements of the design review recommendations which are critical to the project's overall success. These design review conditions will need to be fulfilled by MUP issuance.

1. Add greater transparency to the west facing lobby wall located just to the north of the vestibule. (PL1-I, PL3-I, PL3-III)

2. Create seating nodes along NE Northgate Way by forming a more 'L' shape seating configuration with some seating facing the front entry interspersed with other site

features such as bollards, planters, or trash containers to break up the long expanse of bench seating into smaller seating nodes. (DC3-A-1, DC3-C-2, DC3-IV)

3. Modify the large building sign on the west building façade to be of a scale that is consistent with the scale and character of the area. (PL2-D, DC4-B, DC4-I)

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

Director's DECISION

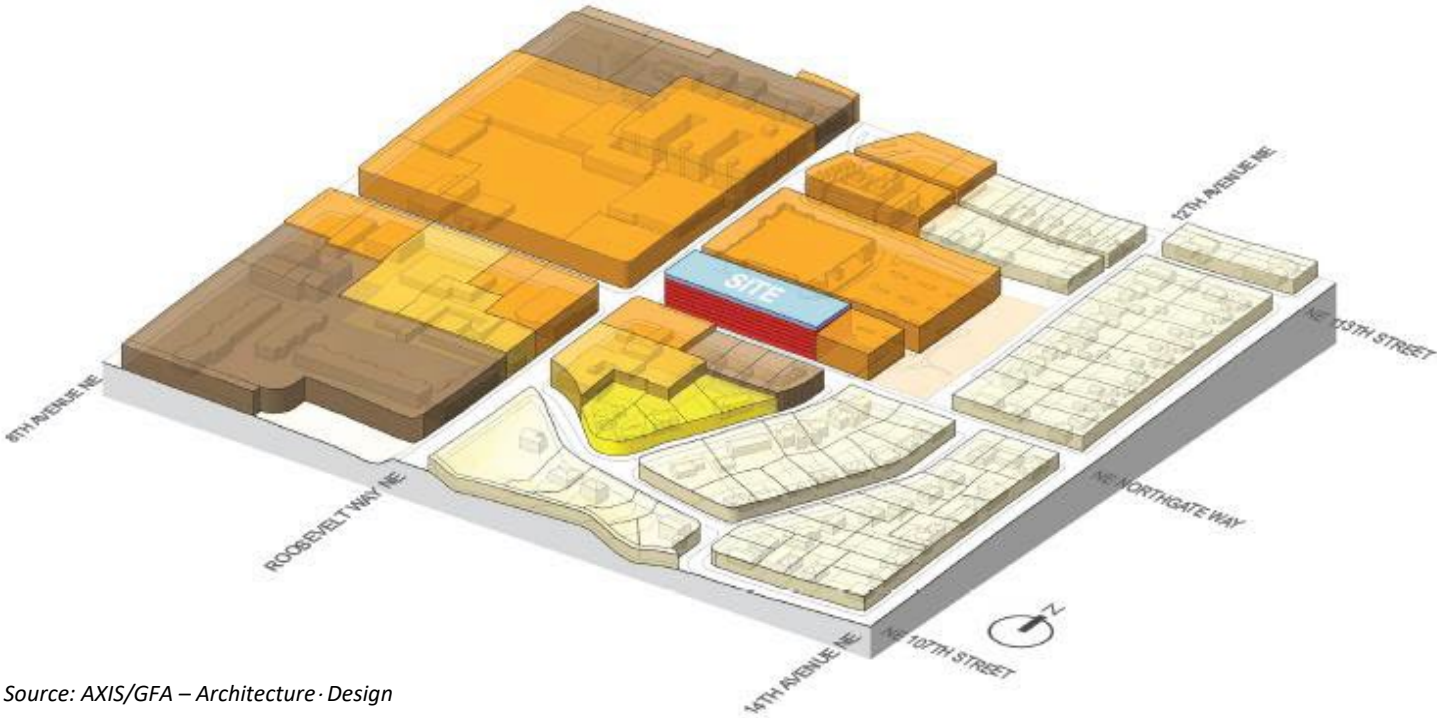
The Director CONDITIONALLY APPROVES the proposed design and the requested departure(s) with the conditions at the end of this decision.

II. ANALYSIS – REZONE

This development includes a proposal to rezone the site from NC3-55 (M). to NC3-65 (M1). through the contract rezone process. The City has published an EIS in support of up-zoning specific areas within the City to increase density designed to accommodate additional housing.

The owner/applicant has made application, with supporting documentation, per SMC 23.76.040.D, for an amendment to the Official Land Use Map. Contract rezones and Property Use and Development Agreements (PUDAs) are provided for in the Code at SMC 23.34.004.

Map of requested zoning



Source: AXIS/GFA – Architecture · Design

SITE, 55' HEIGHT LIMIT
SITE, 65' HEIGHT LIMIT W/REZONE NC3-65 (M)
55 (M), 55' HEIGHT LIMIT
NC2-55 (M), 55' HEIGHT LIMIT
LR3 (M), 50' HEIGHT LIMIT
LR2 (M), 40' HEIGHT LIMIT
RSL (M), 30' HEIGHT LIMIT
SF 7200, 30' HEIGHT LIMIT

Seattle Municipal Code (SMC) Chapter 23.34, "Amendments to Official Land Use Map (Rezones)," allows the City Council to approve a map amendment (rezone) according to procedures as provided in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.

The applicable requirements for this rezone proposal are stated in:

- SMC Sections 23.34.004 Contract rezones
- SMC 23.34.007 Rezone evaluation;
- SMC 23.34.008 General rezone criteria;
- SMC 23.34.009 Height limits;
- SMC 23.34.078 Neighborhood Commercial 3

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

SMC 23.34.004 Contract Rezones.

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

A Property Use and Development Agreement (PUDA) will be executed and recorded as a condition of the contract rezone. The Director recommends that the PUDA should require that development of the rezoned property is in substantial conformance with the approved plans for Master Use Permit number 3039050-LU.

B. Notwithstanding any contrary provision of subsection 23.34.004.A, the Council may approve a map amendment subject to execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions applying the provisions of Chapter 23.58B or Chapter 23.58C to the property. The Director shall by rule establish payment and performance amounts for purposes of subsection 23.58C.040.A and 23.58C.050.A that shall apply7 to a contract rezone until Chapter 23.58C is amended to provide such payment and performance amounts for the zone designation resulting from a contract rezone.

The development proposal is a mixed-use multi-family apartment project consisting of a 7-story, 184-unit apartment building with retail and 88 below-grade parking spaces. The proposed contract rezone and associated with the project is subject to a PUDA containing self-imposed restrictions in accordance with the provisions of Chapter 23.58B and 23.58C.

As noted in the Background section of this report, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, *Affordable Housing Impact Mitigation Program Development Program for Commercial Development* (MHA-C) in November 2015. The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, *Mandatory Housing Affordability for Residential Development* (MHA-R). The rezoned property is subject to Chapters 23.58B and SMC 23.58C through the terms of a contract rezone in accordance with SMC 23.34.004 and Director's Rule 14-2016.

In the case where a Contract Rezone results in increases to commercial and residential development capacity, the MHA program requirements in SMC Chapter 23.58B and SMC Chapter 23.58C, are applicable through the terms of a contract rezone in accordance with Section 23.34.004.B.

A PUDA will be executed and recorded as a condition of the contract rezone and shall require that the rezoned property be subject to the requirements of *SMC 23.58B and 23.58C.* A Director's Rule (*Application of Mandatory Housing Affordability for Residential Development (MHA-R) in contract rezones, DR* 14-2016) has been approved pursuant to SMC 23.34.004.B. The rule specifies how to determine the appropriate MHA suffix. The PUDA shall specify the payment and performance calculation amounts for purposes of applying both aforementioned chapters. This project proposal is an affordable housing project that goes beyond the requirements of the MHA program. The actual payment or performance amounts will be contained in the final PUDA.

The Director's Rule provides a phased implementation calculation for proposals with complete Master Use Permit applications submitted before January 1, 2016. The subject application was submitted after this date (complete: December 6, 2022*)* so the phased implementation provisions do not apply. Application of the Director's Rule indicates that the proposed rezone from NC3-55 to NC3-65) would fall into tier *M1*, and therefore receive an *M1* suffix. SDCI's recommendation for a 65-foot height limit would also fall into tier M1.

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

A PUDA will be executed and recorded as a condition for the contract rezone from Neighborhood Commercial 3 – 55 height limit [NC3-55 (M)]. SDCI recommends a height limit of 65-feet with the Neighborhood Commercial 3 zone designation (NC3-65 (M1)) with the recommended condition that development will be in substantial conformance with the approved plans for Master Use Permit number 3039050-LU. The recorded condition will facilitate the use of an MHA suffix and any associated development standards identified in the

Land Use Code, and the 65-foot height limit will accommodate the proposed height and floor area ratio for the project as designed.

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

The applicant is not seeking waivers from bulk or off-street and loading requirements for this rezone proposal.

SMC 23.34.007 Rezone Evaluation.

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

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

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

This analysis evaluates a range of criteria as they apply to the subject rezone and as identified in Chapter 23.34 Amendments to Official Land Use Map (Rezones) and Seattle Municipal Code (listed at the beginning of this "Analysis" section) and subject to the requirements of SMC 23.58.B and 23.58.C. No provision of the rezone criteria establishes a particular requirement or sole criterion that must be met for rezone approval. Thus, the various provisions are to be weighed and balanced together to determine the appropriate zone designation for the property. All applicable rezone criteria are considered in this application to allow for a balanced evaluation.

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

The proposed rezone is not a shoreline environment redesignation and so the Comprehensive Plan Shoreline Policies were not used in this analysis.

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

The entire site is located within the Northgate Urban Center established in the Comprehensive Plan within boundaries as established in the Comprehensive Plan. The proposed rezone has been evaluated according to the provisions of this chapter that apply to areas inside urban centers.

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

The subject rezone is not a redesignation of a shoreline environment and therefore is not subject these code sections.

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

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

SMC 23.34.007 Conclusion: The proposed rezone meets the requirements of SMC 23.34.007, per the analysis above.

SMC 23.34.008 General rezone criteria.

A. To be approved a rezone shall meet the following standards:

1. In urban centers and urban villages, the zoned capacity for the center or village taken as a whole shall be no less than 125% of the growth targets adopted in the Comprehensive Plan for that center or village.

2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

The subject site is located within the Northgate Urban Center. The growth target for this urban center is 3,000 housing units between the years 2015 and 2035 (Growth Strategy Appendix, Comprehensive Plan/Seattle 2035) and the density sought is 11 housing units per acre (Land Use Appendix, Comprehensive Plan/Seattle 2035). According to Director's Rule 13-2021 (Determination of State Environmental Policy Act (SEPA) Review Exemption Levels for Infill Residential and Mixed-Use Development in Urban Centers and Urban Villages, effective August 9, 2021), the growth target for the Northgate Urban Center has not been exceeded. According to the SDCI Urban Center/Village Housing Unit Growth Report (dated May 6, 2021), the Northgate Urban Center has presently achieved only 7.9% of its residential growth target. The proposed rezone will not reduce the zoned capacity for the Northgate Urban Center. The proposed rezone will increase zoned capacity and zoned density by allowing for additional building height and residential units.

The proposed rezone is consistent with SMC 23.34.008.A.1. as the increase in zoned capacity does not reduce capacity below 125% of the Comprehensive Plan growth target. The proposed rezone is consistent with SMC 23.34.008.A.2. as the proposed change would not result in less density for this zone than the density established in the Urban Village Element of the Comprehensive Plan.

B. Match between Established Locational Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

The proposal site is currently zoned Neighborhood Commercial 3 (NC3) which allows a maximum building height of 55 feet. The proposal is asking for an addition 10 feet of height for a zoning designation of NC3-65. The rezone would allow for additional height to accommodate 31 additional housing units consistent with the Urban Center design framework height recommendations for properties located in the Northgate Urban Center.

No change to the Neighborhood Commercial 3 (NC3) zone designation is proposed; thus, the criteria for designation of commercial zones in SMC 23.34.072 are not applicable. The focus of this rezone application is therefore on whether increased height is appropriate.

The NC3 functional and locational criteria in SMC 23.34.078 continue to match the characteristics of the area. Specifically, the proposed project will support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and larger community, and incorporate businesses and residences that are compatible with the retail

character of the area. The project seeks to promote intense pedestrian activity with transit as an important means of access per SMC 23.34.078.A.1-.A.5.

The NC3 zone also continues to be locationally appropriate because the property is generally characterized as part of the primary business district in an urban center and is served directly by two and indirectly by a third principal arterial. Further the proposal site is separated from lower density residential areas by physical edges, less-intense commercial areas or more-intense residential areas while boosting excellent transit service, see SMC 23.34.078.B.1-.B.4.

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

Zoning maps dating from 1958 indicate primarily commercial zoning at the intersection of Roosevelt Way NE and Northgate Way NE (then known as E. 110th Street), surrounded by multifamily zoning beyond. This pattern can be seen on the block face containing the proposal site, with a pocket of General Commercial (CG) at the westerly corner and Duplex Residence Medium Density (RD-7200) extending to the east to 12th Avenue NE.

The 1973 Official Zoning Map indicates a similar zoning pattern, with nearby areas of the CG zone expanding eastward.

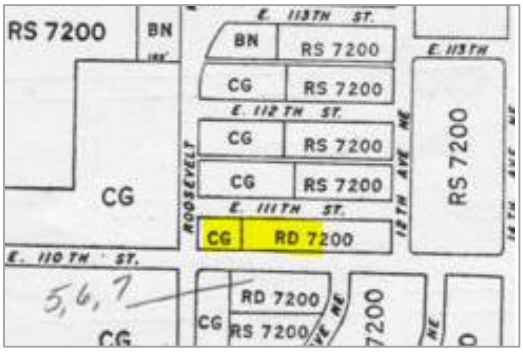


Figure 1: Excerpt from 1958 Zoning Map (Property Highlighted)

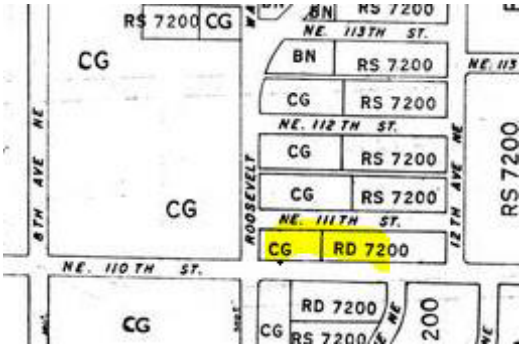


Figure 2: Excerpt from 1973 Zoning Map (Property Highlighted)

In 1982, as part of the City's Multifamily Code Update (Ordinance 110570), several neighborhood parcels were redesignated from high- or moderate-density residential to low-density residential. Later, in 1986, as part of the City's Commercial Zone Update, several neighborhood parcels were upzoned, to include the proposal site, which was upzoned to C1-40. Other parcels in the neighborhood bordering NE Northgate Way and 5th Avenue NE were also upzoned to more intense commercial designations (BC and CG to C1-65).

In 1993, as part of the Northgate Area rezone (Ordinance 116794), several of the same parcels were downzoned, including the proposal site, which was then designated NC3-40.

At that time, the development site immediately to the north of the proposal site (now QFC) and east of the proposal site (now a bioretention pond) was consolidated and redesignated from C1-40, SF 7200 and L2 to NC3-40 to facilitate construction of the grocery store, associated parking, and related stormwater infrastructure.

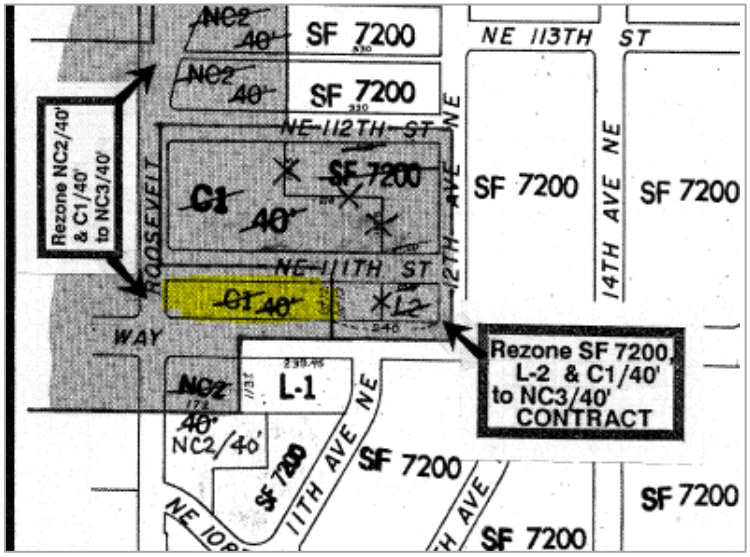


Figure 3: Excerpt from 1993 Rezone Map (Property Highlighted

- In 1999, a contract rezone was initiated and approved for a development site several blocks west of the proposal site (at 3rd Avenue NE and NE Northgate Way), upzoning a portion of that site from MR to NC3-65 to facilitate construction of a Target store (Ordinance 119621, CF 302803, MUP No. 9802979).

- In 2004, the Northgate area, including the subject sites, were designated an Urban Center with adoption of an updated Comprehensive Plan. The area was found to be a unique area of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.

- In 2012, the City approved a contract rezone for two parcels at 11200 1st Avenue NE, rezoning that development site from MR to NC3-85, allowing 85-ft. heights for future mixed-use, commercial, and multi-family residential development (Ordinance 3006101, CF 311240, MUP No. 3006101).

- In 2013, the City approved a contract rezone on property at 525 NE Northgate Way, upzoning that development site from NC3-65 to NC3-85 to allow a 7-story mixed-use residential building (Ordinance 124272, CF 312357, MUP No. 3014776).

- In 2016, another contract rezone was approved southwest of the Property, upzoning the development site at 10711 8th Avenue NE from NC3-40 to NC3-65, thereby allowing a new 65-foot height limit to facilitate construction of two multifamily developments (Ordinance 125035, CF 314287, MUP Nos. 3018442-LU, 3020189-LU).

- In 2019, as part of the Citywide Mandatory Housing Affordability (MHA) legislation (Ordinance 125791), the proposal site and surrounding parcels were upzoned from NC3-40 to NC3-55. This zoning and height limit remains in effect on the Property today.

- Most recently, in 2022 a contract rezone was approved on two parcels immediately south of the Property, upzoning the development site at 10735 Roosevelt Way NE from LR3 (M) to MR (M1), which enacts an 80' height limit. (Ordinance 126540, CF 314441, SDCI Project 3033517-LU).

The applicant is now proposing a change from NC3 55(M) to NC3 65 (M1).

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.

The subject sites are within the Northgate Urban Center and are affected by the goals and policies in the adopted portions of the Northgate Neighborhood Plan which can be found in the City of Seattle Comprehensive Plan, Adopted Neighborhood Plans section. This Neighborhood Plan was adopted in 1993 and was amended in 2004 (effective 2005) and again in 2012 (Ordinance number 123854). The adopted portions of the Northgate Neighborhood Plan include goals and policies that relate to rezones and properties within the Northgate Neighborhood Plan area generally. The subject sites are located within the Northgate Neighborhood Plan but outside the core subarea which is located across the street to the west. The applicable plan goals and policies include:

> NG-G2: A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.
>
> NG-G3: The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment

located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on the Northgate map).

NG-G4: The most intense and dense development activity is concentrated within the core.

NG-P6: Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.

NG-P7: Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.

NG-P8.5: Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.

NG-G7: Medium- to high-density residential and employment uses are concentrated within a ten-minute walk of the transit center, reducing the number and length of vehicle trips, and making travel by foot and bicycle more attractive.

The proposed rezone is in conformance with the applicable policies of the Northgate Neighborhood Plan in the following ways:

The rezone will further the vitality of the mixed-use center by increasing residential density and promoting livable high-density housing and reducing reliance on single occupancy vehicles to access services and transit. The proposed rezone will not affect the surrounding Neighborhood Residential or Lowrise zones.

The proposed rezone would have minimal if any adverse impact to the transition between the existing Neighborhood Commercial zoning to the north and west and adjacent Neighborhood Residential to the east (across 12th Ave NE) and Lowrise 2 to the south.

Finally, the proposed rezone site is located adjacent to the North Core Subarea of the Northgate District and support of this rezone would allow for increased residential density within proximity to the Northgate transit center which is within a 10 to 15-minute walk from the site. The increased demand for nearby goods and services because of increased density could also reduce the number and length of single occupancy vehicle trips and make travel by foot and bicycle more attractive.

No neighborhood plan amendment is pending or required.

2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.

While outdated, the 1993 Northgate Neighborhood Plan has policies that are applicable, and the proposed development project and rezone meet per the following:

- At Policy 2, Implementation Guideline 2.1, subsection A.1, the 1993 Plan states that the Property 1 is a "particular location [that] provides a unique opportunity to enhance the boundary between the Northgate core and the surrounding residential neighborhood." *Id.*
- Policy 4 states that "additional multifamily housing opportunities of all income levels shall be promoted to the extent that a compatible scale and intensity of development can be maintained with single-family areas." *Id.* The Project and its associated height increase will promote multifamily housing for all income levels, by providing dense, livable affordable housing where none has previously existed. Thanks to the buffering described at Section E below, compatible scale and intensity will be maintained by the Project. *Id.*
- At Policy 6, Implementation Guideline 6.3 provided that this stretch of Roosevelt Way NE would become a "Key Bicycle Street." The frontage improvements proposed as part of the Project would complement this aspect of the City's 1993 vision.
- At Policy 7, Implementation Guideline 7.6, the 1993 Plan states that NE Northgate Way between Lake City Way NE and Roosevelt Way NE (i.e., including the Property's frontage) would be redesignated a "minor transit street [to] allow Metro service to significantly improve transit service [to] make transit a more attractive mode for shorter, northend trips." *Id.* The Project proposes to supply a dense, transit-oriented affordable housing site to complement this status.
- At Policy 8, Implementation Guideline 8.2, the 1993 Plan specifically named "[a]ll commercially zoned lots on both sides of NE Northgate Way between 3rd Avenue NE and 11th Avenue NE" among segments then described as designated "Pedestrian Streets," and therefore "intended to serve as major links in the pedestrian network of the core." *Id.* However, this implementation tactic of the 1993 Plan (as implemented through associated Code provisions at SMC 23.71.008) has not yet been realized for this frontage, because no substantial development has yet occurred. The Project will finally bring such substantial redevelopment, in full compliance with all applicable standards. The additional height will not only catalyze the project (and its many pedestrian-friendly features) but will also provide an additional story of residences to contribute to a strong base of pedestrians and "eyes on the street." *See generally* SMC 23.71.008.
- At Policy 8, Implementation Guideline 8.3 subsection D, the 1993 Plan states that "[s]afe, convenient pedestrian crossings shall be a priority at . . . Roosevelt Way NE between NE 111th Street and NE 112th Street." *Id.* The Project will complement this

goal by replacing a restaurant and vehicle-oriented Jiffy Lube with an affordable housing site that incorporates up-to-date pedestrian safety measures.

- At Policy 8, Implementation Standard 8.6, the 1993 Plan stated that Roosevelt Way NE . . . shall be [among those streets] designated as Special Landscaped Arterials," to be "enhanced with special landscaping treatment and pedestrian facilities to improve the balance between the arterial's role in carrying high traffic volumes and large numbers of pedestrians." *Id.* However, this implementation strategies of the 1993 Plan (as implemented through associated Code provisions at SMC 23.71.012) has not yet been realized for this frontage, because no substantial development has yet occurred. The project will bring such substantial redevelopment, in full compliance with all applicable standards. The additional height will not only catalyze the Project (and its many pedestrian-friendly features) but will also provide an additional story of residences to contribute to a strong base of pedestrians and "eyes on the street." *See generally* SMC 23.71.008.

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.

This third criterion does not apply to the 1993 Plan, which predated January 1, 1995, as it does not establish specific policies expressly adopted to guide future rezones, or rezone of this site. Further the adopted portions of the Northgate Urban Center in the Comprehensive Plan do not include any policies expressly adopted for the purpose of guiding future rezones outside of the Northgate Core Subarea.

4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.

The 1993 Plan addressed this block specifically in subpart 2.1.A.1, stating that "this particular location provides a unique opportunity to enhance the boundary between the Northgate core and the surrounding residential neighborhood due to the stream which runs along the eastern edge of the site." That first rezone was enacted through Ordinance 116794 and an accompanying PUDA, as required by this criterion. However, that zoning has been subsequently superseded by the City's 2019 MHA upzone.

The Council adopted portions of the Northgate Neighborhood Plan do not identify any specific areas for rezone outside North Core Subarea. However, the proposed rezone is consistent with the density anticipated in and around the Northgate Core as contemplated in the Seattle Comprehensive Plan.

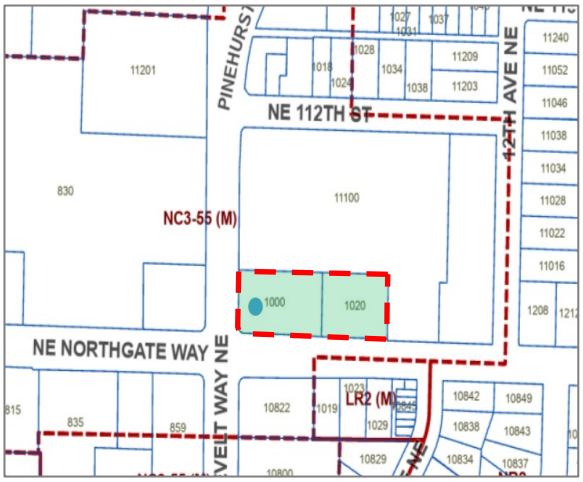
E. Zoning Principles. The following zoning principles shall be considered:

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.

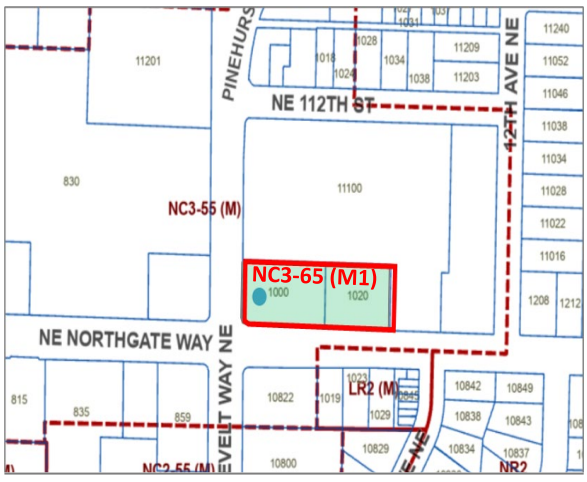
The rezone request proposes a change in the zoning from the existing Neighborhood Commercial 55 (NC3-55) to a Neighborhood Commercial (NC3-65) zone. This would result in an MHA suffix of M to M1, pursuant to SDCI Director's Rule 14-2016. The properties to the north and west (on the west side of Roosevelt Way NE) are also currently zoned NC3-55 with less intensive zones to the east that are zoned Neighborhood Residential (NR), formerly SF 7200, and LR2to the south. It should be noted that the less intensive residential zones are physically separated from the NC3 by street and natural physical buffers.

Finally, the proposed rezone does not change the existing zoning designation, but rather increases the total allowable height by 10 feet. As such there will be no unanticipated commercial use impacts on other zones

Existing Zoning



Proposed Rezone



Not to scale - for reference only

The design review process considers height, bulk and scale transitions to lower adjacent zones and response to existing context. The proposed rezone includes a specific proposed development that has gone through the Design Review process consistent with SMC 23.41. The design that has been recommended for approval by SDCI Staff through the Administrative Design process, and recommended for approval by the director, includes design strategies to minimize the

appearance of height, bulk, and scale, as described in the design review analysis portion of this document.

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 proposal site has a strong edge that buffers the site from other lower density land uses to the south and to the east. The site is physically separated from the Neighborhood Residential (NR) zone to the east by the existing bioretention pond, Victory Creek Park and Thornton Creek, and 12th Avenue NE which runs in a north-south direction. The site is also physically separated from the LR2 zone to the south by NE Northgate Way a major arterial with sidewalks and planting strips and a total right-of-way width of between 73 and 76 feet. The proposal site will continue to satisfy this criterion, after it is redeveloped.

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

(1) Physical buffers as described in subsection E2 above;
(2) Platted lot lines.

The proposed rezone would continue to follow established zoning boundaries, platted lot lines and/or street rights of way and existing physical buffers as described in subsection E2 above. The granting of the contract rezone would allow for an additional 10 feet in height only for two legal parcels of record located at 1000 and 1020 NE Northgate Way.

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.

The proposed rezone does not alter any existing boundaries between commercial and residential zones, and therefore, is not inconsistent with zone boundary principles.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) 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 whole of the project site is located within the Northgate Urban Center. The site currently has a zoning designation of NC3-55 in which heights above 40 feet are considered appropriate.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

The proposed project in conjunction with the contract rezone will provide approximately 184 new affordable transit-oriented housing units in line with the city's Comprehensive Plan, plan area policies. To continue, 31 of these units are made possible as a result of increased building height being pursued through the contract rezone process. No market-rate housing is provided on the property. The project will provide a positive contribution to the City's overall need for housing generally, and low-income housing specifically.

b. Public services;

Though demand for public services may increase with an increased residential population, the added numbers will strengthen the community by contributing to the critical mass necessary to support neighborhood services anticipated in the neighborhood plan.

Public services are available to the project due to its location in a highly developed urban area. The project has obtained confirmation that adequate water, sewer, stormwater, and electrical services are adequate to serve the proposed project.

Finally, the increased security provided by a developed site with security lighting and the surveillance of eyes on the street provided by multiple residents is seen as having a positive impact and as mitigation for the increased demand for public safety services.

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

The potential impacts of the proposed rezone and development project are identified in greater detail in the SEPA analysis in this report. The additional height and residential density will not significantly increase shadow impacts.

The applicant provided a shadow study in their Design Review recommendation packet prepared by (AXIS/GFA 04.28.2023) demonstrating that the proposed development would contribute to the greatest amount of shading of Victory Creek Park during the Winter solstice.

Much of the shading would occur around 3 PM near the north-western portion of the park, which might be characterized as the northern 1/3 portion of the park. While the park is used year around, the highest usage is generally from early May to early September. During the summer months the park would not be in shade. The most extensive shading would occur around 3 PM during the winter months.

No odor- or noise-producing uses are proposed as part of the project. Noise excessive of the urban environment will not be produced by the project. Air and water quality will not be impacted, nor will terrestrial and aquatic flora and fauna. The project will comply with current energy codes.

Potential positive impacts from the rezone and development project include improved connection to QFC Supermarket for residents and the greater community and increased residential density in an urban center on a site that is relatively close to Northgate Station, national and local commercial retailers, offices, medical facilities, banking institutions and other support services all within walking distance.

Finally, the 31 additional housing units afforded by the increase in building height and approval of the Contract Rezone request would contribute greatly to the City's affordable housing needs.

d. Pedestrian safety;

In terms of pedestrian safety, the project will go through the Street Improvement Process or SIP review process with the Seattle Department of Transportation to ensure compliance with the most current requirements for sidewalk and landscaping improvements. Further the proposed building is designed to increase pedestrian safety along NE Northgate Way by creating neighborhood open space articulated entrances and units and residential entries designed to provide eyes on the street.

Night lighting of entrances and walkways is also contemplated, which will help ensure nighttime safety. Lighting will be directed downward and away from any neighboring residential uses to minimize light impacts. Finally, the project's open space and proposed pedestrian connection will incorporate lighting, signage, textured pavement, and other elements to enhance pedestrian safety and a welcoming environment around and through the project site.

e. Manufacturing activity

The project does not displace or propose manufacturing activity, as the proposal site is not zoned for manufacturing activity.

f. Employment activity;

The proposal project would displace two existing commercial uses: Jiffy Lube and Patty's Eggnest, each of which provides some on-site employment opportunities. According to County records, Jiffy Lube provides 3,488 net square feet of commercial space and Patty's Egg Nest comprises 3,609 net square feet of commercial space, for a total of 7,097 net square feet of existing non-residential use. The loss of the two existing commercial establishments will be offset by new employment opportunities present by anticipated commercial business or non-residential space proposed at the ground floor of the redevelopment. At present, the project is anticipated to provide approximately 6,770 square feet of commercial space that is expected to provide new employment opportunities.

In the event that the new commercial or other non-residential floor area does not generate new employment opportunities, any impact from the loss of jobs at Patty's Eggnest and Jiffy Lube will be offset by the project's 184 new units of housing in that new residents will support neighborhood business activity, potentially leading to additional job growth as a result of increased demand for goods and services brought on by these new residents. The proposed new low-income housing will also support the acute need for housing that is associated with job proximity and growth and the ability to have quick and easy access to such a large job pool in the area reducing the need to commute and keeping more money in the area.

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

The development area has not been recognized as having historical significance. Furthermore, the existing buildings Jiffy Lube constructed in 1988, and the Patty's Eggnest constructed in 1970, are not listed on the City's historic building survey as warranting landmark nomination status. The Department of Neighborhoods has determined that a landmark nomination is unnecessary (LPB 526/18). Further, there are no designated landmarks surrounding the project site, nor are there any properties listed for potential landmark status surrounding the project site.

A SEPA Appendix A report has been prepared for the buildings currently occupying the site and it was determined that there are no architectural or historic significant elements or designated landmarks associated with these structures.

h. Shoreline view, public access, and recreation.

The proposed rezone will not have an impact on public access or recreation, or shoreline views as the proposal site is not located within proximity of 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:

a. Street access to the area;

The subject properties abut Roosevelt Way NE and NE Northgate Way. The applicant submitted A Transportation Impact Analysis prepared by Transportation Engineering NorthWest, January 9, 2023, indicating that the project is expected to generate approximately 400 weekday daily vehicle trips with approximately 23 occurring during the weekday AM peak hours and 35 trips during the PM peak hours. Street access, street capacity, transit service, and parking capacity were discussed therein.

The property has substantial frontage on two principal arterials (Roosevelt Way NE and NE Northgate Way), and access to a third principal arterial, Pinehurst Way NE which is within three blocks of the proposal site. There is also easy access to northbound and southbound onramps to I-5 located within ten blocks of the site.

b. Street capacity in the area;

Discussed in the Transportation Impact Analysis are the screenlines reviews used to obtain the volume to capacity (v/c) with the anticipated future redevelopment. The report states that controlled movements at the site access driveways are expected to operate at LOS C or better with minimal queuing in 2025 during the weekday AM and PM peak hours. The report also shows that the evaluated screenlines would continue to operate below the concurrency thresholds with construction of the project. As a result, no concurrency related mitigation is warranted or required for the project.

The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R (Traffic and Transportation Policy).

c. Transit service;

In addition to the nearby Northgate Station's link light rail, the area is served by bus rapid transit and local bus service. The proposal site is also well served by several King County Metro bus lines. Most notably, routes 320 and 20 which frequent east to west bound lines along NE Northgate Way. Route 20 is a "frequent all-day route" that provides service every fifteen minutes or less from Monday through Friday, 6 am to 7 pm, as well as every 30 minutes or less on weekends from 6 am to 10 pm. The 73 line connects the site with Roosevelt and University District neighborhoods in addition to Children's Hospital, while the route 20 line connects with Lake City, Green Lake, and University District neighborhoods. Other Metro lines serving the site include the 347 and 348.

d. Parking capacity;

On January 20, 2023, the state of Washington proposed SEPA related amendments that removed parking as an element of the environment and revised the environmental checklist. As a result of new state law, SDCI will no longer identify and analyze parking impacts in its SEPA analysis.

However, the proposed project is not expected to cause an over-burdening of area parking infrastructure. With shared parking between the retail and residential uses, the proposed parking supply of 88 parking spaces is anticipated to accommodate the parking demand without parking spillover onto the adjacent property.

e. Utility and sewer capacity;

A Water Availability Certificate evidencing adequate water service capacity was approved and will not expire until December 13, 2024. (SPUE-WAC-21-01985.

With regards to utility and sewer capacity the project site is located within a City of Seattle Listed Creek Basin and will provide applicable detention as required. Onsite storm mitigation, bioretention and possibly green roofing will be provided to the maximum extent feasible for the proposed project to meet applicable City of Seattle requirements. The peak flow storm water runoff from the site will be decreased due to proposed mitigation, and sewer facilities are anticipated to have adequate capacity to support the Project.

In terms of solid waste, SPU approved the solid waste plan for 184 apartments and 8,186 square foot Commercial space.

The electrical system servicing the development sites would likely need to be upgraded to provide adequate electricity to serve the proposal. The applicant has signed and executed the Seattle City Light service construction acceptance form.

f. Shoreline navigation.

The project site is not located within or near any shoreline area and will therefore have no impacts to shoreline navigation.

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.

As noted above changed circumstances are not required to demonstrate the appropriateness of a proposed rezone. However, several changed circumstances have occurred since the proposal site's current height limit took effect in April of 2019, which weigh in favor of support for the height increase.

In November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, Affordable Housing Impact Mitigation Program Development Program for Commercial Development (MHA-C). The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, Mandatory Housing Affordability for Residential Development (MHA-R). The purpose of these Chapters was to implement an affordable housing incentive program authorized by RCW 36.70A.540.

Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity. Chapter 23.58B and 23.58C are applicable as follows: where the provisions of a zone specifically refer to Chapter 23.58C; or through the terms of a contract rezone in accordance with Section 23.34.004.

Citywide rezone was adopted, April 19, 2019, changing the proposal site's zone from NC3-40 to NC3-55 (M). Approximately one-half mile to the west of the site is the location of the Northgate Link Light Rail Station. The City Council passed resolution 31465 approving the alignment and transit station location in September 2013.

In a 2019, a MUP (3031301-LU) was issued for the redevelopment of the Northgate Mall, a 40-acre site one-half mile to the west. The redevelopment of that site included construction or renovation of up to 15 different buildings including an indoor participant sports facility (National Hockey League training center and community ice rinks), office, retail, restaurants, and hotel, along with 2,818 parking spaces. The redevelopment proposal aims to transform Northgate Mall into a walkable, mixed use, transit-oriented district. A network of new streets and pedestrian corridors reduces the superblock scale of the existing site, while providing access to new and existing buildings.

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

The proposal site is located within the Northgate Urban Center and Northgate Overlay District as designated by Seattle's Comprehensive Plan. The Northgate section of the plan provides a list of goals policies that the redevelopment project would support, advance and/or compliment.

The purpose and intent of the Overlay District is to create an environment in the Northgate Area that is more pedestrians friendly and supportive of commercial development, protect the

residential character of residential neighborhoods and support Northgate as a regional transportation hub.

The redevelopment project with its proposed height increase, will aid in improving the pedestrian environment, support commercial development with the creation of added commercial floor area and provide 184 dwelling units whose residents are likely to patronize surrounding neighborhood businesses and increase ridership on local transit.

The proposed rezone request to allow for additional height will allow for greater density in the Northgate core of the Northgate Urban Center, which in turn will increase pedestrian activity, support the core's growing commercial center, and leverage the City's investment in the Northgate transit center. No significant impacts on surrounding residential neighborhoods are expected.

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

The rezone is not anticipated to have a negative effect on any critical area. The City's GIS layer indicates that a portion of the proposal site (located on the far eastern side of 1020 NE Northgate Way) may be encumbered by a wetland buffer which pertains to a nearby but off-property bioretention pond. However, the bioretention pond is a man-made stormwater facility associated with the QFC development to the north. It is not a critical area and is not connected with the proposal.

The applicant, however, provided a Wetland Report & Stream Determination Report prepared by Acre Environmental Consulting, LLC. October 22, 2019, in which Acre Environmental assessed the area adjacent to the subject site as well the wetland adjacent to Victory Creek and determined that these areas do not meet the requirements for jurisdictional wetlands. This was confirmed by the SDCI's wetlands specialist.

No other critical areas are known to be present on or within 25 feet of the Property. Any final proposal to redevelop the Property will comply with all applicable ECA regulations.

J. Incentive Provisions. If the area is located in a zone with an incentive zoning suffix, a rezone shall be approved only if one of the following conditions are met:

1. The rezone includes incentive zoning provisions that would authorize the provision of affordable housing equal to or greater than the amount of affordable housing authorized by the existing zone; or

2. If the rezone does not include incentive zoning provisions that would authorize the provision of affordable housing equal to or greater than the amount of affordable housing authorized by the existing zone, an adopted City housing policy or

comprehensive plan provision identifies the area as not a priority area for affordable housing, or as having an adequate existing supply of affordable housing in the immediate vicinity of the area being rezoned.

The current zoning applicable to the proposal site includes a "M" suffix, indicating MHA program requirements apply. As the proposed height will increase the zoned capacity of the site from a "Category 3" zone to a "Category 4" zone pursuant to SDCI Director's Rule 14-2016, the site should receive an updated "M1" suffix through the contract rezone approval and PUDA. The development proposal is for a 100% affordable housing, development which therefore goes beyond the requirements of the MHA program for M1 suffix properties.

SMC 23.34.008 Conclusion: The proposed rezone will allow for the proposed development to be constructed 10' taller than the maximum height limit permitted in the current zoning (55'). Director recommends that a rezone be approved to NC3-65 (M1) with the condition that the development be limited to the proposed design. The proposed development has been reviewed through the Design Review process, including strategies to ease the transition to less intensive adjacent zones. The proposed rezone meets all other requirements of SMC 23.34.008, per the analysis above.

SMC 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.

Urban centers are the densest neighborhoods in the city and act as both neighborhood center regional shopping destinations with a mixture of commercial uses, housing, and employment opportunities. Larger urban centers are divided into urban center villages to recognize the distinct character of different neighborhoods within them (Urban Village Element, Comprehensive Plan). The proposed rezone lies within the boundaries of the Northgate Urban Center, which allows for increased density in the urban center and the Northgate Core. The Comprehensive Plan Northgate Policy NG-P1 encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.

The applicant is requesting to increase the existing height limit of the proposal site from 55' to 65', without a change to the underlying zone. The proposed 65-foot height limit would be

compatible with the type and scale of development intended for Neighborhood Commercial 3 zoning designation.

The requested height increase would allow for the development of 31 additional living units, within walking distance of goods, services and a transit hub, a positive benefit to the local economy and character of the area.

The proposed height limit would also be consistent with the type and scale of development intended for the Northgate Urban Center, as discussed in Northgate Policy NG-P5 and NG-P6 which promotes a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.

The propose would provide a mixed-use development with increased FAR, a positive, as reflected in the expressed in the Northgate land use policies.

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 proposal site, while seemingly flat, has a descending slope of approximately 10 feet from the northwest corner to the southeast. Surrounding topography to the north and northwest has a similar descending topography. In general, the project site can be characterized as being in a bowl with areas to the north, around NE 112th St having an elevation of 290 above sea level (ASL) then descending across the site and NE Northgate Way toward NE 108th St. to an elevation of approximately 242 (ASL) then slowly ascending to an elevation of 282 (ASL) and eventually ascending to an elevation 466 (ASL) around NE 90th St where it begins to descend again.

Per SMC 25.05.675.P, SEPA policy, it is the City's policy to protect public views of significant natural and human-made features including Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union, and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors. The SEPA Ordinance also designates certain scenic routes identified as protected view rights-of-way. No adjacent streets have been identified as protected scenic routes.

The proposal site is located approximately two-miles east of the shoreline of Puget Sound, 3.5-miles west of the shoreline of Lake Washington, one-mile north of the shoreline of Green Lake. Due to existing development, changes in topography and vegetation, there are no views visible from the NE Northgate Way and Roosevelt Way NE project site. In addition, the proposed project would not adversely affect views from any of the viewpoints, parks, scenic routes, view corridors or public places under current or proposed height limits.

The Land Use Code does not include criteria for protection of views from private property. Private property views of the Cascade Mountains, Mount Rainier, Puget Sound, Lake Washington, and Green Lake would be blocked by topography and development built to the current maximum zoning at the site. Most the private property views in the area would not be obstructed by the proposed development built to the zoning maximum at this site. With respect to the several residential land uses located on the south side of across NE Northgate Way, opposite the proposal site, the development project will displace some territorial view of QFC's blank façade, while some views of completed Noren Pinehurst Townhouses and Live Work Units over the QFC parapet toward the gas station and mini market at the corner of NE Northgate Way and Roosevelt Way NE could be minimally impacted. Finally, the height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process.

C. Height and Scale of the Area.

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

The height limits established by current zoning for the proposal site (as well as the QFC site and the Noren Pinehurst Townhouses and Live Work Units to the north, the Northgate Village shopping area including TJ Maxx department store to the west, Walgreens pharmacy and adjacent shops to the southwest and the gasoline station and mini convenience store (mini mart) to the south is 55 feet. In addition, there is a small area consisting of four parcels of record designated as Lowrise 2 zone, (maximum height of 40 feet), located to the south of the proposal site, (on the south side of NE Northgate Way) just east of the gasoline station and mini mart. The zone encompasses four parcels with the following designated land uses per King County records. Each of the parcels located at 1019, 1023, and 1029 NE Northgate Way, is occupied by a single-story, single-family residential structure built in 1976, and located on a designated duplex lot. The fourth parcel located further east, at the southwest corner of NE Northgate Way and 11th Ave NE, (10845 11th Ave NE) is occupied by a recently constructed townhouse development consisting of eight, three story units.

In the larger context, the proposal site lies within the Northgate Urban Center, with height limits established by current zoning for structures located to the west of 8th Ave NE or two blocks west of the site of 75 feet and heights of up to 30 feet in the RSL designated zone located to the south of the LR2 zone.

The proposed development, with a 65-foot structure height, would be in line with proposed MHA legislation (SMC 23.58C an affordable housing incentive program authorized by RCW 36.70A.540) which authorizes additional height as an incentive for providing affordable housing, in connection with the City's strategy for increasing residential development capacity.

The rezone to 65 feet allows for additional affordable residential units, which is consistent with City policies to increase residential density in areas with good pedestrian, bicycle, and transit service.

The proposed development, with a 65-foot structure height, would be consistent with the predominant future height and scale of nearby redevelopment which is representative of the general area's overall development potential.

The recommendation to rezone to NC3-65' (M1) will be dependent upon recording a Property Use and Development Agreement (PUDA) which limits development to the proposed 65-foot building height.

2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

The subject site is in an NC3-55 zone in which most of the of the current land uses do not meet today's height targets of 55 feet. Most of the existing buildings located in the Northgate Village shopping center, to the west are one and two-stories in height. The shopping center contains a building structure that was built sometime in the 1969 and contains several commercial retailers including Rockler Woodworking and Hardware, Big 5 sporting goods, and TJ Maxx. Other buildings located on the south side of the shopping center, fronting NE Northgate Way include Umpqua Bank and the Discount Tires building both one-story in height and built some time in 1974. Located to the north of the proposal site is the QFC supermarket which was built in 1996 and stands approximately 32 feet in height. Located to the north of the supermarket is the recently completed four-story Noren Pinehurst Townhouses and Live Work; Units featuring seven Live/Work units and thirteen residential units, (SDCI record numbers 3032523-LU and 6508131-CN).

Some develop on the south side of NE Northgate Way consists of structures that were constructed between 1952 through 1974. Other more modern buildings were built between 1984 and 1999. Per King County records, the most recent of these is the Walgreens pharmacy located on the southwest corner of NE Northgate Way and Roosevelt Way NE constructed 23 years ago.

Other development located further west between 5th Ave NE and 8th Ave NE, within the current NC3-75 zoning designation (upzoned from NC3-65 during the 2019 Mandatory Housing Affordability legislation) include the 5-story Enclave Apartments and 24-Hour Fitness Gym at the corner of 5th Ave NE and NE Northgate Way. The structure approved to a height of 65 feet and built in 2008. Located to the immediate east is the 6-story 525 Northgate LLC apartments built in 2014 to a height of 65 feet. This property was initially targeted for a contract rezone from NC3-65 to NC3-85 (CF-312357) but was withdrawn prior to the final approval of the final

redevelopment proposal. The property now has a zoning designation of NC3-95 as a result of the 2019 MHA upzoning legislation.

Zoning designations further to the west includes the northern portion of Northgate Station (formerly Northgate Mall) with a 95-foot height limit. Zoning designations across from the shopping mall along the NE Northgate Way corridor range from NC3 95 closer to the I-5 freeway, NC3-75 to east, between 3rd Ave NE and 8th Ave NE with the NC3-55 going east from until the proposal site at Roosevelt Way NE. Multi-family Midrise (MR) and Lowrise 3 zoning designations are located to the north of the 95- and 75-foot height designations verbalized above.

In general, the proposed height limit of 65 feet would be compatible with the height and scale of existing development in other zones which have buildings that meet the maximum allowed heights prescribed in NC3-65 and NC3-95 zones or that have been granted additional height through the Contract Rezone process, namely the property at 10735 Roosevelt Way NE. A zoning change from LR3 (M) to MR (M1) allowing an 80-foot height limit was approved to the south of the development. (Ordinance 126540, CF 314441, SDCI Project 3033517-LU).

Finally, it should be noted that existing lower-scale development of older one- and two-story buildings, located within proximity of the development site in the NC3-55 zone, is not a good indicator of future development potential seen in other NC3 zones which have buildings that meet the maximum allowed heights on those zones.

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.

The subject site is in an NC3-55 zone in which most of the of the current land uses do not meet the current height targets of 55 feet as referenced above. The only other development that is of similar height at 55 feet is the recently completed Noren Pinehurst Townhouses and Live Work Units height.

However this proposal is for redevelopment project and rezone request for a mixed-use multifamily development designed to increase residential density, with pedestrian access to the QFC supermarket via mid-block connection from NE Northgate Way, provide new commercial retail, and add ground level landscaping, paving, and seating at a courtyard designed to the engage the public realm along NE Northgate, in similar fashion to the Enclave Apartments and 24-Hour Fitness Gym and the 525 Northgate LLC apartments located to the west, which are of similar height. This multifamily project would be compatible with the scale and height of

existing and future development to the west that have buildings that are 65, 75 and 95 feet in height.

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.

The proposed rezone would have minimal adverse impact to the transition areas between the proposal site and the existing Neighborhood Commercial 3 (NC3) zone and the adjacent Neighborhood Residential (NR) zone to east (formerly SF 7000) and the Lowrise 2 (LR2) zone to the south. The LR2 zone to the south is physically separated by a major arterial (NE Northgate Way) while the NR zone to the east is separated by 12th Ave NE, a small stream, and a neighborhood park.

To aid in softening the proposed building edge of development site and enhance the buffer between the LR2 zone to the south and the proposal site, a landscaped open space and along the buildings edge and appropriate street trees placed every 35 feet along the street edge facing the LR2 zone will be introduced.

E. Neighborhood Plans.

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

In 1993 the Seattle City Council approved the Northgate Area Comprehensive Plan. While this plan and the City's current Comprehensive Plan do not provide specific height recommendations that are relevant to this proposal site, the Land Use policies and goals target concentrating the most intense and dense development within the urban core. The request for additional height is to provide affordable housing within a new development, in connection with increases in commercial and residential development capacity as directed by policy goals in the comprehensive plan. Approval of the contract rezone request for the additional height will promote Land Use polices outlined in the City's Comprehensive plan as follows:

NG-P5 Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations;

NG-P6 Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent neighborhood residential areas;

NG-P8.5 Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to

the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.

These goals are for the purpose of revitalizing underdeveloped areas with higher-density buildings that aid in creating more affordable housing within proximity to commercial retail and support service, creating neighborhood open spaces and making streets more pedestrian-friendly. The request for the additional 10 feet of height is for the purpose of achieving these goals.

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

The Northgate Area Comprehensive Plan was adopted in 1993 pre-dating January 1, 1995, so the criteria associated with this criterion is not applicable.

However, while not a neighborhood plan, the Northgate Urban Center and Overlay District Design Guidelines were first created in 2003 with the Design Guidelines being updated in 2009, and again in 2013. The guidelines discuss ways of mitigating height at zoning edges between higher and lower density scaled buildings. The proposal site is located within an NC3-55 zone physically separated from the closest lower LR2 zone to the south by a principal arterial and Neighborhood Residential to the east, physically separated by a park, a stream, and a local street. The proposed development has gone through the Design Review process, which considered aspects of scale and context in the design recommendation.

Finally in the adopted neighborhood plan goals and policies for the Northgate Urban Center adopted by City Council and included in the Seattle 2035 Comprehensive Plan October, there are no specific policies that address height. The site is however located in a zone with an incentive zoning suffix (M). An M1 zoning suffix is anticipated to be adopted for the property under this contract rezone proposal.

SMC 23.34.009 Conclusion: The additional height increase that would result in a change of zoning from NC3-55 to NC3-65 would meet the criteria of SMC Section 23.34.009, as described above. No additional views from private property would significantly be blocked by the additional building height resulting from the contract rezone.

SMC 23.34.078 Neighborhood Commercial 3 (NC3) zones, function, and locational criteria

A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and

services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area;

The subject site is in the Northgate Urban Center boundary which has a concentration of pedestrian oriented commercial development, high density housing, offices, and business support services all within convenient access to regional transit station. The Sound Transit light rail station is located within one half mile from the site, with commercial and office employment opportunities located nearby.

The proposed development would provide additional commercial development connected to an already existing shopping area and increased housing density within the Northgate Core area a target goal of the Comprehensive Plan Land Use policy: Northgate NG-P1.

The existing nonresidential land uses consisting of Patty's Egg Nest and Jiffy Lube would be replaced with a mixed-use development that would provide commercial uses on the ground level, with affordable multifamily units above and a residential and shopper and employee base.

1. **A variety of sizes and types of retail and other commercial businesses at street level;**

The proposal site is in the Northgate Overlay District & Urban Center, an area consisting of a variety of small, medium, and large neighborhood businesses within and outside the Urban Center. Commercial uses in the area consist of street level pedestrian-friendly, shopping along both sides NE Northgate, between Roosevelt Way NE and 5th Ave NE further to the west. Larger commercial retail establishments include QFC supermarket, TJ Max to the north and northwest of the site, banking outlets, eating, and drinking establishments along with numerous other businesses all within close walking and biking distance or closer to Northgate Station a 10-to-15-minute walk away.

The proposal site and future land use redevelopment feature a mixed-use commercial, high-density residential development appropriate for an NC3 zone. The redevelopment will provide ground level commercial uses, adding to the other ground level and regional commercial uses in the area and a resident shopper base for the area.

2. ***Continuous storefronts or residences built to the front lot line;***

This criterion is not completely being met by the redevelopment of the proposal site. However, upon approval of the Contract Rezone and the completion of the redevelopment project, the proposed commercial uses and the number of residential units will serve to meet the intent of this criteria. The proposed development will feature approximately 7,000 square feet of commercial space located at the southwest corner of the building. This placement aids in establishing a strong street presence at the corner of NE Northgate Way and Roosevelt Way NE

as a prominent anchor. Further the development will feature residential units at ground at level but rather being built to the front lot, will be pushed back away from the NE Northgate Way to accommodate landscaping, including paving and seating designed to the engage the public realm while establishing a degree of privacy for ground-level living units.

3. Intense pedestrian activity;

While at present this criterion is not completely being met, the approval of the Contract Rezone and completion of the redevelopment project will change the character of the land uses on the site from high intensity auto-oriented use to more pedestrian oriented use. The proposed placement of the commercial retail space at the northeast corner of NE Northgate Way and Roosevelt Way NE and the landscaped courtyard along the building face further east will serve as anchors for building tenants and pedestrian activity as result of greater pedestrian comfort and visual interest.

4. Shoppers can drive to the area, but walk from store to store;

As the proposal site is in an area that is a regional and local shopping destination, shoppers can drive to the area and park at several locations including the project site which will have 80 plus resident – shopper below grade parking spaces. In addition, residents and shoppers alike will be able to have a heightened pedestrian experience along the sidewalk adjacent to NE Northgate with the addition of landscaped mid-block courtyard, small plaza and seating and a thru-block pedestrian connection from 'Northgate Way' to the supermarket and point beyond.

5. Transit is an important means of access.

The proposal site is located within an urban center near a business district and connected to a transportation hub (Northgate Station) for both light rail, bus, and bicycle travel. The station along with other restaurant and shopping amenities is about a 10-15 minute from the project site. Further the proposal site is served by four different King County Transit bus lines all in close within walking distance of the project site which also serves and is served by public transit and bicycle lanes. Routes 347 and 348 in the north and south bound directions along Roosevelt Way NE with a stop at the northeast corner of Roosevelt and Northgate. In additions routes 20 and 320 run along NE Northgate Way in the east and west bound directions. Route 73 runs in the north south bound directions along 15th Ave NE two blocks east of the site, which is a major connector to points south including the University District.

B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Primary business districts in residential urban villages;

The proposal site is located within an urban center in a business district connected to a regional shopping area within walking distance that is served by public transit. The proposed redevelopment project is designed to take advantage of existing pedestrian scaled retail near the site, featuring smaller and larger, national brand retailers, financial institutions, small business outlets, to the northwest and along and along NE Northgate Way, on the way to the Northgate Station a regional transit and shopping destination. In addition, there are also medical and other offices and business support services all within the Northgate Core area, within the Northgate Urban Center or inside the larger context of the Northgate Overlay district.

The proposed zoning designation would allow for an increase in floor area ratio (FAR) from 3.75 to 4.5, and housing density by promoting additional multifamily housing opportunities for households of all income level (Northgate Policy NG-P6) and increase and promote a mixture of commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designation per NG-P5.

2. ***Served by principal arterials;***

The proposal site which fronts NE Northgate Way running in an east-west direction, is served by this and two other principal arterials, Roosevelt Way NE running north-south and Pinehurst Way NE. Roosevelt transitions into Pinehurst at the intersection of NE 113th St, where it begins to turn in a northeast direction.

3. ***Separated from low-density residential areas by physical edges, less intense commercial areas or more intense residential areas;***

The proposal site has a strong edge that buffers the proposal site from other lower density land uses to the south and to the east. The site is physically separated from the Neighborhood Residential zone to the east by the existing bioretention pond, Victory Creek Park and Thornton Creek, NE 112th Street which runs in a north-south direction. The site is also physically departed from the LR2 zone to the south by NE Northgate Way a major arterial with sidewalks and planting strips and a total right-of-way width of between 73 and 76 feet. The proposal site will continue to satisfy this criterion, after it is redeveloped.

4. ***Excellent transit service.***

The site has excellent transit service along NE Northgate Way. The proposal site is located within a 10–15-minute walk to a major transportation hub (Northgate Station) for light rail, bus, and bicycle travel. Further the proposal site is served by four King County Transit bus lines within walking distance of the project site. These routes consist of 347 and 348 running a in the north and south directions along Roosevelt Way NE with a stop at the northeast corner of Roosevelt and Northgate, routes 20 and 320 running along NE Northgate Way in

the east and west direction and route 73 running in a north south bound directions along 15th Ave NE two blocks east of the site.

SMC 23.34.078 Neighborhood Commercial 3 (NC3) zones: Conclusion: The additional height increase that would result in a change of zoning from NC3-55 (M)to NC3-65 (M1) would meet the criteria of SMC Section 23.34.076, as described above. The project would support pedestrian-oriented shopping which is supported by a variety of access, shopping, and transit options.

RECOMMENDATION – REZONE

Based on the analysis in this report, the SEPA analysis of the rezone and project proposal, and the provisions in SMC 23.34, the Director recommends that the proposed contract rezone from Neighborhood Commercial three with a 55-foot height limit with M suffix [NC3-55-M)]to Neighborhood Commercial three with a 65-foot height limit with M1 suffix [(NC3-65 (M1)], be **CONDITIONALLY APPROVED** with the condition that the Property Use and Development Agreement limits development to the proposed building which is approximately 65-feet in height, subject to the conditions summarized at the end of this report.

III. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (RCW 43.21C), Washington Administrative Code (WAC) 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

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

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

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

SHORT TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic impacts due to construction related vehicles, exposure of hazardous materials, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Short term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – Greenhouse Gas Emissions

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

Construction Impacts – Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

However, the amount of excavation and size of construction will result in a small and temporary increase in truck trips. Any closures of the public right of way will require review and permitting by Seattle Department of Transportation. Additional mitigation is not warranted pursuant to SMC 25.05.675.B (Construction Impacts Policy).

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted, and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan

include a Haul Route Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website.

Construction Impacts – Noise

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

If extended construction hours are necessary due to emergency reasons or construction in the right of way, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigate noise impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy).

Construction Impacts – Mud and Dust

Approximately 18,847 cubic yards of earthwork will occur for proposed buildings and utilities as well as backfill and general site grading. Transported soil is susceptible to being dropped, spilled, or leaked onto City streets. The City's Traffic Code (SMC 11.74.150 and 160) provides that material hauled in trucks not be spilled during transport. The City requires that loads be either 1) secured/covered; or 2) a minimum of six inches of "freeboard" (area from level of material to the top of the truck container). The regulation is intended to minimize the amount of spilled material and dust from the truck bed enroute to or from a site.

No further conditioning of the impacts associated with these construction impacts of the project is warranted pursuant to SMC 25.05.675.B (Construction Impacts Policy).

Earth

The proposal is not anticipated to have a negative effect on any critical area. However, the City's GIS layer indicates that a portion of the proposal site located on the far easterly side of 1020 NE Northgate Way may be encumbered by a wetland buffer which pertains to a nearby but off-property bioretention pond. The applicant provided a Wetland Report & Stream Determination Report prepared by Acre Environmental Consulting, LLC. October 22, 2019, indicating that the area adjacent to the proposal site and the wetland adjacent to Victory Creek

do not meet the requirements for jurisdictional wetlands as they are man-made stormwater facility associated with the QFC development to the north. It is not a critical area, and to the applicant's knowledge, it is not connected with proposal.

No other critical areas are known to be present on or within 25 feet of the Property. Any final proposal to redevelop the Property will comply with all applicable ECA regulations.

Environmental Health – Contamination

The applicant submitted a Phase II Environmental Assessment; (Geophysical Survey & Phase II Subsurface Assessment, Environmental Associates, Inc., January 8, 2015) for the purpose of evaluation contamination on the proposal site: The report states that in October 2014, Environmental Associates, Inc. conducted a Phase I Environmental Site Assessment which identified the former presence of a gasoline station on the western portion of the property as "recognized environmental condition" (REC). The Phase I assessment also identified the currently on-site automotive oil change specialty shop called Jiffy Lube service as meeting the definition of a REC as well.

The assessment concluded that the past operation of the gasoline service station appears to have resulted in trace level environmental impacts to both the soil and groundwater. The report goes on to say that the low residual concentrations of petroleum products at the locations sampled and laboratory testing do not exceed Washington State Department of Ecology (WDOE) target compliance levels for unrestricted land use.

The report goes on to state that landowners and facility operators who have knowledge that contamination exists at the property/facility are advised to report their findings to the WDOE within 90 days of discovery according to the Washing State Model Toxic Control Act (MTCA: WAC 173-340). The conclusion also states that acknowledging that none of the findings to date exceed WEOE target compliance levels for unrestricted land use, the findings of the preliminary do not appear to trigger the requirement for site reporting.

However, adherence to MTCA provisions and federal and state laws would be anticipated to adequately mitigate any significant adverse impacts from existing or future contamination should they be discovered and/or determined to be significant.

Mitigation of contamination and remediation is the jurisdiction of Ecology, consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.F (Environmental Health Policy). This State agency program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

The proposed strategies and compliance with Ecology's requirements are expected to adequately mitigate the adverse environmental impacts from the proposed development and no further mitigation is warranted for impacts to environmental health pursuant to SMC 25.05.675.F (Environmental Health

Environmental Health – Asbestos and Lead

Construction activity has the potential to result in exposure to asbestos. Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation is warranted for asbestos impacts pursuant to SMC 25.05.675.F (Environmental Health Policy).

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

LONG TERM IMPACTS

Long term or use-related impacts are also anticipated as a result of approval of this proposal. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. Long term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global

warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A (Air Quality Policy).

Height, Bulk, and Scale

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

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

The additional height that would result from the proposed rezone will allow the building to increase residential density mandated through the City's MHA/HALA rezone requirements. Further the height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes, and regulations to mitigate impacts to height bulk and scale are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Historic Resources

The existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated these existing structures are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 13023, dated April 11, 2023). Per the Overview policies in SMC 25.05.665.D, the existing City Codes, and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Plants and Animals

The applicant submitted an arborist report prepared by Tree Solutions Inc, Consulting Arborists, February 25, 2022, in which all trees measuring six inches in diameter or greater were assessed. According to the report there are currently 6 trees growing on site, none of which have been

identified as qualifying as exceptional due to their size according to Director's Rule 16-2008. Five trees currently growing along the eastern portion of the shared right of way were identified as Callery pear trees (Pyrus calleryana) while a sixth tree tagged as,1469, located near the eastern property line was identified as a red alder (Alnus rubra) having a diameter of 19 inches. While the red alder is of a larger size, it does not meet the definition for exceptional trees as it is not located in grove of trees of eight or more.

The report identifies a number of trees smaller than the six-inch threshold called out as 'pear tree (non-regulated)' growing in a row along the western portion of the shared right of way. The report also identifies two adjacent trees located off site along the eastern property line that were required to be documented as they appeared to be greater than six inches in diameter and their driplines extend over the property line.

The recommendation in the report stated that any retained site trees and adjacent trees should be protected during construction. Any pruning should be conducted by an ISA certified arborist following ANSI A300 specifications.

The tree preservation plan discussed in the arborist report prepared by Tree Solutions, is required to be adhered to for all work associated with the project's demolition, excavation, shoring, and construction permit plans. No mitigation beyond the Code-required tree replacement landscaping is warranted under SMC 25.05.675.N.

Public View Protection

SMC 25.05.675.P (Public View Protection Policy) provides policies to minimize impacts to designated public views of significant natural and human-made features listed in that subsection. The proposed project would not adversely affect views from the listed public places under current or proposed height limits. The SEPA Ordinance also designates certain scenic routes identified as protected view rights-of-way. No adjacent streets have been identified as protected scenic routes. The proposed development does not block views of any nearby historic landmarks. No mitigation is warranted pursuant to SMC 25.05.675.P (Public View Protection Policy).

Shadows on Open Space

SMC 25.05.675.Q (Shadows on Open Space Policy) provides policies to minimize or prevent light blockage and the creation of shadows on certain open spaces most used by the public. Areas outside of downtown to be protected include publicly owned parks, public schoolyards, private schools that allow public use of schoolyards during non-school hours, and publicly owned street-ends in shoreline areas. The proposed project is located to the west of Victory Creek Park a small neighborhood park that 'sits behind' the QFC store, running in a north-south direction along the west side of 12th Ave NE and features a creek, a short walking path, with benches and picnic tables.

The applicant provided a shadow study in their Design Review recommendation packet prepared by (AXIS/GFA 04.28.2023) demonstrating that the proposed development would contribute to the greatest amount of shading of Victory Creek Park during the Winter solstice. Much of the shading would occur around 3 PM near the north-western portion of the park, which might be characterized as the northern 1/3 portion of the park. While the park is used year around, the highest usage is generally from early May to early September. During the summer months the park would not be in shade. The most extensive shading would occur around 3 PM during the winter months.

The shadow assessment as it relates to the proposed building height and potential shadows cast on Victory Creek Park have minimal adverse impact on the park and, therefore, no mitigation is warranted pursuant to SMC 25.05.675.Q (Shadows on Open Space Policy).

Transportation

A Transportation Impact Analysis prepared by Transportation Engineering NorthWest, January 9, 2023, indicated that the project is expected to generate approximately 400 weekday daily vehicle trips with approximately 23 occurring during the weekday AM peak hours and 35 trips during the PM peak hours.

The distribution of the vehicle trips generated by the proposed project onto the nearby street system was estimated based on DCI Director's Rule 2009-5. The additional trips are expected to be distributed on various roadways near the project site as follows:

NE Northgate Way east - west direction 15%
Interstate 5 (I-5) southbound 25%
Interstate 5 (I-5) northbound 15%
5th Ave NE northbound 10%
Pinehurst Way NE northbound 10 %
Roosevelt Way NE north - south direction 10%

These additional trips are expected to have a minimal impact on levels of service at nearby intersections and on the overall transportation system. The report also states that the Roosevelt Way NE/NE Northgate Way off-site signalized study intersection is anticipated to operate at LOS D or better during the weekday AM and PM peak hours without and with the proposed project. Further the report also states that controlled movements at the site access driveways are expected to operate at LOS C or better with minimal queuing in 2025 during the weekday AM and PM peak hours. Finally, the report demonstrates that the evaluated screenlines would continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency related mitigation is warranted or required for the project.

The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R (Traffic and Transportation Policy).

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

Prior to MUP Permit Issuance

1. Add greater transparency to the west facing lobby wall located just to the north of the vestibule.

2. Create seating nodes along NE Northgate Way by forming a more 'L' shape seating configuration with some seating facing the front entry interspersed with other site features such as bollards, planters, or trash containers to break up the long expanse of bench seating into smaller seating nodes.
3. Modify the large building sign on the west building façade to be of a scale that is consistent with the scale and character of the area.

Prior to Certificate of Occupancy

4. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting

and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner.

For the Life of the Project

5. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner

RECOMMENDED CONDITIONS – REZONE

The Director recommends approval of the contract rezone from NC3-55 (M) to NC3-65 (M1) subject to the following conditions, which should be contained in the PUDA:

Prior to Issuance of a Master Use Permit

6. The rezone includes a Mandatory Housing Affordability designation of M1.

7. Development of the rezoned property shall be subject to the requirements of SMC 23.58B and/or 23.58C. The PUDA shall specify the payment and performance calculation amounts for purposes of applying Chapter 23.58B and/or 23.58C.

Prior to Issuance of a Building Permit

8. Plans shall be in substantial conformance with the approved plans for Master Use Permit number 3039050-LU.

RECOMMENDED CONDITIONS – SEPA

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

9. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website.

10. The plans shall show the tree preservation plan, consistent with the arborist report on files with SDCI, prepared by Tree Solutions, dated February 25, 2022.

David Landry, AICP, Sr. Land Use Planner Date: July 6, 2023
Seattle Department of Construction and Inspections

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