

Ordinance No. 12-0000

Council Bill No. 113229

The City of Seattle
Council Bill/Ordinance

AN ORDINANCE relating to land use and zoning, amending Seattle's SEPA ordinance, SMC 25.05.675M, Parking policies, to implement the Pike/Pine Neighborhood Plan.

6-6-00 Brief

6-20-00 Pass

6-26-00 Pa

CF No. _____

Date Introduced:	<u>5-22-00</u>	
Date 1st Referred:	<u>5-22-00</u>	
Date 2nd Referred:	To: (committee) <u>Land Use / Tenant</u> <u>Land Use</u>	
Date 3rd Referred:	To: (committee)	
Date 4th Referred:	To: (committee)	
Date of Final Passage:	<u>6-26-00</u>	
Date Presented to Mayor:	<u>6-27-00</u>	
Date Returned to City Clerk:	Date Approved:	
<u>7/5/00</u>	<u>7/3/00</u>	
Date Vetoed by Mayor:	Date Published:	T.O. <input checked="" type="checkbox"/> P.T. <input checked="" type="checkbox"/>
	<u>4 pp.</u>	
Date Passed Over Veto:	Date Veto Published:	
	Veto Sustained:	

This file is complete and ready

Law Department

Law Dept. Review

Council Bill/Ordinance sponsored by: _____

[Handwritten Signature]

Councilmember

Committee Action:

6-6-00 Briefing

6-20-00 Pass 3-0 JN, PS, MP

6-26-00 Passed 8-0 (Absent: Steinbrunn)

This file is complete and ready for presentation to Full Council.

Committee: _____

(initial/date)

Law Department

Law Dept. Review

OMP
Review

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City Clerk
Review

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ORDINANCE

120000

1
2 AN ORDINANCE relating to land use and zoning, amending Seattle's SEPA ordinance,
3 SMC 25.05.675M, Parking policies, to implement the Pike/Pine Neighborhood Plan.

4 WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a
5 Neighborhood Planning Program for the City of Seattle; and

6 WHEREAS, a coalition of Pike/Pine neighborhood stakeholders came together to form the
7 Pike/Pine Urban Neighborhood Coalition in the Autumn, 1995 for the purpose of
8 preparing a Neighborhood Plan as provided for in the City of Seattle Comprehensive
9 Plan; and

10
11 WHEREAS, stakeholders in this community formed a Planning Committee and worked
12 with City staff and consultants to develop specific plan recommendations; and

13
14 WHEREAS, a final plan incorporating Key Strategies and Additional Activities for
15 Implementation was reviewed and approved by the Pike/Pine Urban Neighborhood
16 Coalition and validated by the community in response to a community-wide mailer
17 and validation event; and

18
19 WHEREAS, the GMA requires development standards to be consistent with comprehensive
20 plans; and

21
22 WHEREAS, the overall vision of the Pike/Pine Neighborhood Plan is consistent with the
23 goals and policies of Seattle's Comprehensive Plan; and

24
25 WHEREAS, on March 22, 1999, by Ordinance 119413, the City Council amended the
26 Seattle Comprehensive Plan to incorporate portions of the Pike/Pine Urban Center
27 Village Plan, including the Pike/Pine Plan goals and policies; and

28
29 WHEREAS, the City Council finds that the proposed amendments to the Land Use Code
30 and to the City's SEPA policies established by this ordinance are consistent with the
adopted the Pike/Pine Urban Center Village Plan; and

31
32 WHEREAS, the City Council finds that the proposed amendments to the Land Use Code
33 and to the City's SEPA policies established by this ordinance will protect and
promote the health, safety and welfare of the general public; and

34 NOW THEREFORE,

35 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:



1 parking impacts of specific multifamily projects. Projects that generate a greater need for
2 parking and that are located in places where the street cannot absorb that need -- for
3 example, because of proximity to the Alki Beach Park -- may be required to provide
4 additional parking spaces to meet the building's actual need. In determining that need, the
5 size of the development project, the size of the units and the number of bedrooms in the
6 units shall be considered.

7 d. Parking impact mitigation for projects outside of downtown zones may
8 include but is not limited to:

- 9 i. Transportation management programs;
- 10 ii. Parking management and allocation plans;
- 11 iii. Incentives for the use of alternatives to single-occupancy vehicles, such
12 as transit pass subsidies, parking fees, and provision of bicycle parking space;
- 13 iv. Increased parking ratios, unless the project is located within the Seattle
14 Cascade Mixed (SCM) zone or the Pike/Pine Overlay District; and
- 15 v. Reduced development densities to the extent that it can be shown that
16 reduced parking spillover is likely to result; provided, that parking impact mitigation for
17 multifamily development may not include reduction in development density.

18 * * *

19 **Section 2.** The provisions of this ordinance are declared to be separate and
20 severable. The invalidity of any particular provision shall not affect the validity of any other
21 provision.
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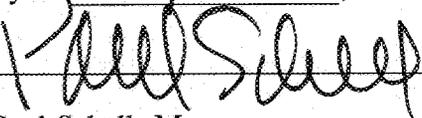
1 **Section 3.** This ordinance shall take effect and be in force thirty (30) days from
2 and after its approval by the Mayor, but if not approved and returned by the Mayor within
3 ten (10) days after presentation, it shall take effect as provided by Municipal Code Section
4 1.04.020.

5 Passed by the City Council the 26th day of June, 2000, and signed by me in
6 open session in authentication of its passage this 26th day of June, 2000.

7 

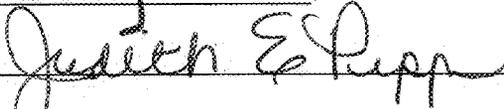
8 President of the City Council

9 Approved by me this 3rd day of JULY, 2000.

10 

11 Paul Schell, Mayor

12 Filed by me this 5th day of July, 2000.

13 

14 City Clerk

15 (SEAL)
16



Director's Report

LAND USE AND RELATED CODE AMENDMENTS IMPLEMENTING THE PIKE/PINE URBAN CENTER VILLAGE PLAN

April 7, 2000

(Revised from February 28, 2000)

ORGANIZATION OF THIS REPORT

- I. Summary
- II. Background
- III. Analysis of Proposed Amendments
- IV. Status Report on Pike/Pine Neighborhood Proposed (not implemented in this package)
- V. Appendix A: Access to Vehicles
- VI. Appendix B: Single Purpose Residential (SPR) Density Analysis
- VII. Appendix C: Analysis of Neighborhood-Proposed Rezones
- VIII. Appendix D: Rezone of a commercial use located at 1617 Boylston Avenue from MR to NC3-65

Note: footnotes are provided on p.15 of the report.

I. SUMMARY

DCLU proposes the following Land Use Code and related amendments to implement the recommendations of the Pike/Pine Neighborhood Plan. The proposed amendments primarily relate to the neighborhood's goals for land use, housing, and urban design.

Within the Pike/Pine Overlay District:

- Allow mixed-use structures in NC3-65' zones to exceed the height limit of the zone by up to four feet, for street level commercial uses needing more than thirteen feet in ceiling height to support operational needs, such as ventilation.
- Eliminate the density limit of one unit per 400 square feet of lot area for single-purpose residential structures located along north/south streets.
- Waive open space requirements for residential uses, under the following conditions: (1) for existing structures that are repaired, renovated or structurally altered to encourage reuse of these structures; or (2) for new construction, when at least 40 percent of the units are affordable to households earning 60 percent of the area median income or less, as defined by HUD. Applicants would need to demonstrate ability to keep these units affordable to households at this income level for at least 40 years.
- Revise the parking requirement for residential uses to one parking space per dwelling unit.



- Adopt a parking requirement of one parking space for every two units for each residential unit that is affordable to households earning 60 percent of the area median income or less, as defined by HUD. Applicants would need to demonstrate ability to keep these units affordable to households at this income level for at least 40 years.
- Modify the City's State Environmental Policy Act (SEPA) parking policies, to be consistent with the proposed parking amendments above, eliminating the use of SEPA authority to require more parking than required by the Land Use Code. This provision would apply only to residential uses.
- Replace the existing graphic in chapter 23.73, illustrating the boundaries of the Pike/Pine Overlay District. No change in the neighborhood boundaries is proposed. The new exhibit is proposed to enhance visual quality and more clearly represent the Pike/Pine Overlay District boundaries.

In addition to these proposed code amendments, DCLU also proposes the following rezones:

- Rezone the triangular area, generally bounded by E. Madison Street, Broadway, E. Union Street, and 13th Avenue, from C2-65' to NC3-65'.
- Within the area described above, a new Pedestrian-Designated Zone would be created within which the following streets would be designated as new Principal Pedestrian Streets: 10th Avenue, 11th Avenue, 12th Avenue, E. Madison Street, and E. Pike Street.
- Rezone a property in commercial use, located at 1617 Boylston Avenue, from MR to NC3-65' to correct a mapping error.

II. BACKGROUND

NEIGHBORHOOD VISION

The Pike/Pine Overlay District was created to implement the 1991 Pike/Pine Planning Study. When the Pike/Pine Overlay District was approved in 1995, its primary intent was to preserve and enhance the area's mixed-use character. This intent is confirmed in the 1998 Pike/Pine Neighborhood Plan. To accomplish this intent:

- development standards were adopted to encourage more residential development and discourage large single-purpose commercial structures;
- drive-in businesses were prohibited;
- the following streets were designated commercial corridors, requiring street level commercial uses: E. Union St. east of Broadway, E. Pike St., and E. Pine St.; and
- density limits were established for commercial and residential uses to enhance the neighborhood's mixed-use character.¹³

In March 1999, Council adopted Ordinance 119413, amending the City's Comprehensive Plan to include key goals and policies from the Pike/Pine Urban Center Village Plan.



The current plan affirms the neighborhood's commitment to mixed-use development. The community envisions itself as: "an urbane, mixed-use environment that is unusual in Seattle because it is 50% business and 50% residents...(with) a wide variety of different people living, working and visiting in the neighborhood."² The current plan supports this vision by promoting a wide range of uses, and a proper balance between housing and commercial activities. A key strategy for the neighborhood is to encourage and preserve affordable and market-rate housing.

EXISTING NEIGHBORHOOD CONDITIONS

Ninety-eight percent of the housing units in the Pike/Pine neighborhood are multifamily units. This is more than twice the percentage of multifamily units in the balance of the city. Seventy-five percent of the neighborhood housing units are either studio units (33%) or one-bedroom units (42%).³

The prevalence of smaller housing units occupied by households of smaller size largely explains the lower parking demand per household (or unit) in the neighborhood compared to the rest of the city. A parking study prepared for the neighborhood in 1998 by Heffron Transportation confirms this conjecture. The study reports that the average car ownership rate in the neighborhood is *0.62 cars per household* (0.60:1 for renters and 1.11:1 for owners),⁴ which is significantly less than the citywide figure of *1.49 cars per household*. The study's findings clearly support the neighborhood recommendation to reduce the multifamily parking requirement to one parking space per unit.

Note: Census data does not disaggregate car ownership rates by single-family and multifamily household categories. For this reason, the difference in household car ownership rates between the Pike/Pine Neighborhood and the citywide figure may be overstated.

According to 1990 Census data, the percentage of households without access to a vehicle in the Pike/Pine planning area, which approximates the boundaries of Census Tracts 83 and 84, is almost three times higher the citywide percentage (see Tables 2 and 3 of Appendix A).

III. ANALYSIS OF PROPOSED CODE AMENDMENTS

The following is an analysis of each proposed Code amendment. As indicated above, these amendments are proposed to implement the neighborhood's land use, housing, and urban design goals. Most of the proposed amendments were presented in the Pike/Pine Neighborhood Plan. Others are proposed jointly by the neighborhood and DCLU, based on ongoing discussions. DCLU recommends Council approval of the following proposed amendments.

AMENDMENT 1: *Modify Section 23.73.008, Uses, to allow an additional four feet of building height in NC3-65 zones located within the Pike/Pine Overlay District, to accommodate street level commercial uses that need more than the minimum required ceiling height (13 feet). Under no conditions would this provision be*



used to allow more development than would be allowed if the street level use did not need more than 13 feet in ceiling height.

EXISTING REGULATIONS AND/OR POLICIES:

The Land Use Code currently allows four feet of additional height for mixed-use commercial structures in commercial zones with height limits of 30 or 40 feet, so minimum ceiling heights for street level commercial uses can be accommodated, without losing an entire story of residential development above.

NEIGHBORHOOD PROPOSAL:

The neighborhood proposes extending this provision to include NC3-65' zones located in the Pike/Pine Overlay District, when applicants can demonstrate that they need *more* than the minimum ceiling height (13 feet) to accommodate special operational needs, such as ventilation, for street level uses.

The neighborhood is concerned that street level commercial uses that need more than 13 feet of ceiling height could result in the loss of an entire story of residential development above. Also, many of the older buildings in the Pike/Pine neighborhood were not built to height/depth standards that allow for the widest range of commercial uses. Allowing new developments that offer potential for the widest range of commercial uses is consistent with neighborhood objectives.

ANALYSIS:

As indicated above, this provision would apply only when applicants can demonstrate that they need more than the minimum ceiling height (13 feet) to accommodate special operational needs. Due to its limited applicability, the implementation of this proposal is not expected to result in significant adverse impacts. Under no conditions would this provision be used to allow more development beyond what is allowed in NC3-65' zones, if the non-residential street level use did not need more ceiling height than the minimum required.

AMENDMENT 2: *Modify Section 23.73.008, Uses, eliminating the density limit of one unit per 400 square feet of lot area for single-purpose residential structures located along north/south streets.*

EXISTING REGULATIONS AND/OR POLICIES:

The underlying zoning of the Pike/Pine Overlay District is NC3-65', which encourages neighborhood-serving mixed-use development. There is no density limit for residential uses located within mixed-use developments. The maximum residential density permitted for single-purpose residential structures in the Pike/Pine Overlay District is one unit per 400 square feet of lot area, per 23.47.009. Within the Pike/Pine Overlay District, single-purpose residential



structures are allowed only along north/south streets, per Section 23.73.008. Residential uses as part of mixed-use developments are also allowed along north/south streets.

NEIGHBORHOOD PROPOSAL:

The neighborhood proposes the elimination of the density limit of one unit per 400 square feet of lot area for single-purpose residential structures located along north/south streets.

The neighborhood recommends that residential densities in single-purpose residential structures be controlled by height limits, setback requirements, upper level limits, parking requirements, and market demand, rather than by required maximum residential densities.

ANALYSIS:

The north/south streets within the Pike/Pine Overlay District comprise an estimated 208 parcels with an average parcel size of 8,188 square feet.

The proposal to remove the maximum residential density limit is likely to have little impact on existing or future commercial uses. It could, however, increase residential densities along the neighborhood's north/south streets, depending on whether the market favors single-purpose residential or mixed-use development. The general consensus among local developers is that there is a strong market for mixed-use development along these streets. As indicated above, there is no density limit for residential uses located within mixed-use structures. *If residential uses along these streets were developed as part of mixed-use structures, there would be no change in residential density compared to existing conditions.*

Appendix B shows the impact on residential density, if all development along the north/south streets occurred in the form of single-purpose residential development (i.e., without residential density limits), which, as mentioned above, is only a hypothetical scenario that is unlikely to materialize. The following assumptions have been made in determining the residential density impacts associated with this scenario:

- Full development of zoned capacity;
- Underground parking; and
- No ground-related open space is provided.

Although single-purpose residential development is not expected to predominate along north/south streets, it would still be permitted as an option. This proposal could therefore increase the overall residential density along north/south streets. The impacts associated with this increased residential density would be largely self-mitigating. Spillover parking would be minimal, because the amount of required parking would increase with increasing density. In addition, this area has a low car ownership level, so spillover parking is not likely to be an issue as it is in other neighborhoods. Any projected increase in residential capacity would be consistent with the neighborhood's goal to encourage more residential development.



AMENDMENT 3: *Include in new Section 23.73.010, Development standards, to waive building-by-building open space requirements for new multifamily structures under the following conditions: (1) for existing structures that are repaired, renovated or structurally altered to preserve existing buildings; or (2) for new construction, when at least 40 percent of the units are rented to households at rents not exceeding 30 percent of 60 percent of the area median income, as defined by the United States Department of Housing and Urban Development (HUD). Applicants would need to demonstrate ability to keep these units affordable to households at this income level for at least 40 years.*

EXISTING REGULATIONS AND/OR POLICIES:

1. Current Development Regulations

The underlying zoning of the Pike/Pine Overlay District is NC3-65'. The Land Use Code requires residential uses in neighborhood commercial zones to provide open space in an amount equal to 20 percent of the building's gross floor area in residential use. This requirement applies both to mixed-use and single-purpose residential developments. Unlike residential zones, open space requirements in neighborhood commercial zones may be satisfied without providing ground level open space. Typically, developers fulfill these requirements through provision of above ground amenities, including balconies, decks, solaria, or roof gardens.

2. Related Comprehensive Plan Goal and Policies

Goal G74 - Goals for Open Space and Related Facilities in Urban Center Villages, which include:

- One acre of Village Open Space per 1,000 households.
- All locations in the Village must be within 1/8 mile of Village Open Space.
- Dedicated open spaces of at least 10,000 square feet in size, which must be publicly accessible and useable for recreation and social activities.
- At least one useable open space of at least one acre in size (Village Commons) where the existing and target households total 2,500 or more.
- One indoor multiple-use recreation facility serving each Urban Center.
- One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.

Policy L147 - Permit the modification of open space goals through the neighborhood planning process.



NEIGHBORHOOD PROPOSAL:

The Pike/Pine neighborhood proposes waiving open space requirements within the Pike/Pine Overlay District.

ANALYSIS:

The neighborhood views sidewalks as open space amenities. Few neighborhoods compare in the amount of pedestrian activity along sidewalks experienced in the Pike/Pine neighborhood. These sidewalks serve a variety of open space functions and provide places for passive recreation activities, informal gathering spaces, people-watching, and window-shopping.

The neighborhood also distinguishes itself through its unique history and community identity. The historic "auto row" architecture and other historic buildings, such as the Fraternal Lodge buildings (i.e., Odd Fellows Hall, Masonic Temple, Knights of Columbus) and turn-of-the-century housing such as the Bell-Boy Apartments give the neighborhood character and preserve important architecture features from the early twentieth century history.

Older structures built to accommodate light manufacturing uses are now seeing revitalization through adaptive reuse for loft housing. This is a highly desirable housing prototype for a neighborhood with a strong artist presence. Loft housing also complements the surrounding mix of business uses. In fact, the neighborhood is currently preparing neighborhood-specific design guidelines that encourage a unified "auto-row" design concept for residential uses. Design features under consideration are intended to encourage the production of warehouse/loft type residential uses. Balconies, patios, and other such amenities are not always feasible or even desirable amenities in loft housing. The waiver of open space requirements is practical in a neighborhood that draws tenants seeking "urban-oriented" amenities, who may not value open space amenities the way residents might in other neighborhoods.

Much of the neighborhood's housing stock was constructed long before the City adopted open space requirements, and therefore lack open space amenities such as balconies and rooftop gardens. Despite their lack of open space amenities, these structures are considered assets to the community that build neighborhood identity.

Today, most developers in the neighborhood meet open space requirements through a mix of roof top gardens and balconies. Some recent developments did not provide balconies for each unit, particularly those fronting Pike and Pine Streets. Even when balconies have been provided, they tend to be very small (i.e., designed to hold garden pots). Rooftop gardens are not popular in the neighborhood. Residents complain that they are typically unused, yet significantly add to the cost of housing development.

The proposal to waive open space requirements for residential uses is unlikely to result in loss of ground level open space, since there is no requirement to provide it. Recent developments satisfied open space requirements without providing ground level open space.



The implementation of this proposal would likely result in the loss of above ground open space, in an amount equal to 20 percent of a structure's gross floor area in residential use. It is important to consider, however, that some developers may continue providing open space amenities even if not required, in response to market demand. For this reason, the impact of waiving open space requirements may be less than 20 percent of a structure's gross floor area in residential use.

Consistency with Recommended Standards for Open Space in the Comprehensive Plan (Goal G74)

The Pike/Pine Neighborhood meets all minimum open space recommendations for urban center villages, as outlined in Goal G74 of the Seattle Comprehensive Plan. Within the existing Pike/Pine Neighborhood boundaries are two useable open spaces, which include Bobby Morris Playfield/Lincoln Reservoir (4.5 acres) and Boren-Pike-Pine Park (6 acres), for a total combined 10.5 acres.

- The Comprehensive Plan projections report there will be 2,969 households residing in the neighborhood by 2010, or the equivalent of 4,068 residents, assuming the current average neighborhood household size (1.37 persons) remains constant. Under these conditions, the neighborhood would have *one acre of open space per 283 households* or 387 persons per acre. This exceeds the recommended amount in the Comprehensive Plan of one acre of Village Open Space per 1,000 households.
- As recommended in the Seattle Comprehensive Plan, most neighborhood residents are located within 1/8 mile from usable open spaces including Bobby Morris Playfield, Seattle University, the Seattle Central Community College (SCCC) Plaza, Freeway Park, Boren-Pike-Pine Park, and other open space amenities.
- The acreage for both these facilities far exceeds the minimum 10,000 square feet recommended in the Seattle Comprehensive Plan.
- Consistent with Seattle Comprehensive Plan goals, multiple use recreation facilities are located within the Urban Center and include: the Miller Community Center, the SCCC gymnasium, the Yesler Playfield and Community Center, and the Broadway Performance Hall. A community garden (P-Patch) is located within the Urban Center at 14th Avenue and Fir Street.
- In addition to meeting recommended open space amenities for urban center villages, the neighborhood is also located within a 1/8 mile radius of other amenities including Seattle University, the Seattle Central Community College (SCCC) Plaza, Freeway Park, Thomas St. Park (0.32 acres) and McGilvra Place (0.07 acres). There are approximately 11.09 acres of park space available within 1/4 mile of the village boundaries, which is within easy walking distance. Another 85 acres of park space is available within the remainder of the Capitol Hill/First Hill Urban Center.



Consistency with Neighborhood Planning Policies in the Comprehensive Plan (Policy L147)

The neighborhood proposal to eliminate open space requirements within the Pike/Pine Overlay District is an outcome of a neighborhood planning process, built on neighborhood consensus.

Removing Barriers to Affordable Housing (from Goal H7 and Policy H29c)

The explicit purpose of this proposal is to encourage construction of affordable housing. The neighborhood perceives that open space requirements significantly add to the cost of housing development, and constitute a barrier to affordable housing. In fact, local developers estimate that open space requirements add up to \$100,000 or more to the cost of a residential structure. The neighborhood reports that these amenities are typically underused and offer no intrinsic value to the community.

The proposal to waive open space requirements supports the neighborhood's key strategy to encourage and preserve affordable housing options. This provision would apply for new construction when at least 40 percent of the units are rented to households at rents not exceeding 30 percent of 60 percent of the area median income, as defined by HUD. Open space requirements would also be waived for existing structures proposing a change of use, if they do not meet current open space requirements. Residential uses that already meet the open space requirements may choose to eliminate the open space, when at least 40 percent of the units are rented to households at rents not exceeding 30 percent of 60 percent of the area median income, as defined by HUD.

AMENDMENT 4: *Modify Chart A of Section 23.54.015, Required parking, and include in new Section 23.73.010, Development standards, neighborhood-specific minimum parking requirements within the Pike/Pine Overlay District.*

EXISTING REGULATIONS AND/OR POLICIES:

The minimum number of required parking spaces for multifamily uses ranges between 1.1 and 1.5 parking spaces per unit,⁵ depending on factors such as number of bedrooms and number of units. These standards were adopted subsequent to multifamily parking studies conducted in the mid-1980's. Factors affecting the amount of required parking include:

1. The number of units per structure;
2. The average unit size (in square feet); and
3. The number of bedrooms per unit.

The Land Use Code does not currently allow reduced parking requirements for multifamily uses intended to be occupied by low-income households, unless such households are also elderly, disabled, or both.



NEIGHBORHOOD PROPOSAL:

The neighborhood proposes the following minimum parking requirements to apply within the Pike/Pine Overlay District:

- Establish a new parking requirement for residential uses in the amount of one parking space per dwelling unit.
- Establish a new parking requirement for residential uses in the amount of one parking space for every two dwelling units, when at least 40 percent of the units are rented to households at rents not exceeding 30 percent of 60 percent of the median income for the Seattle-Everett Standard Metropolitan Statistical Area, as defined by the United States Department of Housing and Urban Development (HUD). Applicants would need to demonstrate ability to keep these units affordable to households at this income level for at least 40 years. This proposed amendment is jointly recommended by the neighborhood and DCLU.

ANALYSIS:

Support for alternatives to car ownership in the neighborhood is strong. The Pike/Pine neighborhood enjoys easy access to efficient transit services, both bus service and future light rail service.

Smaller household size is another unique characteristic of the Pike/Pine neighborhood, which contributes to lower per household car ownership rates. The *average household size* in the Pike/Pine neighborhood is 1.37, which is significantly lower than the average household size of 2.09 people in the rest of Seattle⁶. *One-person households* comprise 71 percent of all neighborhood households. Combined with the high level of transit service in the neighborhood, the smaller household size per unit suggests lower car ownership in the neighborhood compared to the city as a whole.

The Heffron Transportation study reports that the average car ownership rate in the neighborhood is *0.62 cars per household* (0.60:1 for renters and 1.11:1 for owners),⁷ which is significantly less than the citywide figure of *1.49 cars per household*. The study's findings clearly support the neighborhood recommendation to reduce the multifamily parking requirement to one parking space per unit, without adding to on-street parking congestion.

According to 1990 Census data, *the percentage of households without access to a vehicle in the neighborhood which approximates the boundaries of Census Tracts 83 and 84, is over 45 percent*. This percentage is significantly higher than for the rest of Seattle (17%). Almost 100 percent of neighborhood households without access to a vehicle earn 80 percent or less of the area median income. Also, unlike the rest of Seattle, very few households located in the neighborhood have access to more than one vehicle, as shown in Tables 2 and 3 of Appendix A. Nonprofit housing providers in the area add that *car ownership rates are consistently lower for low-income households* located in inner city neighborhoods.⁸ Census data in Appendix A confirms this statement.



These two parking proposals would also reduce development costs that result from requiring more parking than is actually needed. In the Seattle area, on-site surface parking can add up to \$15,000 to \$17,000 per unit to the total development cost,⁹ depending on such factors as location, land costs, parking demand, and zoning. The cost of providing structured parking is even higher, usually around \$25,000 per space. Regardless of its form, however, parking significantly adds to development cost, which is typically passed on to tenants and homeowners. Requiring an appropriate amount of parking is especially important in inner city neighborhoods like Pike/Pine, where land costs are among the highest in the city.

The amendments proposed in this section work in synergy to help reduce development costs, to provide more equitable access to non-SOV travel, and to support the neighborhood's goal of encouraging more affordable housing.

AMENDMENT 5: *Modify SEPA parking policies, to be consistent with the parking amendments proposed for the Pike/Pine Overlay District related to parking, eliminating SEPA authority within the overlay to require more parking than the minimum required by the Land Use Code.*

EXISTING REGULATIONS AND/OR POLICIES:

The City's SEPA Parking Policies in Section 25.05.675M currently allow parking impact mitigation for projects located outside of downtown zones to be provided in the form of increased parking ratios (i.e., requiring more parking than the minimum required by the Land Use Code).

NEIGHBORHOOD PROPOSAL:

The neighborhood strongly supports parking requirements that reflect unique neighborhood conditions, including lower car ownership rates among households and viable alternatives to car ownership. Requiring more parking than needed for residential uses would add to development costs, and contradict City and neighborhood goals to preserve and encourage affordable housing.

ANALYSIS:

Existing conditions in the neighborhood support reduced reliance on the automobile and viable alternatives to car ownership:

- Transit service in the neighborhood is both frequent and accessible;
- A local car sharing program recently started operating in the neighborhood;
- The neighborhood is located within walking distance of two of the region's largest employment centers: Downtown Seattle and First Hill;
- The neighborhood is characterized by its strong pedestrian orientation, and a diversity of neighborhood-scale retail uses located within easy walking distance of one another;
- Shopping opportunities and entertainment uses such as restaurants, nightclubs, movie theaters are prominent in the neighborhood. In combination with the neighborhood's mixed-



use character, their prominence allows people to live, work and play without relying on an automobile; and

- Household car ownership rates in the neighborhood are among the lowest in the city.

This unique combination of neighborhood conditions indicates that the use of the SEPA authority to require more parking than the minimum required by the Land Use Code is both unnecessary and inappropriate in this neighborhood.

This proposal is consistent with Code amendments made in the Seattle Cascade Mixed (SCM) and Downtown zones, where parking issues were given a similar level of attention.

AMENDMENT 6: *Replace the existing graphic in Section 23.73.004, Pike/Pine Overlay District established, for purposes of improving graphic representation of the boundaries of the Pike/Pine Overlay District.*

No changes to neighborhood boundaries are proposed. This amendment is proposed for the sole purpose of enhancing the visual quality and clarity of existing Exhibit 23.73.004A. The improved graphic is included in the attached ordinance.

AMENDMENT 7: *Rezone the triangular area generally bounded by E. Madison St., Broadway, E. Pike Street, and 13th Avenue from C2-65' to NC3-65'; and establish within this area a new Pedestrian-Designated zone (P1), within which the following streets would be designated as new Principal Pedestrian Streets: 10th Avenue, 11th Avenue, 12th Avenue, E. Madison St., and E. Pike St.*

An analysis of the rezones is provided in Appendix C.

AMENDMENT 8: *Rezone a commercial use (the Heath Property), located at 1617 Boylston Avenue, from MR to NC3-65, ' to correct a mapping error.*

A memorandum is provided in Appendix D, which describes background issues in further detail.



IV. STATUS REPORT ON PIKE/PINE NEIGHBORHOOD PROPOSALS (NOT IMPLEMENTED HERE)

The following recommendations from the Pike/Pine Urban Center Village Plan will be considered through other citywide processes:

NEIGHBORHOOD RECOMMENDATION: *Include in new Section 23.73.010, Development standards, a provision to increase the allowable distance between shared parking locations from 800 feet to a quarter mile (1,320 feet), when the shared parking is located within the Pike/Pine Overlay District.*

This Executive strongly supports this recommendation. However, this recommendation is deferred until changes to the City's parking covenant agreement, which would require off-site accessory parking to run permanently with the land and be officially recorded on the plat and in title reports.

NEIGHBORHOOD RECOMMENDATION: *Modify Section 23.47.032, Parking location and access, and add to new Section 23.73.010, Development standards, a provision to allow parking for residential and non-residential uses may be located on the lot or built into or under the structure or within eight hundred (800) feet of the lot on which the use is located. The distance is increased to a one thousand three hundred and twenty (1,320) feet when the parking is located within the Pike/Pine Overlay District.*

This Executive strongly supports this recommendation. However, this recommendation is deferred until changes to the City's parking covenant agreement, which would require off-site accessory parking to run permanently with the land and be officially recorded on the plat and in title reports.

NEIGHBORHOOD RECOMMENDATION: *Create an exception to minimum required parking for multifamily uses located in proximity to transit.*

DCLU is currently preparing legislation that would apply more broadly than the Pike/Pine Overlay District and allow reductions in required parking for residential uses:

- The use is located within a quarter mile of a street with peak transit headways of fifteen minutes or less in each direction; and
- The use reserves at least one parking space to be used as a car sharing station, associated with a City-recognized car sharing program.



This legislation would apply in neighborhoods with an operational car sharing program, which includes the Pike/Pine Neighborhood.

NEIGHBORHOOD RECOMMENDATION: *The Design Review Board should not expect modulation in the MR zone as required in the Land Use Code, if the building is articulated to the Board's satisfaction.*

DCLU is currently working with the neighborhood to address this issue through neighborhood-specific design guidance.

NEIGHBORHOOD RECOMMENDATION: *Allow code departures through Design Review for rehab or redevelopment projects.*

DCLU is working with the neighborhood to address this issue through neighborhood-specific design guidance.

NEIGHBORHOOD RECOMMENDATION: *Expand Transfer of Development Rights (TDR) program so that properties located in the Pike/Pine Overlay District can be sold to downtown commercial properties.*

The TDR program currently operates only within Downtown zones. Expansion of the TDR program is being considered in Neighborhood Planning Policy Docket One (PD1), CDC's.

NEIGHBORHOOD RECOMMENDATION: *Allow "shared parking" between residential buildings in Lowrise and Midrise zones.*

The city is currently working with a consultant team to identify opportunities for shared parking in selected neighborhoods. The study is expected to be complete by the end of the first quarter of 2000.

NEIGHBORHOOD RECOMMENDATION: *Modify the Pike/Pine Overlay District to include a Community Heritage District that would provide preservation incentives and design review for the rehabilitation and remodeling of existing structures.*

This neighborhood recommendation has been addressed at the citywide level through Neighborhood Planning Policy Docket Four (PD12), Community Character and Conservation Strategies. DCLU is currently working with the neighborhood to prepare neighborhood-specific design guidelines that can also help implement this proposal.

NEIGHBORHOOD RECOMMENDATION: *Appoint a special review board to implement the Community Heritage District in the short term. The board should consist of established neighborhood committees*



and volunteer organizations, and structured as proposed in the Pike/Pine Neighborhood Plan.

This neighborhood recommendation related has been addressed at the citywide level through Neighborhood Planning Policy Docket Four (PD12), Community Character and Conservation Strategies. DCLU is currently working with the neighborhood to prepare neighborhood-specific design guidelines.

NEIGHBORHOOD RECOMMENDATION: *Recommend that Seattle Central Community College (SCCC) apply for a contract rezone from MIO-105 to MIO-65 to make buildings more compatible with surrounding buildings.*

Each Major Institution is required to prepare its own master plan. Section 23.69.020B of the Land Use Code allows Major Institutions to modify development standards through the adoption of a Major Institution Plan. The institution must work with a citizen's advisory committee (CAC) to prepare appropriate development standards that meet the needs of both the Major Institution and the surrounding community. Some residents who participated in the Pike/Pine neighborhood planning process also serve on the SCCC Citizen's Advisory Committee, and have the opportunity to bring neighborhood concerns to the table. A final EIS on the current Major Institution Master Plan for SCCC was published on November 15, 1999.

NEIGHBORHOOD RECOMMENDATION: Designate alleys and streets as Green Streets Type II, and implement streetscape improvements. Green streets being proposed include (Broadway Court from Union Street to E. Madison Street, Crawford Court from Union Street to Olive Street, and Minor Avenue from Seneca Court to Broadway Court to E. Madison Street).

The neighborhood will continue working with Seattle Transportation staff to further refine the specifications of its green street proposals. The neighborhood has also been advised to apply for funding for design work, possibly including an application for a Neighborhood Matching Fund grant.

The process for reviewing proposals for Green Streets is outlined in Neighborhood Planning Docket PD 15, Key Pedestrian Streets and Green Street: How Will Key Pedestrian Streets be defined, designed, funded, and implemented? How can the City foster the development of Green Streets?

NEIGHBORHOOD RECOMMENDATION: *Work with DCLU, SEATRAN, and developers to ensure that all new developments are designed to encourage pedestrian and bicycle access.*



The City is currently working with a consultant team to explore opportunities to expand the City's bicycle parking requirements. The comprehensive parking study is expected to be complete by the end of the first quarter of 2000. DCLU will review consultant proposals for expanding the City's bicycle parking requirements.

NEIGHBORHOOD RECOMMENDATION: *Expand SCCC parking garage (from 500 to 750 spaces).*

This proposal will be addressed through the SCCC Major Institution Planning process, as discussed above.

NEIGHBORHOOD RECOMMENDATION: *Promote public use of SCCC parking garage during school's off-peak hours. SCCC sells parking during off-peak hours and sells residential parking passes for overnight storage.*

This proposal will be addressed through the SCCC Major Institution Planning process, as discussed above.

ENDNOTES:

¹ The Pike/Pine Urban Center Village Plan, November 1998, p.1.

² The Pike/Pine Urban Center Village Plan, November 1998, p.1.

³ Source: 1990 Census.

⁴ Heffron Transportation, October 1998

⁵ Existing parking requirements for multifamily uses that provide housing for low-income (elderly) and low-income (disabled) population are 1:6 and 1:4 respectively.

⁶ Source: 1990 Census.

⁷ Heffron Transportation, October 1998

⁸ Conversation with staff at the Capitol Hill Housing Improvement Program (CHHIP)

⁹ Puget Sound Business Journal, June 11-17, 1999, p. 24.

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APPENDIX A: Access to Vehicles

**Table 1: Vehicles Available by Household Income
City of Seattle**

Income Levels	0 Veh.	1 Veh.	2 Veh.	3 Veh.	4 Veh.	5 Veh.	6 Veh.	7 Veh.
< \$5,000	7233	4823	865	181	57	0	9	14
\$5,000 to \$9,999	11791	7963	1808	318	46	12	10	17
\$10,000 to \$12,499	3955	6034	1255	168	42	7	0	0
\$12,500 to \$14,999	2888	5084	1342	220	60	29	8	0
\$15,000 to \$17,499	2579	6912	1854	353	38	13	0	8
\$17,500 to \$19,999	2108	6330	2124	416	66	14	0	12
\$20,000 to \$22,499	1687	7365	2346	513	115	7	5	0
\$22,500 to \$24,999	1160	5327	2362	600	71	11	0	0
\$25,000 to \$27,499	922	6578	3105	529	160	35	15	0
\$27,500 to \$29,999	843	4494	2699	535	137	18	5	5
\$30,000 to \$32,499	798	5220	3440	816	180	72	0	0
\$32,500 to \$34,999	509	3667	2667	728	194	60	0	12
\$35,000 to \$37,499	371	3870	3350	780	183	55	25	0
\$37,500 to \$39,999	372	2904	2844	583	208	21	6	0
\$40,000 to \$42,499	349	2935	3172	771	224	88	8	16
\$42,500 to \$44,999	233	1790	2781	786	207	32	8	7
\$45,000 to \$47,499	250	2119	2896	1109	176	54	15	0
\$47,000 to \$49,999	104	1547	2425	811	221	47	16	0
\$50,000 to \$54,999	215	2509	4727	1579	352	128	26	0
\$55,000 to \$59,999	187	1519	4112	1373	383	87	14	21
\$60,000 to \$74,999	345	3454	8334	3136	922	189	88	57
\$75,000 to \$99,999	214	1853	5894	2680	806	334	90	76
\$100,000 to \$124,999	94	943	2179	955	355	108	36	24
\$125,000 to \$149,999	13	264	1204	496	120	67	28	35
\$150,000 or more	36	656	2285	1025	294	104	21	15
% Total	17%	41%	30%	9%	2%	1%	<1%	<1%
ALL INCOMES	39256	96160	72070	21461	5617	1592	433	319

**Table 2: Vehicles Available by Household Income
Census Tract 83**

Income Levels	0 Veh.	1 Veh.	2 Veh.	3 Veh.	4 Veh.	5 Veh.	6 Veh.	7 Veh.
< \$5,000	106	76	0	0	0	0	0	0
\$5,000 to \$9,999	230	31	0	0	0	0	0	0
\$10,000 to \$12,499	90	38	0	0	0	0	0	0
\$12,500 to \$14,999	60	36	0	0	0	0	0	0
\$15,000 to \$17,499	87	76	0	0	0	0	0	0
\$17,500 to \$19,999	83	27	0	0	0	0	0	0
\$20,000 to \$22,499	74	98	0	0	0	0	0	0
\$22,500 to \$24,999	89	59	28	0	0	0	0	0
\$25,000 to \$27,499	32	28	0	0	0	0	0	0
\$27,500 to \$29,999	32	45	0	0	0	0	0	0
\$30,000 to \$32,499	9	44	8	0	0	0	0	0
\$32,500 to \$34,999	27	45	9	0	0	0	0	0
\$35,000 to \$37,499	15	87	0	0	0	0	0	0
\$37,500 to \$39,999	4	31	0	0	0	0	0	0
\$40,000 to \$42,499	9	28	10	0	0	0	0	0
\$42,500 to \$44,999	0	22	0	0	0	0	0	0



\$45,000 to \$47,499	0	33	0	0	0	0	0	0
\$47,000 to \$49,999	19	19	0	0	0	0	0	0
\$50,000 to \$54,999	0	58	13	0	0	0	0	0
\$55,000 to \$59,999	8	0	0	0	0	0	0	0
\$60,000 to \$74,999	17	61	8	0	0	0	0	0
\$75,000 to \$99,999	9	48	9	0	0	0	0	0
\$100,000 to \$124,999	0	9	0	0	0	0	0	0
\$125,000 to \$149,999	0	8	0	0	0	0	0	0
\$150,000 or more	9	10	6	0	0	0	0	0
% Total	48%	48%	4%	0%	0%	0%	0%	0%
ALL INCOMES	1,009	1,017	96	0	0	0	0	0

Table 3: Vehicles Available by Household Income
Census Tract 84

Income Levels	0 Veh.	1 Veh.	2 Veh.	3 Veh.	4 Veh.	5 Veh.	6 Veh.	7 Veh.
< \$5,000	155	64	0	0	0	0	0	0
\$5,000 to \$9,999	210	81	0	0	0	0	0	0
\$10,000 to \$12,499	129	89	32	0	0	0	0	0
\$12,500 to \$14,999	51	61	9	0	0	0	0	0
\$15,000 to \$17,499	81	34	8	0	0	0	0	0
\$17,500 to \$19,999	80	81	14	0	0	0	0	0
\$20,000 to \$22,499	17	71	0	0	0	0	0	0
\$22,500 to \$24,999	16	50	0	6	0	0	0	0
\$25,000 to \$27,499	17	45	0	0	0	0	0	0
\$27,500 to \$29,999	7	17	0	0	0	0	0	0
\$30,000 to \$32,499	20	37	0	0	0	0	0	0
\$32,500 to \$34,999	9	28	6	0	0	0	0	0
\$35,000 to \$37,499	6	9	11	6	0	0	0	0
\$37,500 to \$39,999	12	0	9	0	0	0	0	0
\$40,000 to \$42,499	14	13	7	0	0	0	0	0
\$42,500 to \$44,999	0	7	0	0	0	0	0	0
\$45,000 to \$47,499	14	4	0	0	0	0	0	0
\$47,000 to \$49,999	0	41	0	0	0	0	0	0
\$50,000 to \$54,999	8	13	13	0	0	0	0	0
\$55,000 to \$59,999	0	0	0	0	0	0	0	0
\$60,000 to \$74,999	0	32	0	0	0	0	0	0
\$75,000 to \$99,999	0	33	31	0	0	0	0	0
\$100,000 to \$124,999	0	5	8	0	0	0	0	0
\$125,000 to \$149,999	0	0	7	0	0	0	0	0
\$150,000 or more	0	30	22	0	0	0	0	0
% Total	45%	45%	9%	1%	0%	0%	0%	0%
ALL INCOMES	846	845	177	12	0	0	0	0

Source: 1990 Census



APPENDIX B: Single-Purpose Residential (SPR) Density Analysis

ANALYSIS OF RESIDENTIAL DENSITY LIMITS FOR SPR ALONG NORTH/SOUTH STREETS

A. Development Under Existing Regulations (SPR residential density= 1 unit per 400 s.f.)

- Under existing regulation, the average number of residential units that could be developed per parcel at one unit per 400 square feet of lot area is: $8,188/400 = 20.5$ units.
- The total estimated number of units that could be developed along the north/south streets within the Pike/Pine Overlay District therefore equals: $20.5 \text{ units} * 208 \text{ parcels} = 4,264$ units.

B. Development Under Proposed Regulations (no SPR residential density limit)

Without the 1:400 square foot density limit, the total number of residential units that could be built along the north/south streets could increase, as shown below (see SMC23.47.008D, Mixed-use development). The following assumptions are made in providing this analysis:

1. A six-story development is feasible in a zone with 65 foot height limit,
2. The street level floor may be developed at full lot coverage, as per 23.47.008D;
3. The five remaining stories street level may be developed only at 64 percent of lot coverage, as per 23.47.008D;
4. 20 percent of the building square footage must be subtracted for utility storage, stairs, hallway space, and other unusable areas;
5. Parking is provided in an underground structure; and
6. The average unit size in the area is 600 square feet.
7. Developers will not choose to build any mixed-use development

Given these assumptions,

- $8,188/600$ (less 20 percent) = 10.9 units at the street level on each parcel; and
- $8,188 * 0.64$ (less 20 percent) / 600 = $5,240 / 600 = 6.9$ units per floor above the street level.

Under this scenario, the average number of units that could be developed per parcel equals: $6.9 * 5 + 10.9 = 45.4$ units.

The total estimated number of units that could be along the north/south streets within the Pike/Pine Overlay District therefore equals: $45.4 \text{ units} * 208 \text{ parcels} = 9,443$ units.

Summary: Scenario A vs. Scenario B

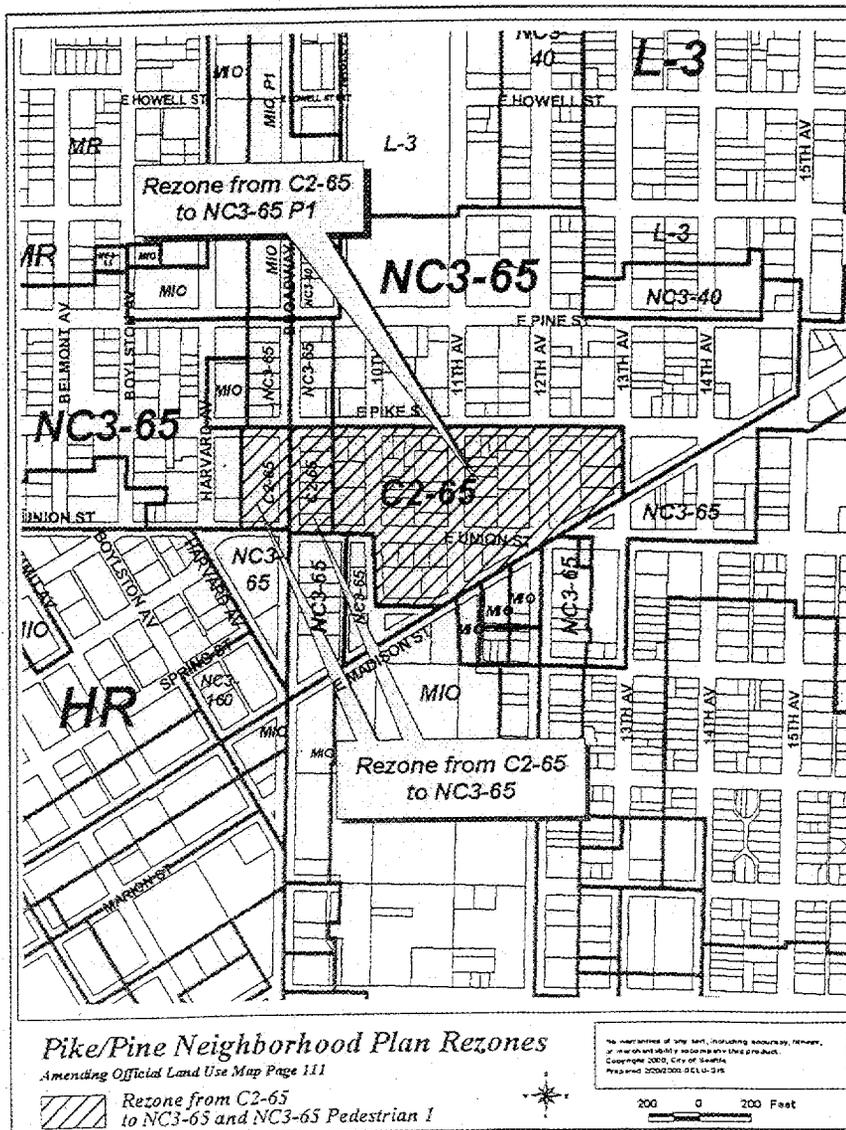
DEVELOPMENT SCENARIO	# HOUSING UNITS THAT COULD BE BUILT
A: Existing Regulations (1:400 residential density limit for SPR)	4,264
B: No residential density limit for SPR development	9,443



APPENDIX C: Analysis and Recommendation of Proposed Rezones in the Pike/Pine Urban Center Village

Summary of Proposed Action

The proposed action involves a rezone of a triangular-shaped area roughly bounded by Broadway to the west, 13th Avenue to the east, East Madison Street to the south, and E. Pike Street to the north from C2-65' to NC3-65'. Within this area P1 Pedestrian-Designated zones would apply along 10th Avenue, 11th Avenue, 12th Avenue, E. Madison Street, and E. Pike Street. A map of this proposed rezone area, is provided below:



Organization of this Report

This report is divided into the following sections that address the applicable Rezone Criteria presented Chapter 23.34 of the Land Use Code, Amendments to the Official Land Use Map (Rezoning):

1. Background
2. General Rezone Criteria
3. Match Between Zone Criteria And Area Characteristics
4. Zoning History And Precedential Effect
5. Neighborhood Plans
6. Zoning Principles
7. Impact Evaluation
8. Changed Circumstances
9. Overlay Districts
10. Critical Areas
11. Land Use Policies
12. Comparison Table of Criteria Analysis

Final conclusions and recommendations are presented at the end of this report for Council action.

1. Background

The proposed rezone area, currently zoned C2-65', is located outside the Pike/Pine Overlay District but within the planning area for the Pike/Pike Urban Center Village. It includes 17 acres and an estimated 52 land parcels. The area is located between the proposed Capitol Hill and First Hill light rail stations, around which Transit-Oriented Development (TOD) is highly desirable. Parcel sizes range from 1,739 square feet to 33,252 square feet.

ORIGINAL PROPOSAL

The neighborhood originally proposed extending the Pike/Pine Overlay District to include the proposed rezone area. This proposal was recommended to achieve the following goals and objectives:

1. Allow residential uses to be permitted outright;
2. Allow new and preserve existing auto retail and repair uses;
3. Prohibit drive-in businesses;
4. Discourage large scale commercial uses;
5. Encourage smaller neighborhood-scale commercial uses; and
6. Foster a more pedestrian-friendly environment.



In order for City Council to approve a rezone, the rezone criteria provided in Section 23.34, Amendments to the Official Land Use Map (Rezoning), must be satisfied. One of the key rezone criteria states:

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

Concern over meeting this target was raised early in the review process. The adopted employment growth target for the Pike/Pine Urban Center Village is 1,400 new jobs. Based on the requirement above, the resulting zoned capacity for the Pike/Pine Urban Center Village must be at least 1,750 new jobs (i.e., $1,400 \times 125\% = 1,750$) in order to approve the rezone.

Under the current zoning, the projected employment target for the proposed rezone area is 1,080 new jobs. Another 320 new jobs are projected in the remainder of the village, for a total of 1,400. Under the development standards of the Pike/Pine Overlay District, the estimated employment growth capacity would be 162 new jobs, which represents a loss of 918 jobs compared to the existing zoning.

Assumptions: The following assumptions are made in determining the zoning capacity of the proposed rezone area, under (1) existing conditions (C2-65' zoning) and under (2) the proposal to extend the Pike/Pine Overlay District to include the proposed rezone area:

1. *Existing Conditions:* The redevelopable parcels under the current C2-65' zoning includes approximately 129,600 square feet. This area could result in commercial development of up to 324,000 square feet, assuming 100% commercial use and a maximum FAR of 2.5. The employment estimate is 300 square feet of commercial building area per employee. The current zoning has the capacity to support an estimated 1,080 new jobs.
2. *Extension of the Pike/Pine Overlay District:* The Pike/Pine Overlay has its own set of built-in assumptions. Based on development regulations that apply within the overlay, the full buildout of the area is assumed to comprise a mix of residential uses (75%) and commercial uses (25%). The maximum FAR is assumed to be 1.5, and the employment estimate is 300 square feet of commercial building area per employee. Using these assumptions, the area could result in commercial development of up to 48,600 square feet, and the estimated employment growth capacity would be 162 new jobs. The implementation of this proposal could potentially result in a loss in employment capacity of 918 (1,080 - 162) jobs.

Clearly, the proposal to extend the Pike/Pine Overlay District would not create 125 percent of the employment growth target for the Pike/Pine Urban Center Village. The Comprehensive Plan does however allow growth targets from one or more urban villages to be transferred to another, provided they are all located within the same urban center and that the growth targets for the



urban center as a whole are met. Unfortunately, there is not sufficient employment growth in other urban villages available for transfer. As indicated above, 125 percent of the employment target for the Pike/Pine Urban Center Village represents the equivalent of 1,750 new jobs. Given there are only 162 new jobs in the proposed rezone area, a minimum of 1,588 new jobs have to be available for transfer from the other urban villages within the First Hill/Capitol Hill Urban Center. There are only 1,354 new jobs available for transfer. Thus, this proposal does not meet the 125% employment growth target and therefore may not be approved.

MODIFIED PROPOSAL

Subsequent to this analysis, DCLU worked with the neighborhood to propose an alternative to original proposal that would meet both the neighborhood goals listed above and the employment growth targets. The outcome of this effort was a joint recommendation to rezone the proposed rezone area from C2-65' to NC3-65', without modifying the boundaries of the overlay. The NC3-65' designation was selected because it matches the underlying zoning of the Pike/Pine Overlay District. To ensure the area's pedestrian character and to prohibit drive-in businesses, Pedestrian-Designated zones would also apply along 10th Avenue, 11th Avenue, 12th Avenue, E. Madison Street, and E. Pike Street.

A key concern to the neighborhood is that auto retail and repair uses not become nonconforming under the new zoning designation. As shown in the Attachment at the end of this report, which lists permitted uses in each of the commercial, auto retail and repair uses are permitted outright under NC3 zoning. In fact, there are no known uses that would become nonconforming as a result of this action. DCLU conducted a survey in September 1999 of all existing uses within the proposed rezone area. Among the uses observed at that time are: principal use parking, restaurants, dry cleaners, roommate referral services, furniture sales, night clubs, architecture and design services, hair stylists, performance arts, shipping services, single-purpose residential structures, mixed-use structures, auto repair, auto retail, and storage uses.

Assumptions: The following assumptions are made in determining the zoning capacity of the proposed rezone area, under (1) existing conditions (C2-65' zoning) and under (2) the modified to rezone the proposed rezone area to NC3-65', without modifying the boundaries of the Pike/Pine Overlay District. The application of Pedestrian-Designated zones would have no impact on employment projections.

1. *Existing Conditions:* The redevelopable parcels in the area comprises approximately 129,600 square feet. This area could result in commercial development of up to 324,000 square feet, assuming 100% commercial use and a maximum FAR of 2.5. The employment assumption is 300 square feet of commercial building area per employee. The current zoning has the capacity to support 1,080 new jobs.
2. *Modified Proposal (Rezone to NC3-65')*: Based on the development regulations that apply



to NC zones, the build out of the area is assumed to comprise a mix of residential uses (50%) and commercial uses (50%). The maximum FAR is assumed to be 2.5, and the employment estimate is 300 square feet of commercial building area per employee. Using these assumptions, the area could result in commercial development of up to 162,000 square feet, and the estimated employment growth capacity would be 540 new jobs. The potential impact of this option on employment capacity would be a loss of 540 (1,080- 540) employees.

As indicated above, in order to approve the proposal, the resulting employment capacity target for the Pike/Pine Urban Center Village must total at least 1,750 new jobs. The projected loss in employment capacity associated with the modified proposal (i.e., a loss of 540 employees) leaves a void of 1,210 new jobs. Fortunately, there are sufficient new jobs available (1,365) for transfer from other urban villages in First Hill/Capitol Hill Urban Center. These new jobs are associated with expansion of major institutions within the Urban Center, as shown below:

Major Institution	Projected Employment Growth (Number of new jobs projected)
Seattle University	85
Group Health	897
Harborview	383
Total	1365

Source: The numbers above were obtained from conversations with campus and institution planners.

The amount of employment capacity available for transfer (1,365) exceeds the minimum (1,210) necessary to meet 125% of the existing employment capacity for the Pike/Pine Urban Center Village.

2. General Rezone Criteria

There are three General Rezone Criteria that are required for rezone approval:

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

The proposed rezone from C2-65' to NC3-65' would increase capacity for residential development, but reduce capacity for commercial development, as detailed in the subsections below.



Residential Capacity

Under the current zoning, no residential growth target is expected within for the C2 area. Under the proposed rezone, residential growth in the amount of 167 new units (or 234 residents) is expected in this area¹. Thus, the estimated residential population growth for the same area is estimated to increase from 620 to 787 households, *which represents 126% of the residential growth target for the Pike/Pine Urban Center Village.*

Commercial Capacity

As discussed above, the employment capacity under the modified proposal would result in an employment capacity of $1,365+540=1,905$, *which represents 136% of the existing employment capacity.* 1,365 of these new jobs are borrowed from major institutions located within the First Hill/Capitol Hill Urban Center.

It is important to note that the existing employment growth targets for the proposed rezone area may be overstated. The Pike/Pine neighborhood is considered a highly desirable place to live, and recent trends indicate that developers have been responding to this demand through construction of new mixed-use developments. The Pike/Pine neighborhood also strongly supports the production of new housing options for residents of all income levels. The modified proposal is consistent with this objective, and supports the City's broader objective of increasing the inventory of affordable housing.

Another important consideration, as mentioned above, is that the area is strategically located between the First Hill and Capitol Hill light rail station planning areas. These planning areas encourage residential development as part of Transit-Oriented Development (TOD). One could argue that leaving the C2 zone intact, which would continue the development of primarily single-purpose commercial developments, is less consistent with both neighborhood and light rail station area planning goals. Given the number of vacant uses in the proposed rezone area, it appears that the current zoning designation does not respond to recent market conditions. It is unlikely a rezone from C2-65' to NC3-65' would discourage commercial uses that would otherwise be drawn to the area.

¹ It is assumed that no residential development will take place in C2 zones, where residential use is a conditional use.



Changes to Development Capacity (Pike/Pine Urban Center Village)			
	<i>Development Capacity</i>		
	<i>Current Zoning</i>	<i>Proposed Rezone</i>	<i>Change</i>
<i>Total Available Developable Parcels</i>	0	18	+18
<i>Net Dwelling Unit Development Capacity</i>	0	167	+167
<i>Net Non-residential Square Footage Development Capacity</i>	324,000	154,540	-169,460 (plus 440,640 transferred from major institutions)

Note: The method for calculating development capacity is based on the redevelopment potential of individual parcels, which is derived by formula from the King County Department of Assessment data.

- *For each urban center or urban village, the zoned capacity for the center or village taken as a whole shall allow the minimum zoned capacity established in Section B of the comprehensive plan.*

The proposed action meets the minimum zoned capacity established for the First Hill/Capitol Hill Urban Center. Although the proposed action results in a small decrease in employment capacity, this loss is more than compensated for through increased employment capacity associated with major institution growth within the Urban Center.

3. Match between Zone Locational Criteria and Area Characteristics

This section provides a comparison of the proposal against the locational criteria for the proposed zone.



Proposal One: Rezone the Proposed Rezone Area from C2-65' to NC3-65.'

Proposed rezone from C2- 65' to NC3-65' (including P1 Pedestrian-Designated zones along 10 th Avenue, 11 th Avenue, 12 th Avenue, E. Madison Street, and E. Pike Street)				
NC3 Criteria (23.34.078)				
	Meets Criteria			Comments/Description
	YES	NO	Maybe	
FUNCTION: The intended function of areas zoned NC3				
A pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community or citywide clientele. The area provides for comparison shopping with a wide range of retail goods and services. The area also provides offices and business support services that are compatible with the retail character of the area and may also include residences. These areas provide locations for single-purpose commercial structures, multi-story mixed-use structures with commercial uses along the street front and multi-story residential structures.	✓			A portion of the Harvard Market is located within the proposed rezone area, which offers services both for surrounding residents. Harvard Market also draws clientele from the South Capitol Hill, the Central Area, First Hill, Beacon Hill, Downtown and other locations. Mixed-use development thrives along E. Pike St., which offers a full array of retail, office, and entertainment uses. Residential use is a key component of mixed-use developments along E. Pike St. The area along Broadway within the proposed rezone area is poised between a long established mixed-use area to the north and similar development along Madison, west of Broadway.
Desired Characteristics				
a. Variety of retail businesses at street level.	✓			The area is well-served by retail businesses that are located at street level, especially along E. Pike St. but also along smaller the north-south streets. The potential for new retail development is very likely under the proposed rezone.
b. Continuous storefronts with commercial use, built to the front property line.	✓			The area is well-served by retail businesses that are located at the property line, especially along E. Pike St. but also along smaller the north-south streets.
c. Intense pedestrian activity.	✓			Intense pedestrian activity occurs along E. Pike St., along many of the north-south streets, along E. Union St. and to a lesser extent along Broadway and Madison during the day.
d. Shoppers can drive to the area, but will walk from store to store.	✓			On-street parking (some of which is metered) is available along all streets



Proposed rezone from C2- 65' to NC3-65' (including P1 Pedestrian-Designated zones along 10 th Avenue, 11 th Avenue, 12 th Avenue, E. Madison Street, and E. Pike Street)				
NC3 Criteria (23.34.078)				
	Meets Criteria			Comments/Description
	YES	NO	Maybe	
				located within the proposed rezone area. Short-term (30-minutes max.) surface parking is available at Harvard Market, which is accessible off of E. Union St. Longer-term structured parking is also available, which can be accessed off of Broadway. There is at least one additional structure and one additional surface parking lot located within the proposed rezone area. Because of the proximity to a diversity of uses, shoppers can park their cars and walk from store to store.
e. Cycling and transit are important means of access.	✓			Residents in the proposed rezone area, and in its surrounding areas, are among the most frequent transit users in the city. They also use non-SOV travel modes (e.g., cycling) to complete many of their work-related and personal trips.
LOCATIONAL CRITERIA: The desired characteristics of areas zoned NC3				
1. Existing Character				
1a. Major commercial nodes surrounded by medium- to high-density residential area or other commercial areas.	✓			The proposed rezone area is located adjacent to the Pike/Pine Overlay District, which encourages mixed-use development, with street level commercial uses, with residential uses above. The area is also located near some of the highest density residential areas in the region.
1b. Commercial, retail-oriented strip along a major arterial with significant amounts of retail frontage and generally surrounded by medium-density residential areas.	✓			Within the proposed rezone area, E. Madison St. serves as a Principal Arterial fronted with neighborhood-scale commercial uses. The south side of E. Madison St. is primarily occupied by university-related uses within the Seattle University Major Institution Overlay District. E. Pine and E. Pike Streets serve as Minor Arterials characterized by retail-oriented strip development. A mix of uses, including office and light manufacturing uses,



Proposed rezone from C2- 65' to NC3-65' (including P1 Pedestrian-Designated zones along 10th Avenue, 11th Avenue, 12th Avenue, E. Madison Street, and E. Pike Street)				
NC3 Criteria (23.34.078)				
	<i>Meets Criteria</i>			<i>Comments/Description</i>
	<i>YES</i>	<i>NO</i>	<i>Maybe</i>	
				front the north-south streets, notably along 10 th Avenue, 11 th Avenue, and 12 th Avenue. The area has potential for additional commercial retail strip development if rezoned, along some of the lesser developed streets, such as E. Union St., which serves as a minor arterial.
1c. Shopping centers.	✓			The Harvard Market is located within the proposed rezone area, and includes a QFC, a pharmacy, a dry cleaners, several restaurants, and other neighborhood amenities.
2. Physical Conditions Favoring Designation as NC3				
2a. Served by a principal arterial.	✓			Within the proposed rezone area, E. Madison St. serves as a Principal Arterial. Broadway and E. Pike serve as other arterials.
2b. Separated from low-density residential areas by physical edges, less-intense commercial areas or more intense commercial areas.	✓			The proposed rezone area is surrounded by uses of similar or greater intensity. It is completely separate from low-density residential areas. The area is surrounded by less intensive uses for the most part.
2c. Highly accessible for large numbers of people (considering present and anticipated congestion) so that intense activity of a major commercial node can be accommodated.	✓			The area is easily accessible by car, transit, and other means of travel. The proposed rezone is to a less intensive zone, so any new development under the rezone should be more easily accommodated compared to leaving the current C2 zoning intact.
2d. Combination of circulation and transit system accommodates commercial traffic without drawing traffic through residential areas.	✓			Service frequency for buses traveling within the area is excellent (i.e., 5-10 minute headways during peak hours). Additional capacity to accommodate traffic should result from the opening of two light rail stations within the vicinity (the First Hill and Capitol Hill stations). Major thoroughfares include E. Pike St., Broadway, and E. Madison St.,



Proposed rezone from C2- 65' to NC3-65' (including P1 Pedestrian-Designated zones along 10th Avenue, 11th Avenue, 12th Avenue, E. Madison Street, and E. Pike Street)

NC3 Criteria (23.34.078)

	<i>Meets Criteria</i>			<i>Comments/Description</i>
	<i>YES</i>	<i>NO</i>	<i>Maybe</i>	
				which carry heavy volumes of traffic. Compared to the city as a whole, SOV travel is relatively low.
2e. Excellent transit service.	✓			Service frequency for buses traveling within the area is excellent (i.e., 5-10 minute headways during peak hours). Additional capacity to accommodate traffic should result from the opening the two light rail stations within the vicinity (the First Hill and Capitol Hill stations).
2f. Presence of large, perhaps shared, off-street parking lots. Land available for additional parking, or other means to accommodate parking demand.	✓			The SCCC parking garage offers shared parking opportunities in the evenings for theatre, movie, restaurant and nightclub patrons. Harvard Market offers a variety of long- and short-term parking options. A number of surface parking facilities located either within the proposed rezone area or in close proximity. The neighborhood strongly advocates for more shared parking opportunities, and has recommended a number of other parking strategies to be considered for implementation.

MATCH BETWEEN ZONE CRITERIA AND AREA CHARACTERISTICS:

The neighborhood's vision for the area is for diverse mixed-use development (residential with neighborhood-scale retail) that offers more housing options for residents of all income levels and convenient access to transit and a full range of services and amenities. The neighborhood envisions that existing auto-related uses would remain to help maintain the area's unique character. Of pivotal importance to the neighborhood is a recommendation to depart from the single-purpose commercial development objective in the area under C2-65' zoning and instead encourage a mix of residential/commercial uses.

The NC3-65' zone is more appropriate for this area than the current C2-65' zone, because the NC3-65' zone supports mixed-use development; in C2-65' zone, mixed-use development is not encouraged and is permitted only by administrative conditional use. Existing auto-related uses are permitted outright in both zones.

The proposed rezone to NC3-65' would accommodate the neighborhood's goals while maintaining the area's ability to accommodate employment growth.



Proposal Two: Apply Pedestrian 1 District Overlays within the proposed rezone area along 10th Avenue, 11th Avenue, 12th Avenue, E. Madison St., and E. Pike St.

Proposal:	Apply Pedestrian 1 District Overlays within the proposed rezone area along 10 th Avenue, 11 th Avenue, 12 th Avenue, E. Madison St., and E. Pike St.		
Criteria	Meets Criteria		Comments/Description
	YES	NO	
FUNCTION: THE INTENDED FUNCTION OF PEDESTRIAN DISTRICT 1 DESIGNATIONS:			
To preserve and encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored.	✓	<input type="checkbox"/>	The purpose of the proposed P1 designation is to encourage a more pedestrian friendly environment in an area located between two light rail station areas. This set of proposals would result in stronger connections between the two light rail stations, within which pedestrian activity and other non-SOV travel modes are highly encouraged. The proposed designations support the neighborhood's goals for development along these streets, including required street-level commercial uses and prohibition of drive-in businesses. The P1 designation is preferred to P2 along these streets to support non-auto trips to, from, and within light rail stations. P1 is more appropriate than P2 as a long-range strategy for encouraging an intensity of pedestrian activity in the area needed to support transit-oriented development (TOD) goals.
DESIRED CHARACTERISTICS:			
Intense pedestrian interest and activity at street level; wide variety of retail/service activities; large number of shops and services per block; buildings built to the front property line with a minimum of auto-oriented uses; minimal pedestrian-auto conflicts.	✓	<input type="checkbox"/>	Each proposal meets these criteria.
PHYSICAL CONDITIONS favoring Designation as P1:			
Pedestrian district generally surrounded by medium- to high-density residential areas and/or major activity centers; excellent access for transit, bicycle and pedestrian; availability of on- and off-street parking which can accommodate those who drive to the area; commercial areas with sufficient depth to accommodate off-street parking away from the	✓	<input type="checkbox"/>	The proposed Pedestrian-Designated zones are surrounded by a commercial, residential and mixed-use (i.e., with residential uses located above commercial/retail uses). Many of the street-level uses in the area are built to the lot line. The area is within walking distance to Harvard Market on Broadway, a neighborhood-scale shopping center, which includes underground and above ground parking facilities. On-street and surface parking lots are adjacent to Harvard Market. Smaller scale amenities and services are located along Broadway, E. Pike Street, 10 th Avenue, and E. Pine Street, some with off-street parking located in the side or rear setbacks. Other small



<p>principal pedestrian street; alleys or side streets allow access to parking areas by means other than curb cuts on principal pedestrian street; strong existing pedestrian character substantially reduces impact of parking waiver on surrounding areas.</p>		<p>businesses depend solely on on-street parking. Some of the area's off-street parking is accessible by alleys instead of curb cuts. The area is easily accessible to efficient bus services, and is ideally located between two light rail station areas. A car sharing program currently operates in the vicinity with parking stations located within walking distance (e.g., the SCCC garage).</p>
<p>Match between the zone criteria and area characteristics: The proposed P1 Districts match the characteristics of the rezone area better than P2 zone as a designation, which will foster more pedestrian oriented shopping as demonstrated by application of the function and locational criteria. Further, the proposed rezone would aid in the implementation of the neighborhood plan goals and policies.</p>		

Recommendations:

1. Rezone the proposed rezone area from C2-65' to NC3-65.'
2. Apply Pedestrian 1 District Overlays to the following streets and designate them as principal pedestrian streets, within the proposed rezone area: 10th Avenue, 11th Avenue, 12th Avenue, E. Madison St., and E. Pike Street.

4. Zoning History and Precedential Effect

A number of rezones, mainly large scale legislative rezoning efforts, have taken place within the proposed rezone area since 1957, the year the city began recording rezones and tracking their history. The area's current zoning was established for the most part in 1986, by Ordinance 112777. This ordinance changed the zoning designation for parcels located on the north side of E. Pike St. from CG (General Commercial), which is an old zoning designation used under Title 24, to NC3-65.' Parcels located between the south side of E. Pike Street and E. Madison Street were generally rezoned for CG to C2-65'. Parcels fronting Broadway between E. Union Street and E. Madison Street were rezoned to NC3-65', not C2-65'. Some of the parcels fronting 10th Avenue between E. Union Street and E. Madison Street were rezoned to NC3-65' instead of C2-65' as well. This rezoning was done as part of a citywide effort to update commercial zoning across the entire city.

The proposed rezone area is located immediately south of the Pike/Pine Overlay District, which was established in 1995 by Ordinance 118414. The underlying zoning of the Pike/Pine Overlay District is also NC3-65.'

The effect of the proposed rezone and new Pedestrian is development that is similar to that within the Pike/Pine Overlay District.



5. Neighborhood Plans

The Pike/Pine Neighborhood initiated a previous planning effort, which resulted in the 1991 Pike/Pine Neighborhood Plan. The purpose of the planning effort was to address issues related to anticipated growth in the neighborhood, and to establish a neighborhood vision serving as a framework for establishing neighborhood-appropriate development regulations. One of the outcomes of this study was the proposal to establish the Pike/Pine Overlay District, within which pedestrian-oriented mixed-use development would be required.

The neighborhood participated in subsequent neighborhood planning efforts, as part of the recent neighborhood planning process. The Pike/Pine Urban Center Village Plan was adopted by Ordinance 119413 on March 22, 1998. As discussed above, the Pike/Pine neighborhood's original recommendation was to extend the existing Pike/Pine Overlay District to include the proposed rezone area. The modified proposal to rezone the area to NC3 accomplishes the same goals that the neighborhood put forward in Pike/Pine Urban Center Village Plan:

1. Encourage residential development within mixed-use structures, particularly for artist live/work spaces (in C2 zones, single-purpose residential developments and residential use as part of mixed-use development are permitted only by administrative conditional use);
2. Encourage neighborhood-scale commercial development rather than larger single-purpose commercial developments; and
3. Preserve existing auto retail and repair uses.
4. Allow new and preserve existing auto retail and repair uses;
5. Prohibit drive-in businesses
6. Foster a more pedestrian-friendly environment.

6. Zoning Principles

The proposed rezone is a change to a less intensive commercial zone (i.e., from C2 to NC3), which permits mixed-use development outright, consistent with the neighborhood's vision and with transit-oriented development goals for adjacent station areas. No changes are proposed to existing height limits, except that some mixed-uses structures may be eligible for an additional four feet of height, if street-level commercial uses require more than 13 feet in ceiling height (the minimum required) to support operations, such as ventilation.

The proposed rezone area is located immediately south of the Pike/Pine Overlay District and is zoned of C2-65'. No physical buffers or zone boundaries are required. The boundaries of the proposed rezone area are established by public right-of-ways, along platted lot lines. The Seattle University MIO boundaries also distinguish the boundary of the proposed rezone area. The proposed rezone area is also compatible with adjacent zoning.



7. Impact Evaluation

Impact evaluation involves consideration of possible negative and positive impacts on an area proposed for rezoning. The left column in the table below lists the factors examined, as identified in 23.34.008, and the right column presents the analysis of potential impacts. In this section, the proposed rezone is evaluated for potential impacts on public service, environmental, pedestrian safety, housing character, and service capacity factors.

Factors to be examined

Factor	Potential Impacts Associated with Proposed Rezone
<i>Housing:</i>	The housing capacity may increase under this proposed action, and, consistent with goals and objectives put forward in the Pike/Pine Urban Center Village Plan, additional opportunities for low-income housing may be created.
<i>Public Service:</i>	Potential increases in the residential population may increase the demand for additional public services.
<i>Environmental Factors*:</i>	Potential increases in the residential population and prohibition of new general manufacturing uses may lead to reduced noise and air impacts. No additional impacts are expected related to glare, shadows, water quality, terrestrial and aquatic flora, or fauna. The proposed action may result in reduced odor impacts, given that general new industrial uses would not be permitted in the area. (Note: additional analysis of environmental impacts is provided in the attached SEPA report).
<i>Pedestrian Safety:</i>	Potential increases in the residential population may result in more vehicular-pedestrian conflicts. The Pike/Pine Urban Village Center Plan proposes a number of street improvements, including several green streets, designed to enhance pedestrian safety.
<i>Manufacturing Activity:</i>	Light manufacturing activities exist within the proposed rezone area, which are also permitted under the proposed rezone to NC3-65'. There are no known manufacturing uses (i.e., general or heavy manufacturing uses) that would become nonconforming as a result of this proposal. General manufacturing uses are those manufacturing uses that typically have the potential of creating noise, smoke, dust, vibration, or other environmental impacts.
<i>Employment Activity:</i>	This proposal could result in fewer new employment opportunities. Increased residential population may result in additional demand for neighborhood goods and services that currently does not exist. Some of the potential loss in job growth could be offset by increased employment demand for neighborhood commercial services.
<i>Character of Housing:</i>	The existing housing stock is primarily multifamily-oriented and often a component of a mixed-use structure. There are a number of single-purpose apartment structures within the proposed rezone area.
<i>Shoreline Views:</i>	No shoreline views exist within the proposed rezone area.



Factor	Potential Impacts Associated with Proposed Rezone
<p><i>* Note: Environmental Factors includes noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows and energy conservation (SMC 23.34.008 F.1.c.).</i></p>	

Service Capacities

Development that can reasonably be anticipated based on the proposed potential development shall not exceed the service capacities that can reasonably be anticipated in the area including the following:

Services	Service Capacities Associated with Proposed Rezone
<p><i>Street access to the area:</i></p>	<p>Existing street access to the area is expected to accommodate the potential residential growth within the proposed rezone area.</p>
<p><i>Street capacity to the area:</i></p>	<p>The current street capacity can accommodate the potential increase in the residential population. Car ownership rates among residents in the existing Pike/Pine Overlay District are among the lowest in the city. These residents are also among the most frequent transit users and are among the most likely to rely on alternatives to single-occupancy vehicle travel compared to residents in other neighborhoods.</p>
<p><i>Transit service:</i></p>	<p>The proposed rezone area is located in one of the city's best-served neighborhoods for transit service. The area is located within walking distance to bus routes with frequent service headways (i.e., frequency of service is five to ten minutes during peak travel hours). The area is also located within walking distance to the future Capitol Hill and First Hill light rail stations. Current transit services and proposed improvements can easily accommodate the potential residential population growth in the area. The proposed rezone supports Transit-Oriented Development (TOD) goals in proximity to light rail stations.</p>
<p><i>Parking capacity:</i></p>	<p>All new residential and commercial development in the area must comply with the City's required parking provisions contained in Section 23.54.015 of the Land Use Code.</p>
<p><i>Utility and sewer capacity:</i></p>	<p>The proposed rezone area is already fully served by utility and sewer infrastructure. This proposal is a change to a less intensive zone (i.e., C2 to NC3), and consequently the demand on service utility and sewers may decrease compared to existing conditions.</p>
<p><i>Shoreline navigation:</i></p>	<p>There are no shorelines or shoreline navigation routes within the proposed rezone area.</p>

Note: Service Capacities includes street access and street capacity to an area; transit service, parking capacity, utility and sewer capacity, and shoreline navigation (SMC 23.34.008 F.2.).



8. Changed Circumstances

The proposed rezone occurs within a context of changed circumstances. The area includes several vacant sites, which suggests that C2 may not be the best zoning designation for the area. As indicated above, the area is located between two light rail stations, around which mixed-use and pedestrian friendly development is highly encouraged. The proposed rezone of the area to NC3-65' zoning would increase the number of people living within walking distance of high capacity transit facilities. Also, the adoption of the plan, which calls for mixed-use and residential development, supports planned expansions of nearby major institutions. The proposed rezone therefore supports city goals for Transit-Oriented Design and for balance of employment and housing locations.

Several modifications have occurred to structures within rezone area in the previous ten years. Most modifications involved minor non-structural repairs. In addition, some more substantial developments have take place or are currently in the pipeline. A brief street-by-street review of permit activity within the last ten years is provided below:

- E. Pike Street: new uses established for caretaker's quarters, sidewalk café adjacent to existing tavern, new light manufacturing use, day spa, and personal/household retail sales.
- E. Madison: change of use to restaurant, and new specialty food store use established.
- E. Union Street: alterations to existing auto repair, change of use from office, lab, warehouse to artist dwellings and custom craft work, and use established for boarding house (interior and exterior alterations).
- Broadway: construction of a mixed-use development and 33,000 CY of fill (Harvard Market development), install fuel tanks and storage room addition for gas station, new sidewalk café adjacent to existing restaurant.
- 10th Avenue: minor non-structural improvements and exterior repairs, and change in use from retail to vehicle repair.
- 11th Avenue: change in use from bakery to printing, change is use from auto mobile retail sales to wholesale bakery, change of use from retail to restaurant, proposed construction of an apartment building replacing existing structure destroyed by fire.
- 12th Avenue: change of use from administrative office to institution (private school) and façade alterations, use established for a major repair use and occupation of that use, and paint booth installed to level of existing major auto repair building.
- 13th Avenue: interior modifications of mini-storage facility, reconfiguration of mini-storage facility from 13 units to 27 units.

The proposed rezone area has undergone a significant amount of permit activity. Although the majority of permits were for non-structural repairs and upgrades, a significant number of changes in use have taken place (mostly for restaurant and retail uses as part of mixed-use structures).



There has also been considerable residential development, both for rental and owner-occupied tenure. In response to local demand, artist loft development has been popular as well. The new Harvard Market was recently completed, which provides amenities (e.g., supermarket, pharmacy, dry cleaning, and restaurants) that support the growing residential population within the proposed rezone area.

The proposed rezone is not expected to create any additional nonconformities.

9. Overlay Districts

Section 23.12.140, Pike/Pine, provides policy direction on appropriate development within the Pike/Pine Overlay District. The policy states that "Within the boundaries of the area shown on Exhibit 23.12.140 A, the policy 'Enhance the area's pedestrian character' from the 1991 Pike/Pine Planning Study shall be considered as provided in Section 23.12.025, Use of land use policies." The proposed rezone action is consistent with the goal of enhancing pedestrian character, which is a highly appropriate action given its adjacency to Pedestrian-Designated district on 12th Avenue.

10. Critical Areas

No critical areas are located within the proposed rezone area.

11. Land Use Policies

Chapter 23.12 of the Land Use Code contains the City's adopted Land Use Code policies. Some of these policies apply broadly throughout the city, while others apply only within a given overlay district or neighborhood planning area.

- Section 23.12.140, Pike/Pine, provides policy direction on appropriate development with the Pike/Pine Overlay District. The policy states that "Within the boundaries of the area shown on Exhibit 23.12.140 A, the policy 'Enhance the area's pedestrian character' from the 1991 Pike/Pine Planning Study shall be considered as provided in Section 23.12.025, Use of land use policies."
- Policy 2 of Section 23.12.070, Commercial Areas, states that commercial policies are "to encourage business creation and expansion by permitting flexibility of business activity which is compatible with the neighborhood-serving character of business districts and with the residential character of surrounding residential neighborhoods." The Pike/Pine Urban Center Village Plan promotes small-scale commercial development as part of mixed-use structures, consistent with the neighborhood's unique urban identity.
- Policy 6 of Section 23.12.070 states that "Residential use is allowed in neighborhood



commercial areas to provide built-in clientele for nearby commercial businesses and to encourage housing in close proximity to convenience shopping services and employment opportunities....” Policy 6 also states that “residential use in mixed- or single-purpose structures shall be subject to conditional use approval to reduce the possibility of conflict between uses and to conserve a portion of the limited commercially zones land for commercial purposes.”

12. Comparison Table of Criteria Analysis

The following table summarizes the conclusions regarding rezone evaluation criteria as they apply to the rezone. The table is presented for ease of reference to the detailed discussion of the criteria found in this report and in the original report.

Note: The table below is not meant to represent a tabulated comparison, as the criteria overlap in some cases, are to be weighed and balanced, and would not necessarily be given equal weight by Councilmembers.

Criterion	Evaluation			
	Criterion Favors:			
	C2	NC3	NC3-PI	=
Rezone Evaluation: Zone Function Statements 23.34.007				X
General Rezone Criteria 23.34.008 A				
1. Capacity for Growth Targets			X	
2. Minimum Zoned Capacity (Section B of Comp Plan LU Element)	X			
3. Maximum Zoned Capacity (Section B of Comp Plan LU Element)	NA*	NA	NA	NA
Match Between Zone Criteria and Area Characteristics 23.34.008 B				X
Zoning History and Precedential Effect 23.34.008. C				X
Neighborhood Plans 23.34.008 D			X	
Zoning Principles 23.34.008 E:				
1. Impact on less intensive zones			X	
2. Physical Buffers				X
3. Zone Boundaries				X
Impact Evaluation 23.34.008 F				X
Changed Circumstances 23.34.008 G			X	
Overlay Districts 23.34.008 H			X	
Critical Areas 23.34.008 I				X
Land Use Policies 23.34.008 J			X	

* Criteria does not favor any option

* NA means not applicable



Discussion of Criteria Comparison

Match Between Zone Function and Locational Criteria and Area Characteristics: the match between the area and zone function and locational criteria for the C2 and NC3 is very close. Most of the rezone criteria either are neutral, or favor the proposed rezone to NC3.

Summary and Recommendation

The proposed rezone is a key integrated strategy necessary to implement vision and intent of the Pike/Pine Urban Center Village plan. The Executive finds this proposal to be consistent with the vision presented in the plan and appropriate for implementing that vision. Furthermore, this proposal satisfies the general and specific rezone criteria presented in Chapter 23.34 of the Land Use Code. This proposal was also considered a highly desirable action toward meeting transit-oriented design goals within the First Hill and Capitol Hill light rail station planning areas.



ATTACHMENT
Permitted Commercial Uses in NC3, C1, and C2 Zones

Commercial Use	NC3	C1	C2
1. Kennels	X	X	P
2. Towing Services	X	P	P
3. Vessel Repair, Major	X	S	S
4. Heavy Commercial Services	X	P	P
5. Construction Services	X	P	P
6. Commercial Laundries	X	P	P
7. Outdoor Participant Sports and Recreation	X	P	P
8. Outdoor Storage	X	P	P
9. Cargo Terminals	X	S	P
10. Transit Vehicle Base	X	CCU	CCU
11. Major Communication Utility	X	CCU	CCU
12. General Manufacturing	X	P	P
13. Single-family Dwelling Units	P/CU	P/CU	CU
14. Multi-family Structures	P/CU	P/CU	CU
15. Congregate Residences	P/CU	P/CU	CU
16. Mobile Home Park	X	P	CU
17. Adult Family Homes	P/CU	P/CU	P
18. Assisted Living Facilities	P/CU	P/CU	CU
19. Animal Husbandry	X13	X13	P

Legend

- P = Permitted
- X = Prohibited
- CU = Administrative Conditional Use
- CCU = Council Conditional Use
- S = Permitted only in the Shoreline District, when permitted by the Seattle Shoreline Master Program

The data shown in the table above illustrate differences in land uses permitted (either outright or by conditional use) and prohibited compared to the C2 zoning. Although there are more differences between the NC3 and C2 zones, compared to differences between the C1 and C2 zones, none of the nineteen uses listed above currently exists within the proposed rezone area.



APPENDIX D: Analysis and Recommendation of a Proposed Rezone at 1617 Boylston Avenue

SUMMARY OF THE PROPOSED ACTION

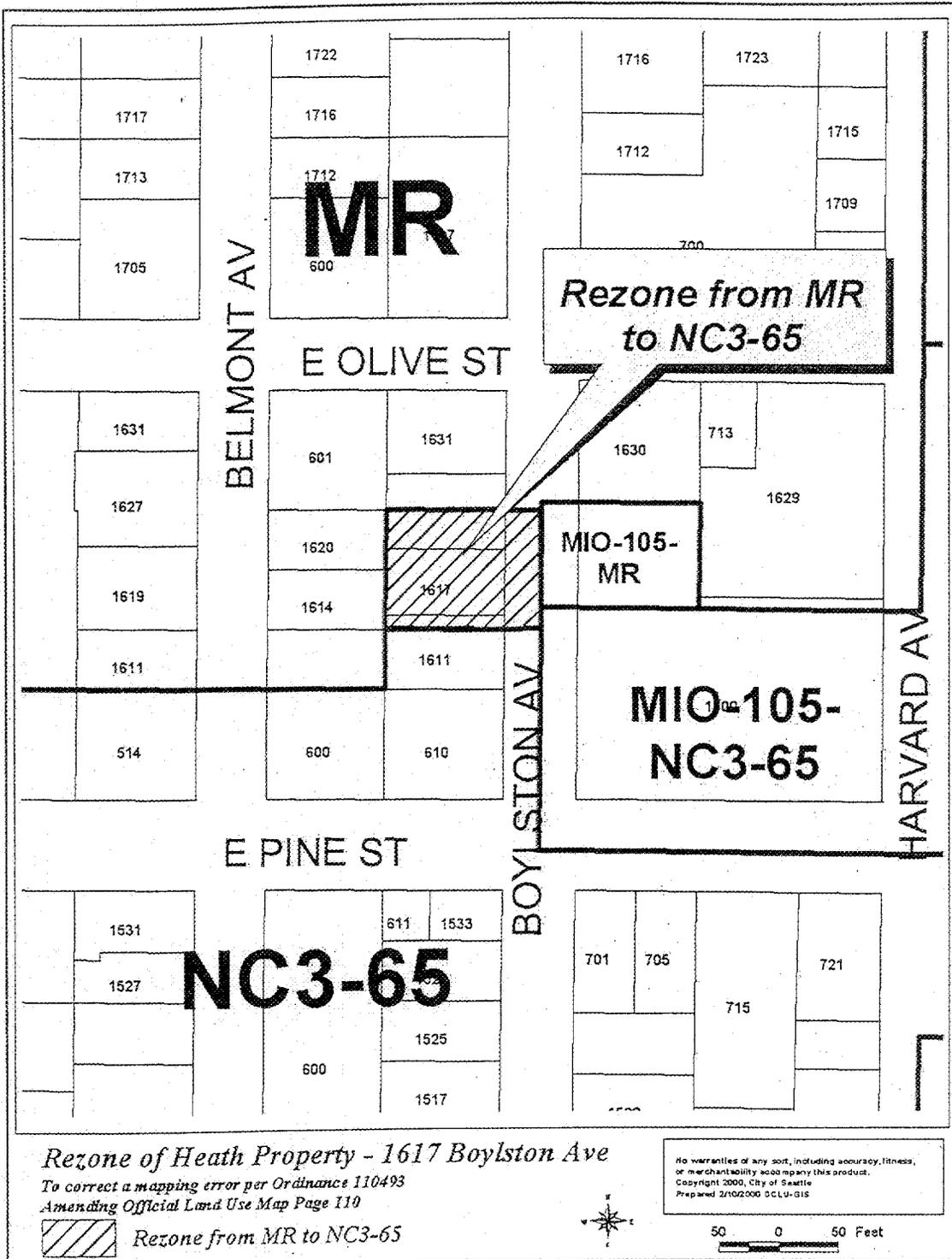
The proposed rezone is located at 1617 Boylston Avenue, within the Pike/Pine Neighborhood on Capitol Hill. The property was rezoned from Multiple Family, High Density, Variable Height (RMV) to General Commercial (CG) under Title 24, Seattle's Zoning Ordinance pre-dating the City's current Land Use Code (Title 23). At the time of the rezoning of the property, preparations were underway to rezone the city, in accordance with new Land Use Policies and replacing Seattle's woefully inadequate and outdated Comprehensive Plan that had been in place since 1957. By the summer of 1982, land use policies had been approved by Council for single and multifamily residential areas and the Council subsequently adopted new zoning classifications to implement those policies. The rezone of residential areas was concluded in 1982 and new zoning went into effect that year.

Commercial areas and some residentially zoned properties along primarily commercially zoned corridors were subject to the next phase of the citywide rezone process and were designated mixed-use. Mixed-use was a holding category until new commercial designations were formulated and affected properties could be recommended to be rezoned to the new commercial designations or to one of the new residential zones. In order to track these proposals and plan recommendations for Council action, paper maps were made and properties were marked tentatively as commercial or residential, depending in part on whether they supported the commercial areas policies, as proposed, or would better serve residential objectives. These maps, unfortunately, were not correct in designating the subject property as residential, when, in fact it had recently been rezoned to commercial, in recognition of its commercial use and adjacency to an established commercial corridor.

The mayor's recommendations to the Council and Council's subsequent action in 1986 was to designate the properties in the vicinity of the subject site as they had been historically designated, with no change in the zoning line demarcating the residentially zoned parcels from the commercial area. The commercially zoned area would have included the subject site if the working maps and the subsequent formal rezone maps submitted to Council had been accurate.

In order to correct this historical error in mapping and recognize the commercial use of the subject site and restore the zoning line to its original, Council approved location, we recommend that Council approve the proposed rezone as depicted on the map below:





Locational Criteria: Proposed Rezone Area from MR-60' to NC3-65.'

Proposed rezone from MR-60' to NC3-65'				
NC3 Criteria (23.34.078)				
	Meets Criteria			Comments/Description
	YES	NO	Maybe	
FUNCTION: The intended function of areas zoned NC3				
A pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community or citywide clientele. The area provides for comparison shopping with a wide range of retail goods and services. The area also provides offices and business support services that are compatible with the retail character of the area and may also include residences. These areas provide locations for single-purpose commercial structures, multi-story mixed-use structures with commercial uses along the street front and multi-story residential structures.	✓			The site is located near a number of streets with a neighborhood commercial/pedestrian orientation, including E. Pine St. and E. Pike St. The site is located within the Pike/Pine Overlay District, within which pedestrian-oriented mixed-use development is highly encouraged.
Desired Characteristics				
a. Variety of retail businesses at street level.	✓			The site is located in an area that is well-served by retail businesses located at street level, especially along E. Pike St. but also along smaller the north-south streets. The site contains an existing commercial use at street level.
b. Continuous storefronts with commercial use, built to the front property line.	✓			The area is well-served by retail businesses located at the property line, especially along E. Pike St. but also along smaller the north-south streets.
c. Intense pedestrian activity.	✓			Intense pedestrian activity occurs along E. Pike St., along many of the north-south streets, along E. Union St. and to a lesser extent along Broadway and Madison during the day.
d. Shoppers can drive to the area, but will walk from store to store.	✓			On-street parking (some of which is metered) is available along streets in the area (many with 30-minute maximums).
e. Cycling and transit are important means of access.	✓			Residents near the site are among the most frequent transit users in the city. They also use non-SOV travel modes (e.g., cycling) to complete many of their work-related and personal trips.



Proposed rezone from MR-60' to NC3-65'				
NC3 Criteria (23.34.078)				
	Meets Criteria			Comments/Description
	YES	NO	Maybe	
LOCATIONAL CRITERIA: The desired characteristics of areas zoned NC3				
1. Existing Character				
1a. Major commercial nodes surrounded by medium- to high-density residential area or other commercial areas.	✓			The site is located adjacent to the Pike/Pine Overlay District, which encourages mixed-use development, with street level commercial uses, with residential uses above. The area is also located near some of the highest density residential areas in the region.
1b. Commercial, retail-oriented strip along a major arterial a major arterial with significant amounts of retail frontage and generally surrounded by medium-density residential areas.	✓			Near the site, E. Pine and E. Pike Streets serve as arterials that provide access to and from retail-oriented strip development.
1c. Shopping centers.	✓			Broadway Market and Harvard Market are located within walking distance of the site.
2. Physical Conditions Favoring Designation as NC3				
2a. Served by a principal arterial.	✓			E. Madison St. serves as a Principal Arterial. Broadway and E. Pike serve as other arterials.
2b. Separated from low-density residential areas by physical edges, less-intense commercial areas or more intense commercial areas.	✓			The site is surrounded by uses of similar intensity. It is completely separate from low-density residential areas.
2c. Highly accessible for large numbers of people (considering present and anticipated congestion) so that intense activity of a major commercial node can be accommodated.	✓			The site is accessible by car, transit, and other means of travel.
2d. Combination of circulation and transit system accommodates commercial traffic without drawing traffic through residential areas.	✓			Service frequency for buses traveling within and near the site is excellent (i.e., 5-10 minute headways during peak hours). Additional capacity to accommodate traffic will be available when the First Hill and Capitol Hill light rail stations open.



Proposed rezone from MR-60' to NC3-65'				
NC3 Criteria (23.34.078)				
	Meets Criteria			Comments/Description
	YES	NO	Maybe	
2e. Excellent transit service.	✓			Service frequency for buses traveling within the area is excellent (i.e., 5-10 minute headways during peak hours). Additional capacity to accommodate traffic will be available when two nearby light rail stations open (the First Hill and Capitol Hill stations).
2f. Presence of large, perhaps shared, off-street parking lots. Land available for additional parking, or other means to accommodate parking demand.	✓			The SCCC parking garage is located near the site and offers shared parking opportunities in the evenings for theatre, movie, restaurant and nightclub patrons. Harvard Market also offers a variety of long- and short-term parking options. A number of surface parking facilities are located nearby.

MATCH BETWEEN ZONE CRITERIA AND AREA CHARACTERISTICS:

The NC3-65' zone is a more appropriate designation for this site than the current MR designation, because the site is currently in single-purpose commercial use, which is a permitted use in NC3-65' zones. Also, the site is adjacent to other sites under NC3-65' zoning. Single-purpose commercial structures are not permitted uses in MR zones.

This rezone is proposed to correct a mapping error. The site itself was previously rezoned to a commercial designation, by Ordinance 110493. The Official Land Use Map does not reflect this action. This proposal would correct this error, and properly designate the official zoning for this site.

Summary and Recommendation

The Executive finds this proposal to be consistent with the site's current and long-established use. It also satisfies the locational criteria for NC3 zones presented in Chapter 23.34 of the Land Use Code. The site had previously been rezoned to a commercial designation. This proposal would correct error in the current designation of the site, as it appears on the Official Land Use Map.

Attachment: Copy of Ordinance 110403, rezoning the Heath Property to a commercial designation, which was approved by Council on March 22, 1982,



STATE OF WASHINGTON - KING COUNTY

120500
City of Seattle, City Clerk

—ss.

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:120000/ORD IN FUL

was published on

07/14/00

The amount of the fee charged for the foregoing publication is the sum of \$ _____, which amount has been paid in full.

K. Peterson

Subscribed and sworn to before me on

07/14/00

McLivanez

Notary Public for the State of Washington,
residing in Seattle

City of Seattle

ORDINANCE 120000

AN ORDINANCE relating to land use and zoning, amending Seattle's SEPA ordinance, SMC 25.05.675M, Parking policies, to implement the Pike/Pine Neighborhood Plan.

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, a coalition of Pike/Pine neighborhood stakeholders came together to form the Pike/Pine Urban Neighborhood Coalition in the Autumn, 1995 for the purpose of preparing a Neighborhood Plan as provided for in the City of Seattle Comprehensive Plan; and

WHEREAS, stakeholders in this community formed a Planning Committee and worked with City staff and consultants to develop specific plan recommendations; and

WHEREAS, a final plan incorporating Key Strategies and Additional Activities for Implementation was reviewed and approved by the Pike/Pine Urban Neighborhood Coalition and validated by the community in response to a community-wide mailer and validation event; and

WHEREAS, the GMA requires development standards to be consistent with comprehensive plans; and

WHEREAS, the overall vision of the Pike/Pine Neighborhood Plan is consistent with the goals and policies of Seattle's Comprehensive Plan; and

WHEREAS, on March 22, 1999, by Ordinance 119413, the City Council amended the Seattle Comprehensive Plan to incorporate portions of the Pike/Pine Urban Center Village Plan, including the Pike/Pine Plan goals and policies; and

WHEREAS, the City Council finds that the proposed amendments to the Land Use Code and to the City's SEPA policies established by this ordinance are consistent with the adopted the Pike/Pine Urban Center Village Plan; and

WHEREAS, the City Council finds that the proposed amendments to the Land Use Code and to the City's SEPA policies established by this ordinance will protect and promote the health, safety and welfare of the general public; and

NOW THEREFORE

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

SECTION 1. Subsection M of Section 25.05.675 of the Seattle Municipal Code, which Section was last amended by Ordinance 119481, is further amended as follows:

25.05.675 SPECIFIC ENVIRONMENTAL POLICIES.

M. Parking

1. Policy Background.

a. Increased parking demand associated with development projects may adversely affect the availability of parking in an area.

b. Parking policies designed to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are included in the City's land use policies and implemented through the City's Land Use Code. However, in some neighborhoods, due to inadequate off-street parking, streets are unable to absorb any additional parking spillover. The policies recognize that the cost of providing additional parking may have an adverse effect on the affordability of housing.

2. Policies.

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.

b. Subject to the overview and cumulative effects policies set forth in SMC Sections 25.05.685 and 25.05.670, the decisionmaker may condition a project to mitigate the effects of development in an area on parking, provided that:

1.N.(a) SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones;

2. (provided further, that) (c) in the Seattle Cascade Mixed (SCM) zone and for residential uses located within the Pike/Pine overlay District, no SEPA authority is provided for the decisionmaker to require more parking than the minimum required by the Land Use Code;

3. (provided further that with the exception of the Alki area, as described in subsection M2c below,) (p) Parking impact mitigation for multi-family development, except in the Alki area, as described in subsection M2c below, may be required only where on-street street parking is affected