

Director's Analysis and Recommendation on
the North Beacon Hill
Rezone Proposal

Department of Planning and Development
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I. Executive Summary

The Department of Planning and Development (DPD) is recommending rezones based on the North Beacon Hill Town Center Urban Design Framework (2011) to carry out key actions identified by the community during the recent update of the North Beacon Hill Neighborhood Plan. The rezones are intended to encourage future development that respects the context of the neighborhood's core, achieves appropriate transitions to less intensive zones, and supports the neighborhood's pedestrian and transit orientation around the Beacon Hill light rail station.

These rezones are the product of a two year neighborhood plan update process that engaged a broad cross section of the community through hands-on workshops, interactive meetings with community-based organizations, questionnaires and other means. All of the proposed rezones are within the current boundaries of the North Beacon Hill Residential Urban Village and are within areas designated Commercial/Mixed Use or Multi-Family Residential on the Comprehensive Plan's Future Land Use Map.

This report contains analysis of the proposed rezones using general rezone criteria related to commercial, multifamily and single family zones. It also reviews each rezone as it relates to specific criteria for each new zone. The report provides an assessment of the proposal's effect on estimated growth and the ability of local infrastructure and services to support such development. DPD has conducted an associated environmental analysis (SEPA) and made a determination of non-significance. DPD recommends adoption of the entire package of rezone proposals.

II. Introduction

DPD is recommending 5 rezones and the expansion of the Station Area Overlay District (SAOD) boundary to implement the goals and policies of the recent North Beacon Hill Neighborhood Plan Update to create a vibrant neighborhood core that concentrates housing, commercial uses, services and living-wage employment opportunities – a hub that is well served by a range of comfortable and convenient travel options. The proposed rezones will help guide current and future development in the neighborhood core around the Beacon Hill light rail station. The following are the key elements of the rezone:

Scope. The proposed rezones include 85 parcels on approximately 12 acres of land, centered on the neighborhood core around Beacon Avenue S. Five individual areas are proposed for rezone, as well as expansion of the SAOD boundary. All of the rezones are depicted on Exhibit A: Rezone Proposal Map. The proposed SAOD boundary expansion is depicted in Exhibit B: Proposed Station Area Overlay District (SAOD) Boundary Expansion. The 5 rezones areas are identified as follows:

Area A: Rezone an existing Single Family (SF 5000) zone to Lowrise (LR3)

Area B: Rezone an existing Lowrise (LR2) zone to Lowrise (LR3)

Area C: Increase allowable heights in the existing Neighborhood Commercial (NC2-40) zone to Neighborhood Commercial (NC2-65) and Neighborhood Commercial with Pedestrian Zone (NC2P-40) along Beacon Avenue S to Neighborhood Commercial with Pedestrian Zone (NC2P-65)

Area D: Rezone existing Single Family (SF 5000) zone to Lowrise (LR3)

Area E: Rezone existing Single Family (SF 5000) zone to Neighborhood Commercial with Pedestrian designation (NC2P-65)

Station Area Overlay District Boundary. Included, as part of the proposed rezones, is the extension of the North Beacon Hill Station Area Overlay District (SAOD) boundary to incorporate the El Centro de la Raza property and two other areas. See Exhibit B on page 7. An SAOD includes a set of supplemental development regulations that overlay existing zoning and are intended to encourage transit-oriented development. See Seattle Municipal Code (SMC) Chapter 23.61, which contains SAOD development standards. The proposed expansion of the SAOD, including an analysis of the criteria for an SAOD, may be found on page 19.

Pedestrian Overlay. A Pedestrian (P) designation already exists along Beacon Avenue S. between S. Bayview Street and S. Forest Street. The existing P designation will remain in these areas and will be expanded to include parcels on S Lander Street between 16th Avenue S and 17th Avenue S. The P designation is a suffix to a zoning classification that denotes additional development standards intended to protect and encourage a pedestrian-oriented retail environment. See SMC 23.34.086 for the full intent and purpose of the P designation.

Incentive Zoning Provisions for Affordable Housing. Under this proposal, all additional floor area capacity allowed through the rezone will be contingent on the provision of public benefits according to SMC Chapter 23.58A, Incentive Provisions. Chapter 23.58A was adopted by Council in December of 2008 in order to define the process and criteria for allowing extra floor area contingent on the provision of public benefits. Under this chapter, the City can require that additional floor area beyond current zoning be allowed contingent on the provision of certain public benefits by the developer. Zoning contingent on the provision of public benefits is notated on zoning maps by indicating a base Floor Area Ratio (FAR) in parentheses after the zoning designation. For example, the notation NC3-65 (2.0) indicates a zoning of NC3-65 with a base FAR of 2. All extra floor area above this base FAR requires the provision of public benefits per Chapter 23.58A.

Future development using the additional floor area allowed through this rezone would be required to comply with incentive zoning provisions in place at the time of permitting. Currently, Chapter 23.58A requires that all extra floor area allowed for buildings in zones with a maximum height limit of 85 feet or less be achieved by providing affordable housing on site or through a payment in lieu. Since the rezone will not result in height limits greater than 85 feet, all extra floor area in the rezone area would be achieved by providing affordable housing in this manner. For example, under existing requirements, developers would be required to provide housing units affordable to households with incomes up to 80% of median income (for rental housing), equivalent to 17.5% of the additional square footage beyond the base FAR. The percentage of floor area to be provided as affordable housing varies depending on the specific income levels the housing will serve.

Exhibit A: Rezone Proposal Map

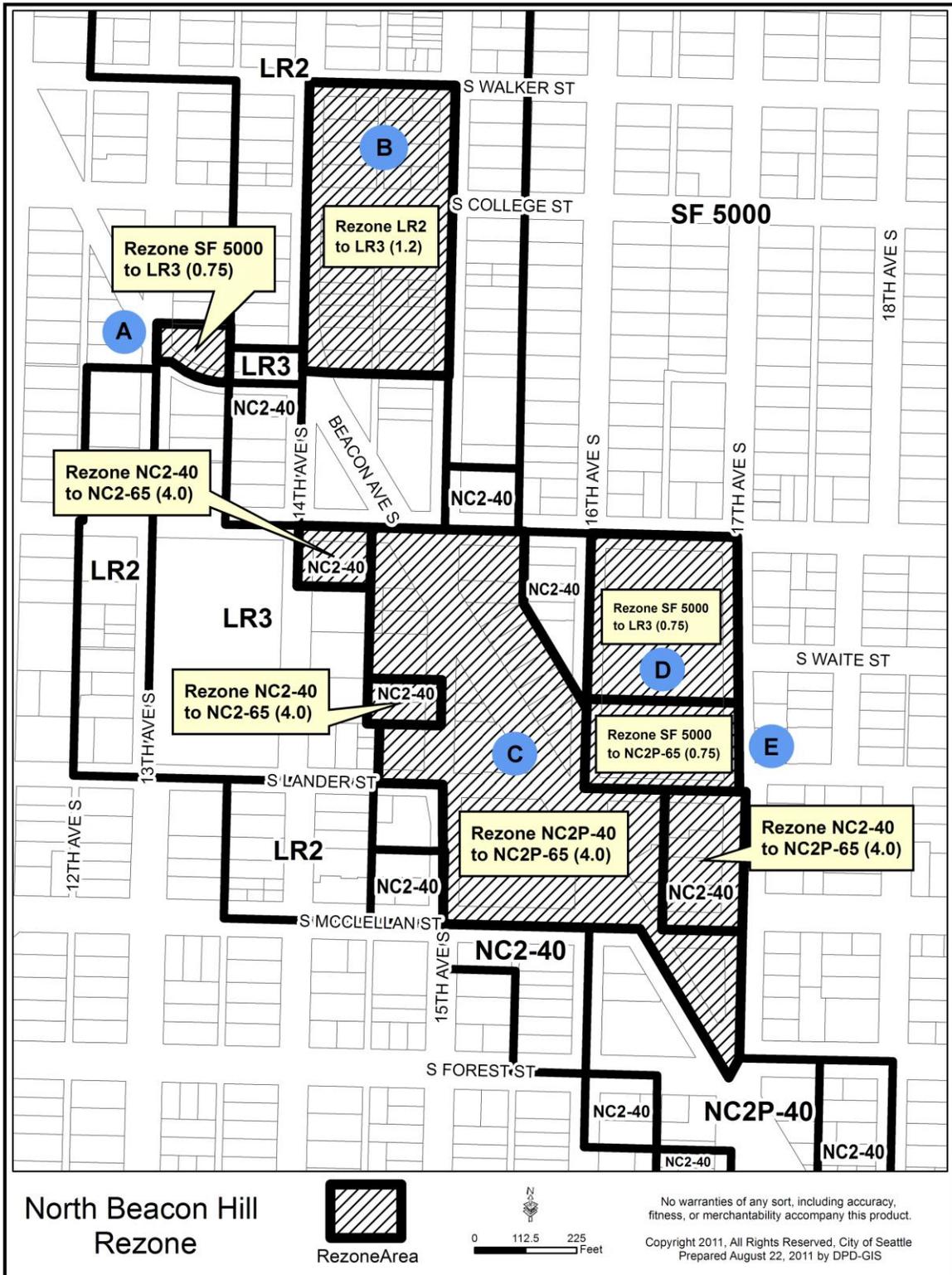
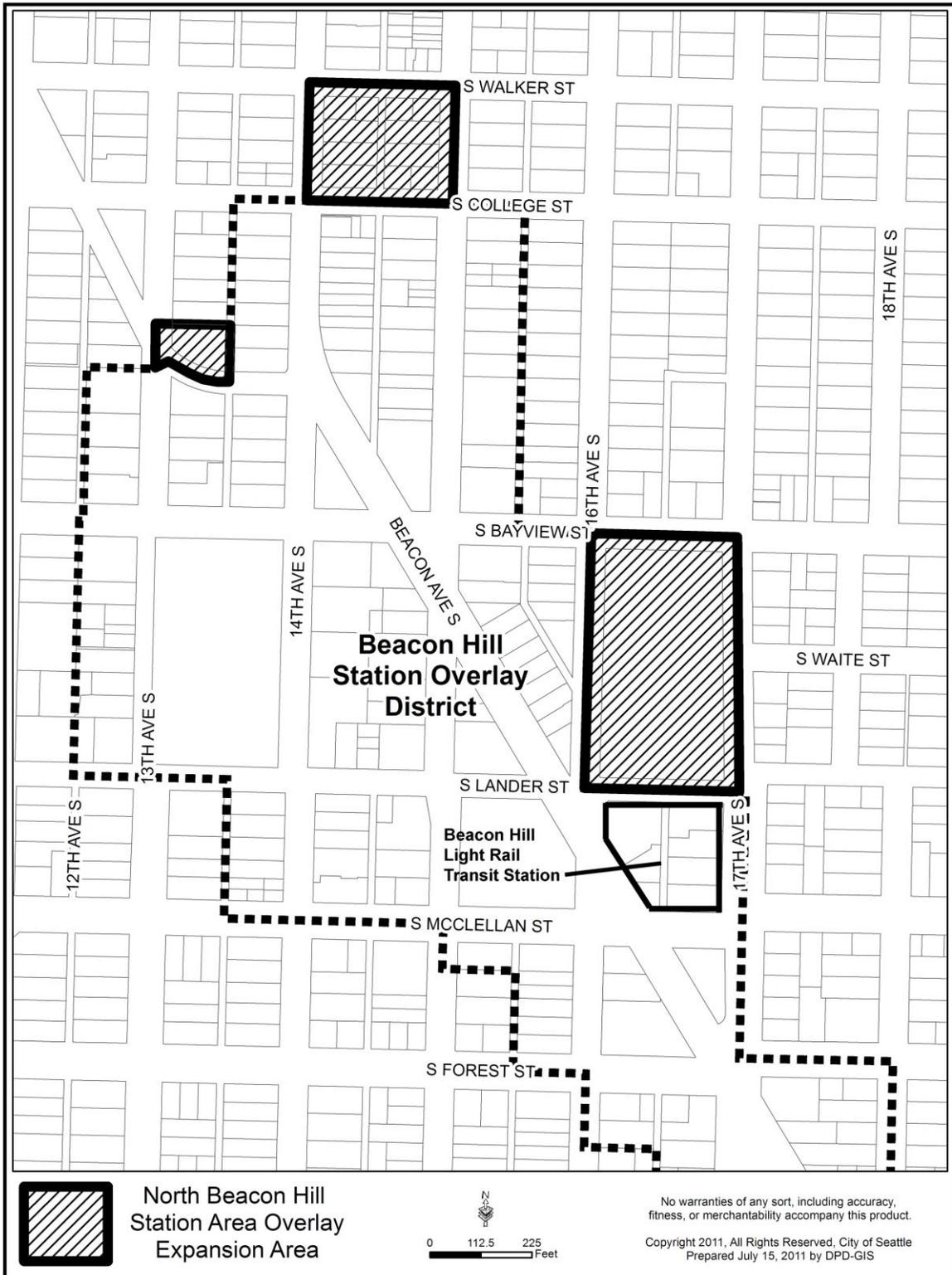


Exhibit B: Proposed Station Area Overlay District (SAOD) Boundary Expansion



III. Background

Link Light Rail service and Beacon Hill station.

In 2009, Sound Transit initiated Link Light Rail service and the Beacon Hill light rail station opened. The Beacon Hill station is located in the North Beacon Hill neighborhood core in close proximity to the Beacon Hill branch library, El Centro de la Raza, commercial, retail and residential areas.

2009 Neighborhood Plan Update.

In the early 1990s, Seattle began a neighborhood planning that involved over 20,000 residents and created plans for 38 Seattle neighborhoods. These plans provided direction on a broad range of subjects important to neighborhoods. The North Beacon Hill Neighborhood Plan was completed in 1999.

A decade later unanticipated changes and new opportunities prompted a plan update. Beginning in March of 2009 a diverse group of community stakeholders began meeting to articulate and define their revised priorities for the future of the North Beacon Hill Residential Urban Village. The result of this work was summarized in January 2010 in the North Beacon Hill Neighborhood Plan Update. Creating a vital, pedestrian friendly, transit oriented Town Center, a central theme of the initial neighborhood plan, continues to be a neighborhood priority. The North Beacon Hill town center is envisioned as a vibrant neighborhood core that concentrates housing, commercial uses, services and living-wage employment opportunities--a hub that is well served by light rail and other comfortable and convenient travel options.

Over the course of the 2 year-long neighborhood plan update process, a broad cross section of the community engaged with planners in a variety of ways. From hands-on workshops and smaller scale interactive meetings with community-based organizations, to online updates and questionnaires, the community had many opportunities to engage and stay involved. Reaching a broad range of those who live and work in North Beacon Hill, including those who have been historically underrepresented in the planning process was a primary objective of the plan update process. During 2009, public meetings and events were held in southeast Seattle where North Beacon Hill issues were addressed and community members could express their views. From this process, 10 Goals and their corresponding Policies and Strategies emerged in the Neighborhood Plan Update.

Community participants expressed concern that housing will become unaffordable around the light rail station and negatively impact populations that rely more on public transportation. Participants also stressed the importance of appropriate transitions between areas of taller and wider buildings to those of shorter and smaller buildings, particularly when the smaller buildings are one and two story residences.

The community discussed the potential redevelopment of the El Centro de la Raza site. While acknowledging the importance of El Centro as a community cornerstone and resource, many in the community recommended that land use changes sought by El Centro ensure that the ground floor of any redevelopment on the site contribute to an enlivened pedestrian environment through a

variety of retail uses. A civic open space adjacent to El Centro and an accessible public viewpoint were both mentioned as desirable public benefits to be included in the redevelopment.

Participants also recognized that the existing town center is generally underdeveloped under current zoning and does not reflect the desired future character of a more vibrant and diverse mix of shops, restaurants and housing. Additionally, the close proximity of single family and low-density multifamily areas means that there are limited opportunities for higher density development in the station area. Below are the most key goals, policies and strategies relevant to the rezone proposal.

Goal 2: A vibrant mix of housing close to the light rail station.

- **Policy 2.A.** Encourage the development of housing close to the light rail station.
- **Strategy 2.2.** Prioritize the provision of affordable workforce housing if incentive zoning is used in the Station Area Overlay District.

Goal 7: Higher density development surrounds the light rail station and is responsive to the neighborhood context at a variety of scales, from single family houses to multistory buildings.

- **Policy 7.A.** Encourage sensitive transitions between development densities throughout the urban village; in particular between the Town Center and surrounding residential area. (NBH-P1 amended)
- **Strategy 7.1.** Rezone key opportunity sites to encourage redevelopment of parcels around the light rail station in a manner that incorporates housing, commercial services (such as a grocery store and small businesses) and amenities.
- **Strategy 7.2.** Evaluate a height increase within the Town Center for some but not all properties that have a current height limit of 40 feet, allowing up to 65 feet with required street and upper level setbacks.
- **Strategy 7.3.** Where land use changes are considered, give particular attention to zone transitions.
- **Strategy 7.4.** Evaluate whether the Westward Apartments on Beacon Ave. S. should be included within the Station Area Overlay District boundary and rezoned to reflect the existing use and an appropriate transition to single-family areas to the north.
- **Strategy 7.5.** Evaluate water service / fire flow capacity requirements of higher density development under some zoning options, and develop measures to ensure flow needs are met. Evaluate potential need for area-specific sewer pipe infrastructure enhancements.
- **Strategy 7.6.** Develop and implement strategies to construct integrated broadband service throughout the North Beacon Hill Urban Village.

Goal 8: A redevelopment of El Centro de la Raza that builds on the site's history and serves as a defining civic element of the Town Center.

- **Policy 8.B.** Support mixed-use development on the El Centro site through appropriate zoning or regulatory changes.
- **Strategy 8.2.** Change the land use and zoning to support the envisioned mixed use development on the El Centro site.

- **Strategy 8.3.** Include the El Centro site within the Station Area Overlay District boundary.

Goal 9: A Town Center urban form that transitions from denser development at the Town Center core to less dense and single-family residential neighborhoods in a manner that is responsive to the context and character of the North Beacon Hill neighborhood.

- **Policy 9.A.** Guide future development and potential rezones so they contribute to an urban form and character at the Town Center that is responsive to the North Beacon Hill vision.
- **Strategy 9.1.** Develop neighborhood design guidelines and an urban design framework plan for the North Beacon Hill station area. Framework elements could include
 - building height options,
 - incentive features such as affordable housing,
 - open space, and
 - pedestrian connections.

Future Land Use Map Amendment.

Based on the Goal and Policy revisions to the Neighborhood Plan, changes were also made to the City's Comprehensive Plan Future Land Use Map. These changes were officially adopted by the City Council as part of the 2010-11 Comprehensive Plan annual amendments in Ordinance 123575. Council re-designated several areas within the North Beacon Hill Residential Urban Village from Single-Family to Multi-Family Residential or Commercial/Mixed Use, and some areas from Multi-Family Residential to Commercial/Mixed Use. The proposed rezones align zoning in the neighborhood with the Future Land Use Map. The State Growth Management Act requires jurisdictions to enact zoning that is consistent with the Comprehensive Plan Future Land Use Map.

IV. 20-Year Growth Estimates

DPD uses a 20-year growth estimate to assess the potential benefits and impacts of proposed zoning changes.

This proposed zoning change is anticipated to increase development potential in the North Beacon Hill Residential Urban Village by an additional 213 housing units above the 233 units currently anticipated under current zoning.

How are 20-Year Growth Estimates Calculated?

DPD develops 20-year growth targets for each area designated as an urban center or urban village. For North Beacon Hill, the draft 2031 growth target is that the urban village would grow by 233 new housing units between 2011 and 2031. Growth targets are based partly on a village's development capacity, which is the amount of new housing and new commercial space that could be added under the current zoning. To estimate the amount of new development that is likely to occur over the next 20 years due to the rezone, DPD assumed that the growth estimate would increase in proportion to an increase in development capacity.

The rezones proposed for the North Beacon Hill Residential Urban Village will increase the overall development capacity there by about 617 housing units, or 91% of existing capacity of 677. Increasing the 20-year growth estimate by 91% would mean that over the next 20 years the North Beacon Hill Residential Urban Village could expect 213 more housing units with the proposed zoning in place than it would see with the current zoning. This revised 20-year growth estimate provides the basis for analyzing the level of impacts the neighborhood could experience due to the proposed rezones.

V. Rezone Analysis

Current zoning overview.

The North Beacon Hill Urban Village contains a mix of Neighborhood Commercial (NC2), Lowrise (LR2, LR3) and Single-Family (SF5000) zoning. Properties along the arterials of Beacon Avenue S are generally zoned Neighborhood Commercial (NC2) which allows for mixed-use commercial/residential buildings. In limited areas, multifamily zoning – Lowrise 2 (LR2) or Lowrise 3 (LR3) provides for multifamily development that serves as a transition between single-family and commercial areas. A pedestrian (P) designation applies to properties fronting on Beacon Avenue S between S Bayview Street and S Forest Street.

Intent of zoning changes.

In general, the proposed rezones increase the allowed density and intensity of neighborhood commercial areas near the light rail station, and with a focus on pedestrian oriented design of new buildings. The intent is to provide for a pedestrian-oriented town center by concentrating commercial and residential growth along Beacon Avenue S between S Walker Street and S Forest Street. These changes will encourage concentration of activity in the neighborhood core and set higher standards for the design of new buildings - requiring active ground level uses, a high degree of transparency in ground level, street-facing facades, and limiting auto-oriented uses and driveways that interrupt sidewalks and jeopardize pedestrians. In addition, the proposed rezones will help resolve zoning gaps that resulted from the diagonal alignment of Beacon Avenue S across the grid pattern of streets in the neighborhood. The proposed zoning fully supports the Goals and Policies of the North Beacon Hill Neighborhood Plan.

Neighborhood-wide Rezone Criteria

General Rezone Criteria (SMC [23.34.008](#))

The table below analyzes the broad rezone proposal for all 5 rezone areas against a set of general rezone criteria.

Criterion	Met?	Analysis – North Beacon Hill-wide
<i>In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (SMC 23.34.008.A.1)</i>	Yes	The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met.
<i>For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (SMC 23.34.008.A.2)</i>	Yes	The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met.
<i>The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (SMC 23.34.008.B)</i>	Yes	A specific analysis of each individual rezone in relationship to criteria for the specific zones is provided in the Zone Specific Criteria section.
<i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i>	Yes	Previous and potential zoning changes were examined, including recent changes to Lowrise Multifamily zones, and were not found to conflict with this proposal.
<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (SMC 23.34.008.D.2)</i>	Yes	The North Beacon Hill Neighborhood Plan was adopted in 1999 and its goals and policies were amended in 2011. See page 9 for a listing of specific neighborhood plan goals and policies applicable to this rezone. The rezone proposal is consistent with the North Beacon Hill Neighborhood Plan Goals and Policies.

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Criterion	Met?	Analysis – North Beacon Hill-wide
<p><i>Where a neighborhood plan establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (SMC 23.34.008.D.3)</i></p>	<p>Yes</p>	<p>The proposed rezones conform to the North Beacon Hill Neighborhood Plan Update policies intended to guide future rezones. The proposed rezones address the following policies: Policy 2.A. Encourage the development of housing close to the light rail station. Policy 7.A. Encourage sensitive transitions between development densities throughout the urban village; in particular between the Town Center and surrounding residential area. Policy 8.B. Support mixed-use development on the El Centro site through appropriate zoning or regulatory changes. Policy 9.A. Guide future development and potential rezones so they contribute to an urban form and character at the Town Center that is responsive to the North Beacon Hill vision.</p>
<p><i>The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred. Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.1)</i></p>	<p>Yes</p>	<p>The rezone proposal locates more intensive Neighborhood Commercial zones in the neighborhood core around Beacon Avenue S, the Beacon Hill light rail station and El Centro de la Raza. The rezone proposal locates transitional Lowrise (LR) multi-family zones between the NC2 zones at the neighborhood core and single family zones. An appropriate transition to single family zones is provided.</p>
<p><i>Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.2)</i></p>	<p>Yes</p>	<p>The proposed rezones consider and use the available physical buffers.</p>
<p><i>Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses (SMC 23.34.008.E.3).</i></p>	<p>Yes</p>	<p>In a majority of instances, the proposed rezones will result in Neighborhood Commercial (NC) zoned lots facing each other along Beacon Avenue S. Rezones to Neighborhood Commercial zones (NC2 – 65’) on the north and south side of S Lander Street and S McClellan Street also conform to this criterion.</p> <p>However, the proposal includes one area of</p>

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Criterion	Met?	Analysis – North Beacon Hill-wide
		single family zoning (Area D on Exhibit A, page 6) proposed for rezoning to Lowrise Residential 3 (LR3). This area is part of the existing El Centro de la Raza facility and faces a single family zoned area to the north and east.
<i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i>	Yes	All proposed rezones are within the residential urban village.
<i>Negative & positive impacts on the area, including factors such as housing (particularly low-income housing), public services, environmental factors (noise, air & water, flora & fauna, odor, glare & shadows, energy), pedestrian safety, manufacturing activity, employment activity, architectural or historic character, shoreline review, public access and recreation, should be examined. (SMC 23.34.008.E.4.1).</i>	Yes	<p>The rezone proposal provides for a modest increase in new, slightly more intensive neighborhood commercial and multifamily structures. This could result in minor negative impacts such as increase in shadowing by new structures, replacement of some existing single family and smaller scale housing structures, and some minor increase in local traffic. The area is largely built-out so impacts on natural systems are limited.</p> <p>Minor negative impacts described above would be offset by positive impacts. For instance, new development could enhance vegetative cover by complying with Seattle's Green Factor. Since the City's incentive zoning program for affordable housing will be applied, new affordable housing units are likely to be created.</p> <p>Development resulting from the proposed zoning would increase pedestrian-focused retail activity; enhance the neighborhood's existing employment opportunities; increase housing opportunities and diversify the area's housing stock; improve pedestrian safety by improved sidewalks with new development; and allow new residences and businesses in close proximity to the Beacon Hill light rail station so as to offer increased opportunities to use mass transit.</p>
<i>Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area,</i>	Yes	The North Beacon Hill urban village is served by several arterial roadways, a new light rail station and a full range of existing utility infrastructure. In addition, encouraging the creation of more

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Criterion	Met?	Analysis – North Beacon Hill-wide
<i>including street access, street capacity, transit service, parking capacity, utility and sewer capacity. (SMC 23.34.008.E.4.1).</i>		pedestrian-oriented shopping will provide a broader range of goods and services for the surrounding neighborhood and greater North Beacon Hill area. Additional car trips to outlying shopping areas can be reduced.
<i>Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter. (SMC 23.34.008.G).</i>	Yes	The rezone proposal is prompted in part by the opening of the Beacon Hill light rail transit station that now provides direct access from North Beacon Hill to Downtown, Southeast Seattle and SeaTac Airport. The light rail station represents a significant changed circumstance in the North Beacon Hill neighborhood.
<i>If the area is located in or adjacent to a critical area, the effect of the rezone on the critical area shall be considered. (SMC 23.34.008.I).</i>	Yes	No impacts to critical areas are expected to result from the rezone proposal. The area is already an intensely developed urban environment and is mostly flat with some 10% slopes to the north.

Criteria for Height Limits of Proposed Zones (SMC 23.34.009),

The table below analyzes the broad rezone proposal for all 5 rezone areas against a set of criteria setting height limits.

Criterion	Met?	Analysis – North Beacon Hill-wide
<p><i>Height limits for commercial zones shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered. (SMC 23.34.009.A)</i></p>	<p>Yes</p>	<p>The highest proposed height in the rezone area, 65’, is 25’ higher than the existing height of 40’ in the neighborhood core.</p> <p>The North Beacon Hill Neighborhood Plan Update encourages businesses that serve the needs of the community. The proposal is estimated to create new opportunities for mixed use development. The proposed rezone will increase the commercial development capacity and would likely increase the diversity of available options for locating small businesses in the neighborhood.</p>
<p><i>Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered. (SMC 23.34.009.B)</i></p>	<p>Yes</p>	<p>Existing and proposed height limits respond primarily to the context of the urban grid and the major arterial axis of Beacon Avenue S. The height limits are also appropriate for the ridge-top topography of North Beacon Hill. DPD identifies no instance where the proposal’s increased heights would result in obscured views beyond the effects of existing zoning.</p>
<p><i>The height limits established by current zoning in the area shall be given consideration. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area’s overall development potential. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas. (SMC 23.34.009.C)</i></p>	<p>Yes</p>	<p>Existing height limits in the neighborhood core are 40’. The proposed height limit increase to 65’ is located along Beacon Avenue S and on/adjacent to the Beacon Hill light rail transit station. This presents a slight increase over the existing neighborhood height and scale.</p> <p>The proposed rezone to LR3 allows a 40’ height and is generally compatible with heights of existing development in the area, providing a transition between the commercial core with a 65’ height limit and surrounding single family residential areas.</p>

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Criterion	Met?	Analysis – North Beacon Hill-wide
<p><i>A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers are present. (SMC 23.34.009.D.2.)</i></p>	<p>Yes</p>	<p>In general, the proposed rezones are consistent with the traditional zoning pattern established in the neighborhood in which more intensive (commercial) zones are buffered from least intensive (single-family) zones by moderately intensive (multifamily) zones.</p> <p>Overall, areas identified for upzone are generally located in or adjacent to the existing neighborhood core and are mostly zoned Lowrise or Neighborhood Commercial.</p>
<p><i>Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map. (SMC 23.34.009.E.)</i></p>	<p>Yes</p>	<p>The rezone proposals are consistent with North Beacon Hill Neighborhood Plan.</p>

Criteria for Station Area Overlay District Expansion (SMC [23.34.089](#)),

The matrix below evaluates the proposed expansion of the North Beacon Hill Station Area Overlay District against locational criteria. The proposal encompasses 3 areas also proposed for rezone to Neighborhood Commercial 2 and Lowrise 3 within a quarter mile of the Beacon Hill light rail transit station (See Exhibit B on page 7 for proposed boundary expansion of the SAOD)

Criterion	Met?	Analysis – North Beacon Hill-wide
<i>High levels of pedestrian activity at street level in commercial and mixed-use zones are desired. (SMC 23.34.089.A.2.a)</i>	Yes	The areas proposed for inclusion in the SAOD already have high levels of pedestrian activity resulting from the light rail transit station, El Centro de la Raza and nearby commercial/retail activity along Beacon Avenue S.
<i>Presence of a wide variety of retail/service activities in commercial and mixed-use zones, minimal pedestrian-auto conflicts, or medium to high residential density in close proximity to light rail stations or access to other high capacity transit, all desired. (SMC 23.34.089.A.2.b)</i>	Yes	The areas proposed for inclusion in the SAOD are near the existing pedestrian-oriented retail core along Beacon Avenue S that has a mix of neighborhood-focused small businesses and larger businesses that serve a broad customer base.
<i>The Station Area Overlay district shall be located around a proposed light rail station or access to other high capacity transit and include land within approximately one thousand three hundred and twenty feet (1,320') of the station or stop. (SMC 23.34.089.A.3)</i>	Yes	The areas proposed for inclusion in the SAOD are within 1,320’ of the existing light rail transit station at Beacon Avenue S and S Lander Street.
<i>Presence of medium to high density residential zoning in proximity to the proposed light rail station or access to other high capacity transit (SMC 23.34.089.A.3.a)</i>	Yes	The areas proposed for inclusion in the SAOD are adjacent to existing areas of medium density residential zoning. The proposed rezones of the areas to be included in the SAOD will be consistent with the existing pattern of medium density residential development between four to six stories. These areas are also well-served by the light rail transit station and bus lines that serve the neighborhood along Beacon Avenue S.
<i>Presence of a commercial or mixed-use area where goods and services are available to the public and where opportunities for enhancement of the pedestrian environment exist (SMC 23.34.089.A.3.b).</i>	Yes	The areas proposed for inclusion in the SAOD are adjacent to the North Beacon Hill neighborhood core, a destination for shopping, work and dining, exhibiting a range of services that draw both from within the neighborhood and from outside. The existing pedestrian environment of this area is conducive to pedestrian travel.

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Criterion	Met?	Analysis – North Beacon Hill-wide
<p><i>Opportunities for new development to access transit, bicycle and pedestrian modes of transportation (SMC 23.34.089.A.3.c)</i></p>	<p>Yes</p>	<p>New development in the areas proposed for inclusion in the SAOD will have access to the Beacon Hill light rail transit station as well as local and express buses providing north-south connections, including to Downtown. Bus headways are generally conducive to increased transit ridership.</p> <p>Seattle's Bicycle Master Plan identifies a proposed signed bicycle route along Beacon Avenue S.</p> <p>Pedestrian amenities are generally well developed in the neighborhood.</p>
<p><i>Opportunities for construction of new development that will support transit (SMC 23.34.089.A.3.d)</i></p>	<p>Yes</p>	<p>The areas proposed for inclusion in the SAOD and their concomitant rezones have opportunities for construction of new Multifamily and Neighborhood Commercial developments within ¼ mile of the Beacon Hill light rail transit station. These types of development will likely attract new transit users to the neighborhood.</p>
<p><i>Properties zoned Single-family may only be included within the overlay district when it can be demonstrated that the criteria for Single-family designation cannot be satisfied. (SMC 23.34.089.A.3.e)</i></p>	<p>Yes</p>	<p>3 areas proposed for inclusion in the SAOD (Areas A, D and E) are currently zoned SF5000. However, these areas are no longer designated for Single Family Residential on the Comprehensive Plan's Future Land Use Map.</p>
<p><i>Revising the Boundaries of a Station Area Overlay District.</i></p> <p><i>When a proposal is made to include land within an existing Station Area Overlay District, the land proposed to be added must be contiguous to the Station Area Overlay District, be consistent with the criteria prescribed in subsection A, above, and satisfy the function of and locational criteria for a commercial or multifamily zone designation. (SMC 23.34.089.B.1.)</i></p>	<p>Yes</p>	<p>The 3 areas proposed for inclusion in the SAOD are contiguous to the existing Beacon Hill Station Area Overlay District and are consistent with the criteria prescribed in SMC 23.34.089.A. These areas also satisfy the functional and locational criteria for commercial or multifamily zoning.</p>

Rezone of Single-family Zoned Areas (SMC 23.34.010.B.2)

There are three rezone areas where a rezone is proposed from an existing Single Family zone to a Neighborhood Commercial zone or Lowrise Multifamily zone. This rezone requires consideration to the rezone criteria for single-family zones (SMC 23.34.010).

The single-family zones proposed for rezone, though retaining some characteristics of single-family areas as defined in SMC 23.34.011 have already had the underlying land use designation changed to Neighborhood Commercial or Multifamily on the Comprehensive Plan Future Land Use Map. This creates an inconsistency between the existing single-family zoning and the Comprehensive Plan Future Land Use Map designation.

To allow for consistency between zoning and the Comprehensive Plan Future Land Use Map, DPD has proposed an amendment to single-family rezone criteria (SMC 23.34.010.B.2) as part of a rezone proposal for the Roosevelt Hub Urban Village now before the City Council. The amendment would enable analysis of proposed rezones of single-family zones to more intensive zones only in very specific and limited circumstances. Such rezoning would be allowed only when an adopted neighborhood plan has designated the area as appropriate for a new designation. In addition, rezone of existing single family areas can only occur if the City Council had previously approved a change to a more intensive use on the Comprehensive Plan’s Future Land Use Map.

The table below contains analysis of the rezone proposal using the criterion as proposed in the legislation pending before the City Council.

Criterion	Met?	Analysis – North Beacon Hill-wide
<i>d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.</i>	Yes	The three areas with existing SF5000 zoning that are proposed for rezone are within the North Beacon Hill Residential Urban Village and are designated as Multi-Family Residential and Commercial / Mixed Use on the Comprehensive Plan’s Future Land Use Map.

Criteria for Designation of Multifamily Zones (SMC 23.34.013)

The table below contains analysis of the rezone proposal for the rezone of sites to neighborhood commercial.

Criterion	Met?	Analysis – North Beacon Hill-wide
<p><i>An area zoned single-family that meets the criteria of Section 23.34.011 for single-family designation, may not be rezoned to multifamily except as otherwise provided in Section 23.34.010 B. (SMC 23.34.013) B. Areas zoned single-family or RSL that meet the criteria for single-family zoning contained in subsection B of Section 23.34.011 and that are located within the adopted boundaries of an urban village may be rezoned to zones more intense than Single-family 5000 when all of the following conditions are met:</i></p> <p><i>1. A neighborhood plan has designated the area as appropriate for the zone designation, including specification of the RSL/T, RSL/C, or RSL/TC suffix when applicable;</i></p> <p><i>2. The rezone is:</i></p> <p><i>a. To a Residential Small Lot (RSL), Residential Small Lot-Tandem (RSL/T), Residential Small Lot-Cottage (RSL/C), Residential Small Lot-Tandem/Cottage (RSL/TC), Lowrise Duplex/Triplex (LDT), Lowrise 1 (L1), Lowrise 1/Residential-Commercial (L1/RC), or</i></p> <p><i>b. Within the areas identified on Map P-1 of the adopted Roosevelt Neighborhood Plan, and the rezone is to any Lowrise zone, or to an NC1 zone or NC2 zone with a 30 foot or 40 foot height limit, or</i></p> <p><i>c. Within the residential urban village west of Martin Luther King Junior Way South in the adopted Rainier Beach Neighborhood Plan, and the rezone is to a Lowrise Duplex/Triplex (LDT), Lowrise 1 (L1) or Lowrise 2 (L2) zone; or</i></p> <p><i>d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.</i></p>	<p>Yes</p>	<p>The rezone proposal includes two areas of existing single family zoning proposed for multifamily Lowrise 3 (LR3). (Areas A and D on Exhibit A). The 2010 North Beacon Hill Neighborhood Plan Update and the 2011 North Beacon Hill Urban Design Framework identified these areas as appropriate for rezone to Lowrise 3. Part 1 of the criterion is met.</p> <p>Both of these areas have been designated on the Comprehensive Plan’s Future Land Use Map as Multifamily Residential areas. Part 2.d. of the criterion is met.</p>

Criteria for Designation of Commercial Zones (SMC 23.34.072)

The table below analyzes the broad rezone proposal as it relates to the rezone of one site from SF5000 to NC2P – 65’.

Criterion	Met?	Analysis – North Beacon Hill-wide
<i>The encroachment of commercial development into residential areas shall be discouraged. (SMC 23.34.072.A)</i>	Yes	The site proposed for rezone to a Neighborhood Commercial 2 zone is occupied by El Centro de la Raza, a community service facility and is adjacent to existing Neighborhood Commercial 2 zoned areas including the site of the Beacon Hill light rail station. Commercial development on this site would not encroach upon adjacent residential areas.
<i>Areas meeting the locational criteria for a single-family designation may be designated as certain neighborhood commercial zones as provided in Section 23.34.010. (SMC 23.34.072.B)</i>	Yes	The proposal would rezone one area (D on Exhibit A, page 6) of single family zoning to a Neighborhood Commercial 2 zone. This area has been designated as commercial/mixed use on the Comprehensive Plan Future Land Use Map.
<i>Preferred configuration of commercial zones shall not conflict with the preferred configuration and edge protection of residential zones as established in Sections 23.34.010 and 23.34.011 of the Seattle Municipal Code. (SMC 23.34.072.C)</i>	Yes	The preferred configuration of the commercial zones will remain the same as the existing configuration with the exception of Area E which is being rezoned to NC2-65’. All of the commercial zones, including Area E, are designated Commercial / Mixed Use on the Comprehensive Plan’s Future Land Use map.
<i>Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas. (SMC 23.34.072.D)</i>	Yes	The proposal’s intent is described in Goal 7 of the North Beacon Hill Neighborhood Plan Update: “Higher density development surrounds the light rail station and is responsive to the neighborhood context at a variety of scales, from single family houses to multistory buildings.” The proposal concentrates the commercial area around the light rail transit station, consistent with this criterion.
<i>The preservation and improvement of existing commercial areas shall be preferred to the creation of new business districts. (SMC 23.34.072.E)</i>	Yes	The proposal does not create a new business district – rather, it would supplement the existing neighborhood commercial core around Beacon Avenue S with the intent of increasing its proximal customer base and allowing for enhanced access to its urban amenities.

Locational Criteria for Pedestrian Designation (SMC 23.34.086.B)

The matrix below evaluates the proposed extension of a Pedestrian designation to certain proposed rezones. The Pedestrian designation is proposed for the following rezone areas: Area E and the portion of Area C along S Lander Street between 16th and 17th Avenues S. (See Exhibit A on page 6 for extent of the proposed Pedestrian designations.)

Criterion	Met?	Analysis – North Beacon Hill-wide
<i>A. Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved: (SMC 23.84.086)</i>	Yes	The Commercial Core of the North Beacon Hill Residential Urban Village is an area where City policy and the neighborhood plan calls for an intensely retail and pedestrian-oriented shopping district. Non-auto modes of transportation are strongly favored for the area adjacent to the light rail transit station.
<i>1. A variety of retail/service activities along the street front;</i>	Yes	This portion of S. Lander Street is adjacent to a variety of retail services and activities along Beacon Avenue S, already designated pedestrian.
<i>2. Large number of shops and services per block;</i>	Yes	There are already a large number of shops and services on the individual blocks along Beacon Avenue S, nearby the area proposed for the Pedestrian designation.
<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes	The block proposed for rezone is in a location that can achieve uninterrupted commercial frontage.
<i>4. Pedestrian interest and activity;</i>	Yes	The neighborhood core of the North Beacon Hill Residential Urban Village contains a variety of small shops and services, as well as El Centro de la Raza and the Beacon Hill light rail transit station that provide interest and activity for pedestrians.
<i>5. Minimal pedestrian-auto conflicts.</i>	Yes	The block proposed for the Pedestrian designation has well-developed sidewalks and there are a limited number of curb cuts across the sidewalk zone.
<i>B. Locational Criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</i>		
<i>1. Pedestrian district surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes	The area is a commercial node in the North Beacon Hill Residential Urban Village.

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Criterion	Met?	Analysis – North Beacon Hill-wide
<p>2. <i>NC zoned areas on both sides of an arterial, or NC zoned block faces across an arterial from a park, major institution, or other activity center;</i></p>	<p>No</p>	<p>This block of S Lander Street is not on an arterial. However, parcels on both sides of the street are proposed for rezone to NC2 – 65’.</p>
<p>3. <i>Excellent access for pedestrians, transit, and bicyclists.</i></p>	<p>Yes</p>	<p>The area has well-developed sidewalks and streetscapes for pedestrians and excellent existing transit service by bus and light rail.</p>

Zone-specific Rezone Criteria

This section of the rezone analysis reviews each of the 5 proposed individual rezones according to the specific functional and locational criteria for the proposed zoning designation. According to the rezone criteria in 23.34.008, the characteristics of the area proposed for rezone should match the locational criteria of the proposed zone better than any other zoning designation.

A **Rezone Proposal:** Rezone the existing Single-Family 5000 (SF 5000) to Lowrise 3 (LR3) for properties located at 13th Avenue S and Beacon Avenue S.

Existing Conditions: This area is a mixed single family and small scale multifamily neighborhood and with a range of single family housing structures on small lots.

The proposed rezone must meet the general functional and locational criteria of the LR3 zone.

Criterion	Met?	Analysis – Area A
<p><i>1. The area is either:</i> <i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i> <i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	<p>Yes</p>	<p>Area A is currently adjacent to the existing Beacon Hill Station Area Overlay District and will be included within the adjusted SAOD proposed as part of this rezone package.</p> <p>Area A is adjacent to a multifamily neighborhood of moderate scale and density.</p> <p>Area A is within the North Beacon Hill Residential Urban Village.</p> <p>Area A is located on Beacon Avenue S, a minor arterial street.</p>
<p><i>2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	<p>Yes</p>	<p>Area A is directly adjacent to existing LR2, LR3 zones, and near an existing NC2 – 40’ zone. The 40’ height limits of the NC2 – 40’ zone are comparable to the height of 40’ for LR3 within an urban village.</p>

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Criterion	Met?	Analysis – Area A
<p>3. <i>The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)</i></p>	No	<p>Although the area does not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone, it does not create any abrupt edges. Area A is bordered by other LR3 zones on two sides and will help the transition between the more intensive neighborhood commercial core and single family areas.</p>
<p>4. <i>The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)</i></p>	Yes	<p>The majority of the streets in the area proposed for rezone can accommodate two way traffic and parking on at least one side. Beacon Ave. S, the main arterial through the area, has two way travel and parking on both sides.</p>
<p>5. <i>The area is well served by public transit; (SMC 23.34.014.B.5)</i></p>	Yes	<p>The area has excellent transit service including the Beacon Hill light rail transit station that connects the neighborhood to downtown and SeaTac Airport via SoundTransit Link light rail and bus routes on Beacon Avenue S, 15th Avenue S and S McClellan Street.</p>
<p>6. <i>The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)</i></p>	Yes	<p>Area A has direct access to Beacon Avenue S, a minor arterial, and S McClellan Street, a collector arterial, without passing through a lower density zone.</p>
<p>7. <i>The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)</i></p>	Yes	<p>The area is supported by existing facilities and services including numerous retail establishments on Beacon Avenue S, El Centro de la Raza, Beacon Hill Playground, Stevens Place, McClellan Place and the Beacon Hill branch library, all within the urban village.</p>
<p>Conclusion: The rezone proposal meets 6 of 7 of the functional and locational criteria of the LR3 zone. DPD has determined that Area A is appropriate for the proposed LR3 zone.</p>		



Rezone Proposal: Rezone the existing Lowrise 2 (LR2) to Lowrise 3 (LR3) for properties located between 14th Avenue S, S Walker Street and 15th Avenue S

Existing Conditions: Some existing single family homes mixed with multifamily structures and a platting pattern of small lots in the range of 5,000 sq ft or less

The proposed rezone must meet the general locational criteria of the LR3 zone.

Criterion	Met?	Analysis – Area B
<p>1. <i>The area is either:</i> a. <i>located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i> b. <i>located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	<p>Yes</p>	<p>Area B is partially within the existing Station Area Overlay District and is within the adjusted SAOD proposed as part of this rezone.</p> <p>Area B could help strengthen the moderate scale and density multifamily portion of the neighborhood.</p> <p>Area B is an existing Lowrise multifamily zone.</p> <p>Area B is located in the North Beacon Hill Residential Urban Village.</p> <p>Area B is on the east side of Beacon Avenue S, a minor arterial.</p> <p>Area B currently has a mix of structures of low and moderate scale.</p>
<p>2. <i>The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	<p>Yes</p>	<p>Area B is directly adjacent to an existing NC2 – 40’ zone. The 40’ heights of the NC2 – 40’ zone are comparable to the height of 40’ for LR3 within an urban village.</p>
<p>3. <i>The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)</i></p>	<p>Yes</p>	<p>Area B would provide a direct transition between an adjacent LR2 zone and a more intensive multifamily or commercial zone. The transitions are appropriate and do not create any abrupt edges since, under the proposal, Area B is bordered on three sides by the LR2 zones and on one side by an NC2 – 40’P zone.</p>

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Criterion	Met?	Analysis – Area B
4. <i>The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)</i>	Yes	The majority of the streets in the area proposed for rezone can accommodate two way traffic and parking on at least one side. Beacon Ave. S is the main arterial through the area has two way travel and parking on both sides.
5. <i>The area is well served by public transit; (SMC 23.34.014.B.5)</i>	Yes	The area has excellent transit service including the Beacon Hill light rail transit station that connects the neighborhood to downtown and SeaTac Airport via SoundTransit Link light rail and bus routes on Beacon Avenue S, 15 th Avenue S and S McClellan Street.
6. <i>The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)</i>	Yes	Area B has direct access to Beacon Avenue S, a minor arterial and S McClellan Street, a collector arterial without passing through a lower density zone.
7. <i>The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)</i>	Yes	The area is supported by existing facilities and services including numerous retail establishments on Beacon Avenue S, El Centro de la Raza, Beacon Hill Playground, Stevens Place, McClellan Place and the Beacon Hill branch library, all within the urban village.
Conclusion: DPD determines that Area B generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		

C **Rezone Proposal:** Increase the height limits of the existing Neighborhood Commercial 2 zone with a 40' height limit (NC2-40) to Neighborhood Commercial 2 with a 65' height limit (NC2-65) and Lowrise 2 Residential with a 30' height limit (LR2) to Neighborhood Commercial 2 with a pedestrian designation and a 65' height limit (NC2P-65) for properties along the east and west sides of Beacon Avenue S - see map on page 6

Existing Conditions: This area is mix of commercial and multifamily buildings and includes site of the Beacon Hill light rail transit station

Please refer to Criteria for height limits of proposed zone (SMC 23.34.009) on page 17. The portion of Area C bounded by S Lander Street and 17th Avenue S is proposed for Pedestrian designation in addition to having height limit increased to 65'. Please refer to Locational Criteria for Pedestrian Designation on page 24.

D **Rezone Proposal:** Rezone existing Single-Family 5000 (SF 5000) to Lowrise 3 (LR3) for properties located between 16th Avenue S, 17th Avenue S and S. Bayview Street

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Existing Conditions: This area contains a former school building which is now used by El Centro de la Raza.

The proposed rezone must meet the general functional and locational criteria of the Lowrise 3 zone.

Criterion	Met?	Analysis – Area D
<p>1. <i>The area is either:</i> a. <i>located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i> b. <i>located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	<p>Yes</p>	<p>Area D is located within the North Beacon Hill Residential Urban Village.</p> <p>Area D is adjacent to the existing Station Area Overlay District and will be included within the adjusted SAOD proposed as part of this rezone package.</p> <p>Area D has an existing structure that is a prominent landmark in the neighborhood but the two story building complements the low and moderate scale residential and commercial structures surrounding it.</p>
<p>2. <i>The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	<p>Yes</p>	<p>Area D is adjacent to the existing neighborhood commercial core along Beacon Avenue S. The LR3 zoning proposed for Area D is compatible with the height and scale of the commercial core along Beacon Avenue S.</p>
<p>3. <i>The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)</i></p>	<p>No</p>	<p>There are no LR1 or LR 2 zones adjacent to Area D. However, the area would provide a transition between single family residential areas to the east and the more intensive commercial core along Beacon Avenue S.</p>

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Criterion	Met?	Analysis – Area D
<p>4. <i>The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)</i></p>	<p>Yes</p>	<p>The majority of the streets in the area proposed for rezone can accommodate two way traffic and parking on at least one side. Beacon Ave. S, the main arterial through the area, has two way travel and parking on both sides. S Bayview Street, 16th Avenue S and 17th Avenue S, bordering the site can accommodate two-way traffic and parking on at least one side of the street.</p>
<p>5. <i>The area is well served by public transit; (SMC 23.34.014.B.5)</i></p>	<p>Yes</p>	<p>The area has excellent transit service including the Beacon Hill light rail transit station that connects the neighborhood to downtown and SeaTac Airport via SoundTransit Link light rail and bus routes on Beacon Avenue S, 15th Avenue S and S McClellan Street.</p>
<p>6. <i>The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)</i></p>	<p>Yes</p>	<p>Area D has direct access to Beacon Avenue S, a minor arterial and S McClellan Street, a collector arterial without passing through a lower density zone</p>
<p>7. <i>The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)</i></p>	<p>Yes</p>	<p>The area is supported by existing facilities and services including numerous retail establishments on Beacon Avenue S, El Centro de la Raza, Beacon Hill Playground, Stevens Place, McClellan Place and the Beacon Hill branch library, all within the urban village.</p>
<p>Conclusion: The rezone proposal meets 6 of 7 functional and locational criteria of the LR3 zone. DPD determines that Area D is appropriate for the proposed LR3 zone.</p>		

E Rezone Proposal: Rezone the existing Single Family (SF5000) to Neighborhood Commercial 2 with a 65’ height limit and Pedestrian designation (NC2P - 65) for properties located between 16th Avenue S, 17th Avenue S and S Lander Street

Existing Conditions: This area contains a parking lot and hard surface for other activities related to El Centro de la Raza facility to the north

The proposed rezone must meet the general functional and locational criteria of the NC2 zone.

Criterion	Met?	Analysis – Area E
<i>To support or encourage a pedestrian-oriented shopping district that provides a full range of household and personal goods and services including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved: (SMC 23.34.076.A)</i>	Yes	The proposed rezone for Area E would support the existing pedestrian oriented shopping district along Beacon Avenue S. The proposed NC2P – 65’ zoning would also enable other uses such as housing and offices that would be compatible with the retail character of Beacon Avenue S shopping district.
<i>1. [can achieve] a variety of small to medium sized neighborhood-serving businesses; (SMC 23.34.076.A.1)</i>	Yes	The proposal to rezone Area E NC2P – 65’ zone will enable more flexibility in providing space for small to medium sized neighborhood-serving businesses similar to those in the existing shopping district along Beacon Avenue S.
<i>2. [can achieve] continuous storefronts built to the front lot line; (SMC 23.34.076.A.2)</i>	Yes	The proposal to rezone Area E to NC2P – 65’ would encourage continuous storefronts built to the front lot line similar to those in the existing shopping district along Beacon Avenue S.
<i>3. [can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3)</i>	Yes	The proposed NC2P – 65’ zoning for Area E would help achieve an atmosphere attractive to pedestrians similar to the existing pedestrian quality of the shopping district along Beacon Avenue S.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.076.A.4)</i>	Yes	The proposed NC2P – 65’ zoning would enable shoppers to drive to the existing shopping district along Beacon Avenue S and walk from store to store.

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Criterion	Met?	Analysis – Area E
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.076.B)</i>		
<i>1. Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1)</i>	Yes	Area E is adjacent to the primary business district (along Beacon Avenue S) of the North Beacon Hill Residential Urban Village.
<i>2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2)</i>	Yes	Area E is located along S Lander Street that connects with Beacon Avenue S, a minor arterial. No major transportation corridors are in the area.
<i>3. Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3)</i>	Yes	There is not a strong edge to buffer Area E from the single family area to east across 17 th Avenue S.
<i>4. A mix of small and medium sized parcels; (SMC 23.34.076.B.4)</i>	No	Area E is approximately one third of a 133,872 sq ft parcel or 44,624 sq ft. See Exhibit A
<i>5. Limited or moderate transit service. (SMC 23.34.076.B.5)</i>	No	The area has excellent transit service including the Beacon Hill light rail transit station that connects the neighborhood to downtown and SeaTac Airport via SoundTransit Link light rail and bus routes on Beacon Avenue S, 15 th Avenue S and S McClellan Street.
Conclusion: The rezone proposal meets the functional criteria of the NC2 -65' zone, and meets 3 of 5 loational criteria. DPD determines that Area E generally meets the functional and locational criteria of the NC2-65' zone and therefore is appropriate for the proposed NC2P-65' zone.		

VI. Application of Incentive Zoning

In December of 2008, the City Council adopted Ordinance 122882 creating a new Chapter 23.58A in the Land Use Code that establishes a specific mechanism for provision of affordable housing through incentive zoning provisions. Under the provisions of this chapter, the City can require that additional floor area beyond current zoning be allowed contingent on the provision of certain public benefits by the developer. The North Beacon Neighborhood Plan provides considerable support for making new height contingent on provision of affordable housing. Below are specific policies and strategies including in the 2009 Plan Update that are relevant:

- Policy 1.C. Encourage affordable, family-sized homes through incentives, direct City funding, and surplus property programs. In particular, strive to preserve, or when needed, replace affordable family-sized apartments.
- Strategy 1.3. Set affordable rental and home ownership housing objectives and use incentives, direct City funding, and surplus property programs to fill gaps.
- Policy 2.B. Capture the opportunity created by light rail to support affordable housing development close to the light rail station by including homes appropriate for different family sizes, so that residents are able to stay in the community, even as the housing market changes over time.
- Strategy 2.1. Leverage public funding to support affordable housing close to light rail station.
- Strategy 2.2. Prioritize the provision of affordable workforce housing if incentive zoning is used in the Station Area Overlay District.

Under the current zoning proposal, floor area increases are generally small in proportion to floor area currently allowed under zoning and base heights are generally sufficient to allow substantial development without utilizing incentive provisions. Based on these conditions, it is anticipated that making additional height contingent on provision of affordable housing will not have significant unanticipated economic impacts on development in the area. In addition, market rents for new construction in Southeast Seattle are generally comparable with rent limits (80% of AMI) that apply to any units produced in accordance with incentive zoning requirements for affordable housing. DPD recommends that all additional floor area capacity under the current rezoning proposal be contingent on the provision of affordable housing.

VII. Recommendation

DPD recommends adoption of the proposed rezone and text amendments. This proposal will help implement that goals and policies of the North Beacon Hill Neighborhood Plan (adopted January 2010) and the City's Comprehensive Plan by directing growth to the North Beacon Hill Town Center in a manner that will foster a vibrant neighborhood core with living-wage employment opportunities, a range of housing, neighborhood-focused services, and public gathering spaces - a hub that is well served by a range of comfortable and convenient travel options.

Appendix A:
North Beacon Hill Town Center Urban Design Framework

The following is the full report of the Urban Design Framework developed by the Department of Planning and Development in 2011 for the North Beacon Hill Town Center.