

Director's Analysis and Recommendation on
Roosevelt Neighborhood Association
Rezone Proposal

Department of Planning and Development
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Contents

I. Executive Summary.....3

II. Introduction4

III. Background.....9

IV. Rezone Analysis11

 General Rezone Criteria.....12

 Criteria for Heights of Proposed Zones18

 Criteria for Station Overlay District19

 Rezone of Single-Family Zoned Areas.....23

 Criteria for Designation of Multifamily Zones24

 Criteria for Designation of Commercial Zones25

 Zone Specific Rezone Criteria.....27

 North Commercial Core.....27

 South / Southeast Roosevelt.....52

 Southwest Roosevelt.....70

V. Growth, Capacity and Impact Analysis79

VI. Analysis Application of Incentive Zoning.....86

List of Figures

Figure 1: Rezone Proposal Map.....7

Figure 2: Proposed Station Area Overlay (SAO) District8

List of Tables

Table 1: Residential Growth Targets for Roosevelt Residential Urban Village.....79

Table 2: Development Capacity Estimate Existing Zoning and Proposed Rezones .80

Table 3: Available Public Services in Roosevelt Residential Urban Village81

Table 4: 2020 Projected Volume to Capacity Ratios Roosevelt Arterial roadways .82

Table 5: Average Weekly Daily Traffic83

Table 6: Table 6: Roosevelt Intersections 2030 Peak Hour Level of Service83

Table 7: Estimated Weekday Trip Generation.....84

I. Executive Summary

The Department of Planning and Development (DPD) is recommending approval of a package of rezones based on a proposal by the Roosevelt Neighborhood Association (RNA) from 2006 when it undertook an effort to update its neighborhood plan to accommodate a planned light rail station. The rezones are intended to allow future development that respects the context of the neighborhood's commercial core, achieves appropriate transitions to less intensive zones, and supports the neighborhood's pedestrian and transit orientation around a planned light rail station.

The RNA Zoning Workgroup prepared a set of detailed recommendations that are the basis for the rezone proposal. All of the rezones are within the current boundaries of the Roosevelt Residential Urban Village as designated in the City's Comprehensive Plan. These recommendations follow City Council adoption of the revised Goals and Policies of the Roosevelt Neighborhood Plan into the Comprehensive Plan and subsequent amendment of the Future Land Use Map. All of the proposed rezones are within areas already designated Commercial / Mixed Use or Multi-Family Residential on the Comprehensive Plan Future Land Use Map. This rezone recommendation is a DPD endorsed area-wide legislative rezone that is based on the proposals of the RNA Workgroup.

This report analyzes the proposed rezones using general criteria related to commercial and multifamily zones and general criteria for the establishment of a station area overlay. 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 the neighborhood's development capacity, and the ability of local infrastructure and services to support such development. Consistent with City policy, the City's incentive zoning program will be applied concurrently with the proposed rezone. Companion legislation enabling the application of incentive zoning to the Roosevelt area is being recommended for consideration in tandem by the City Council. An analysis of the impact and feasibility of incentive zoning applied to the area is included in this report. 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, establishment of a new station area overlay, and adoption of legislation applying incentive zoning to the newly rezoned land.

II. Introduction

DPD is recommending a package of 25 rezones that meets the Roosevelt neighborhood's goals for integrating a light rail station into the heart of the neighborhood, while preserving single-family areas outside of the commercial core. The proposed rezones will help guide current and future development activity in advance of the Roosevelt light rail station scheduled to open in 2020.

Rezones. The rezones are centered on the neighborhood business district around Roosevelt Way NE and NE 65th St. Refer to the Figure 1: Rezone Proposal Map for the location and extent of the rezones. Most of the rezones are changes to slightly higher intensity Neighborhood Commercial Zones along the arterial roadways near the commercial core. Several of the rezones not directly located on an arterial roadway or on the edges of the commercial core are changes to multifamily zoning designations. In total the proposed rezones comprise 153 parcels, and 12.5 acres of land.

Station Area Overlay District. Included in the package of rezone proposals is establishment of a Station Area Overlay district (SAO) that includes all proposed commercial and multifamily zoned areas within a quarter-mile radius of the future light rail station. An SAO is an established set of supplemental development regulations intended to support transit stations. See Seattle Municipal Code (SMC) Section 23.61, which contains SAO development standards. This report further discusses the proposed SAO, including an analysis of the criteria for an SAO on page 19.

Pedestrian Overlay. The extension of an existing Pedestrian (P) designation is also included in the package of rezone proposals. The P designation is a suffix to a zoning classification that denotes additional development standards intended to encourage an intensely pedestrian-oriented retail environment. See SMC 23.34.086 for the full intent and purpose of the P designation. A P designation already exists for certain zoned areas around the NE 65th and Roosevelt Way NE intersection. The rezone proposal includes adding the P designation suffix to several of the proposed rezone areas. This report analyzes the extension of the P designation on page 21.

Incentive Zoning Provisions for Affordable Housing. The City's policy of is to create incentives for builders of housing to provide affordable housing. Comprehensive Plan Housing policies H8 and H31 specifically call for the expansion of incentive zoning programs for affordable housing, including areas outside of downtown. The City's incentive zoning chapter SMC 23.58A establishes rules for how extra floor area beyond the base amount may be achieved for residential developments in exchange for affordable housing. Developers can build affordable housing as part of their development or, in certain zones, make a contribution per bonus square foot to the City to fund new affordable housing. The affordable housing is intended to primarily serve Seattle's modest-wage workers. The incentive zoning program is currently available in midrise and highrise zones and certain downtown zones. The Seattle City Council has signaled an intention to extend the incentive zoning provisions at the time of area-wide rezone actions.

Therefore, DPD is recommending the expansion of the incentive zoning program to Roosevelt as a companion action to this rezone proposal.

Some of the zoning designations recommended in this rezone proposal do not currently feature the base and maximum development standards in the SMC needed to execute the incentive zoning program. Therefore, DPD recommends a system for establishing a base and a maximum development capacity in these zones. DPD recommends a companion legislative action that enables SMC Chapter 23.58A to apply to the Roosevelt rezones where additional development capacity is created. The proposal applies incentive zoning provisions to those Roosevelt rezones that create adequate new development capacity to provide economic incentive to participate in the program. An economic evaluation is included in Section VI of this report, along with a full discussion of the Incentive zoning program.

Rezone of Some Single-Family Zoned Areas. The package of rezone proposals includes rezoning a small number of areas currently zoned single-family to multifamily or neighborhood commercial zoning designations. All of the proposed rezones of single family areas have already had their underlying Comprehensive Plan Future Land Use Map designation changed to Commercial / Mixed-Use or Multifamily Residential during the 2009 Comprehensive Plan annual amendment cycle. Therefore the rezones of single-family areas bring zoning in line with the Comprehensive Plan. However, current rezone criteria within the Seattle Municipal Code (SMC) limits rezones of single-family zoned areas, in order to execute the rezones of the single-family zoned areas in Roosevelt a specific minor amendment to the rezone criteria is needed. The amendment applies uniquely to urban villages in cases where lands have already been redesignated on the Comprehensive Plan Future Land Use Map. Roosevelt is the only area of the City where the amendment would apply at this time. The rezone proposal includes the code amendment to the single-family rezone criteria as a part of the broader legislative rezone proposal. See page 23 for a complete discussion of rezones of single family zoned areas.

How this report is structured. This rezone proposal is a package of 25 individual areas proposed for rezone, as well as establishment of a new Station Area Overlay (SAO) district and the extension of a Pedestrian (P) designation. All of the rezones, including application of the P designation are depicted on Figure 1: Rezone Proposal Map. The extent of the proposed SAO is depicted in Figure 2: Proposed Roosevelt Station Area Overlay. The report describes and analyzes the individual rezones in three general sectors: the north commercial core; southeast Roosevelt; and the south commercial core. The rezone analysis refers to each rezone first by a letter that corresponds with the area of the rezone: letter "A" refers to rezones in the north commercial core, letter "B" refers to rezones in the southeast area, and letter "C" refers to rezones in the south commercial core. The letter is followed by a number, so that each rezone has an individual letter and number designation. (See Figure 1).

This report contains a general neighborhood-wide analyses of the rezone package as a whole under the general rezone criteria, as well as location-specific analysis for each individual proposed rezone according to zone-specific rezone criteria.

Sector A: North Commercial Core

This sector is generally northwest of the existing commercial core. It comprises a mix of residentially and commercially zoned land in one contiguous area. The analysis below identifies 11 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

Sector B: South / Southeast Roosevelt

This area is generally southeast of the existing commercial core. It comprises a mix of residentially and commercially zoned land in a contiguous area. The analysis below identifies 9 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

Subarea C: Southwest Roosevelt

This area is generally south of the existing commercial core. It comprises a mix of residentially and commercially zoned land. The analysis below identifies 5 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

Figure 2: Roosevelt
Proposed Station Area Overlay
DPD Recommendation - April 2011

Legend

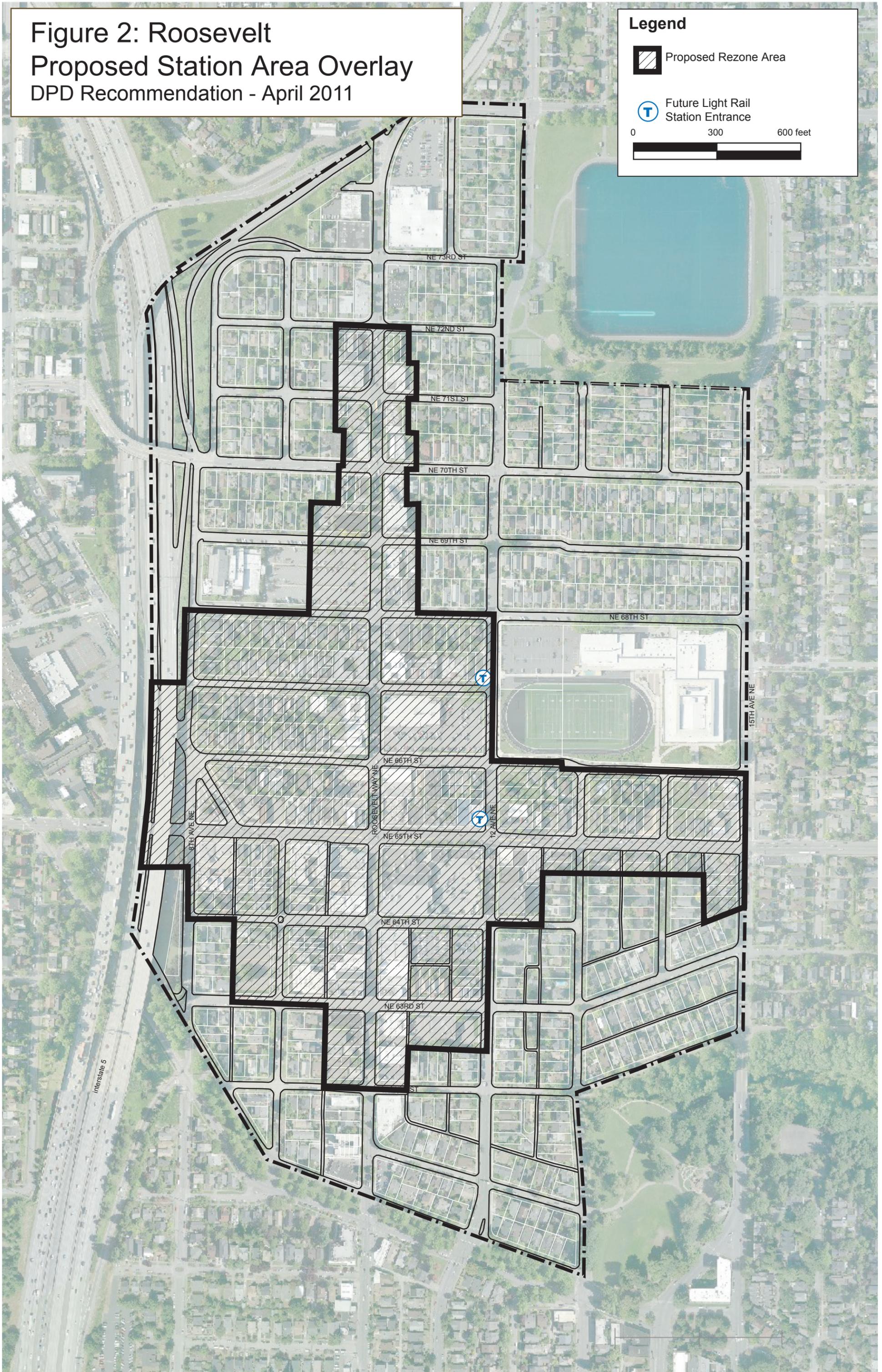


Proposed Rezone Area



Future Light Rail
Station Entrance

0 300 600 feet



III. Background

Light rail station located.

In 2005, Sound Transit agreed with the Roosevelt community that the planned light rail station should be located in the center of the Roosevelt neighborhood, and selected a site under 12th Ave NE between NE 65th St and NE 67th St, with an entrance located along 12th Ave NE on the current QFC site. Following Sound Transit's decision, the community began reviewing and updating its neighborhood plan, [*Tomorrow's Roosevelt*](#), which was originally adopted by the City Council in 1999.

Neighborhood Plan Amendment.

When the RNA workgroup completed its review of the Neighborhood Plan, it proposed amendments to support concentrating residential density and commercial uses around the planned light rail station. The RNA workgroup review resulted in substantial revisions to the Goals and Policies of the Neighborhood Plan. Neighborhood Plans are a part of the City's Comprehensive Plan, and therefore several Goal and Policy revisions to [*Tomorrow's Roosevelt*](#) were adopted as amendments to the Neighborhood Plan element of the Comprehensive Plan by City Council in Ordinance 122313 in December of 2006. The 2006 Goal and Policy revisions included amendments to the Land Use, Transportation, Housing and other elements of the plan, and all of the revisions supported increased residential density and commercial uses around the commercial core and the planned light rail station. The following Goals and Policies of the updated neighborhood plan, as incorporated into the Comp Plan, are directly applicable to this rezone proposal:

Roosevelt- Land Use Goal 2 (R-LUG2): Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.

Roosevelt- Land Use Policy 1 (R-LUP1): Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.

Roosevelt- Land Use Policy 2 (R-LUP2): Support the infill development of commercial zoned properties that are vacant or underutilized.

Roosevelt- Land Use Policy 3 (R-LUP3): Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.

Future Land Use Map Amendment.

Based on the Goal and Policy revisions to Neighborhood Plan the RNA workgroup also proposed changes to the City's Comprehensive Plan Future Land Use Map. These changes were officially adopted by the City Council through the 2009 Comprehensive Plan annual amendment process in Ordinance 123267. The Future Land Use Map changes re-designated several areas within the Roosevelt 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 package of rezones currently being proposed matches appropriate zoning designations to the areas that were re-designated on the Future Land Use Map. The State Growth Management Act requires jurisdictions to enact zoning that is consistent with the official Comprehensive Plan Future Land Use Map.

RNA Workgroup Zoning Recommendations.

The RNA workgroup's neighborhood plan update developed principles to direct zoning changes and a set of specific zoning recommendations were developed. The zoning recommendations were documented in a 2006 report titled "Working Report Regarding Zoning Changes". This report received extensive neighborhood input and comment. It is a guidance document that was not formally adopted by the City of Seattle. However, the recommendations are influential in the current zoning proposal recommended by DPD. For information purposes the following summarizes principles from the RNA workgroup's report:

Station Area Zoning – Increase density within a quarter mile of the station entrance to maximize use of the station and foster a distinctive, pedestrian-friendly town center.

Maximize Existing Commercial and Multifamily Zoning – Increase the density and potential commercial activity within the existing town center to attract new residents and businesses while generally minimizing redevelopment pressure on single-family-zoned areas of Roosevelt.

Concentrate Commercial Zoning in the Commercial Core and Along the Axis (along NE 65th St and NE Roosevelt Way) – Broadening the areas where single-purpose multifamily residential buildings are allowed to include all of Roosevelt except these areas is intended to make existing commercial areas more active and able to support a busy, pedestrian-oriented character.

Reduce Midblock Transitions – Separating zones by block will help ease transitions to less intensive uses by using the right-of-way as a buffer, and will foster maximizing existing zoning by reducing potential development costs associated with sites adjacent to solely residential zones.

IV. Rezone Analysis

The rezone analysis requires several parts. First a general overview of the scope and intent of the proposal is given. Then the package of all 25 rezones - considered as a whole - is evaluated against a set of General Rezone Criteria (SMC 23.34.008). The establishment of the SAO district is evaluated against a set of SAO locational criteria (SMC 23.34.089). Secondly, each individual rezone change from one zone to another zone must be evaluated against locational criteria specific to those zones.

Current zoning overview.

Most of the land inside the Roosevelt Urban Village is currently zoned Single-Family (SF5000). Properties along the arterials of Roosevelt Way NE, NE 65th St, and Lake City Way are generally zoned Neighborhood Commercial (NC) which allows for mixed-use commercial/residential buildings. In some areas, a small amount of multifamily zoning – Lowrise 1 (LR1), Lowrise 2 (LR2) or Lowrise 3 (LR3) provides for a multifamily neighborhood that serves as a transition between single-family and commercial areas. A pedestrian (P) designation is in place along Roosevelt Way between NE 63rd St and NE 66th St and for one block along NE 65th St generally between Roosevelt Way and 12th Ave NE.

Intent of zoning changes.

In general, the proposed rezones increase the allowed density and neighborhood commercial development in areas close to the future light rail station, and institute higher standards for pedestrian oriented design of new buildings. The rezone package includes rezones primarily in or near the commercial core centered on the intersection of Roosevelt Way and NE 65th St and areas nearby the future light rail station. The intent is to maximize use of the light rail station, concentrate commercial and residential growth in the commercial core, and to strengthen the mixed use core of the Roosevelt neighborhood. Substantial areas of single-family zoning within the broader Roosevelt Urban Village are preserved. The zoning proposal supports many Goals and Policies in the Roosevelt Neighborhood Plan included those listed on page 10 above, and identified in the rezone criteria tables below.

A pedestrian-friendly mixed-use core.

The rezone proposal includes specific actions to create a more pedestrian friendly mixed-use core as consistent with Roosevelt Neighborhood Plan Goals and Policies. The rezone proposal recommends the establishment of a new SAO district and an extension of the pedestrian (P) designation. These additions set higher standards for the design of new buildings - requiring active ground level uses, a high degree of transparency in the ground level facades, and limiting auto-oriented uses and driveways that interrupt sidewalks.

Scope of zoning changes. The scope of the rezone proposal is well within acceptable levels so as not to create negative impacts. It is consistent with City Comprehensive Planning growth

targets and within the range that can be accommodated by existing infrastructure and services. Proposed rezones are moderate upzones to slightly more intensive zoning designations. Additional development capacity resulting from the rezones and consideration of potential impacts is discussed fully in Section V of this analysis.

ANALYSIS: General Rezone Criteria

General rezone criteria (SMC [23.34.008](#)),

The table below analyzes the broad rezone proposal for all 25 rezone areas against a set of general rezone criteria.

Criterion	Met?	Analysis – Roosevelt-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 2004 Comprehensive Plan growth target for the Roosevelt Residential Urban Village is to accommodate 250 new residential units by 2024. Existing zoning provides adequate capacity, and the rezone proposal would increase the neighborhood’s zoned capacity by approximately an additional 348 housing units.
<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. For more information, see discussion in Section V of this report.
<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 beginning on page 28 of this report.

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i></p>	<p>Yes</p>	<p>City Council has recently rezoned land to the east of the QFC building, across 12th Ave NE from the Roosevelt High School track. See Ordinance 122727 and associated Director’s recommendation. This action rezoned the property from L3-RC to NC3-65. This prior rezone action is similar to rezones currently proposed for parcels immediately north and south of the land rezoned by Ordinance 122727.</p> <p>This analysis takes into account fully the citywide changes to Lowrise Multi-Family zones, which were approved by Council in December of 2010 and will go into effect in April of 2011. All rezones within this zoning package reflect the City’s new multifamily zoning designations.</p> <p>A concurrent quasi-judicial rezone proposal by the Roosevelt Development Group (RDG), assigned DPD project number 3010100, applies to a portion of the subject area to the north of NE 65th St. between Brooklyn Ave NE and 15th Ave NE. DPD has examined the RDG contract rezone proposal, and issued a Determination of Significance in May 2010. The RDG contract rezone proposal includes height limits and densities exceeding those proposed in this legislative rezone. At the time of this report the RDG group is developing an Environmental Impact Statement (EIS) and related application materials.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><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></p>	<p>Yes</p>	<p>The Roosevelt Neighborhood Plan was adopted in 1999 and its goals and policies were amended in 2006. See page 9 above for a listing of specific Roosevelt neighborhood plan goals and policies applicable to this rezone.</p> <p>The rezone proposal is consistent with the Roosevelt neighborhood plan Goals and Policies, particularly those in the land use section, and also those related to housing, transportation, economic development, and others.</p>
<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 are in conformance with Roosevelt Neighborhood Plan policies intended to guide future rezones. The proposed rezones conform to the policy of “consolidating similar zoning into whole blocks near the urban core light rail station” (LUP-1); and conform to the policy of “Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.” (LUP-3).</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 zones adjacent to physical buffers, such as Interstate 5, the Roosevelt playfield, and the Calvary Church parking lot. The rezone proposal locates transitional neighborhood commercial (NC-1 and NC-2) and Lowrise Multi-Family(LR) zones adjacent to lesser intensity single-family zones. A height limit of 40’ is located next to single family zoned areas in the majority of cases in order to provide a transition.</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 described above. The proposal’s most intensive zoning (NC3-65) abuts arterial roadways in all cases.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Roosevelt-wide
<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 result in commercially zoned (NC) lots facing each other across a street. Rezones to commercial zones (NC2-40) on the north and south side of NE 65th near 13th Ave. conform to this criterion.</p> <p>A few relatively small areas would not meet this criterion, including the rezone to NC2-40 along 12th Ave.NE. One area where NC3-65 would face a residential area across NE 67th St. is mitigated by the presence of proposed LR3 as a transitional multifamily zone across the street.</p> <p>On balance the criterion is met.</p>
<p><i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i></p>	<p>Yes</p>	<p>All areas within the rezone proposal are within the residential urban village.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><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></p>	<p>Yes</p>	<p>The rezone proposal provides for a modest increased capacity for new development of 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>The RNA workgroup has supported this package of rezones for its potential positive impacts. 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 future light rail station so as to offer increased opportunities to use mass transit.</p> <p>See also Section V. Growth, Capacity and Impact Analysis.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<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, including street access, street capacity, transit service, parking capacity, utility and sewer capacity. (SMC 23.34.008.E.4.1).</i></p>	<p>Yes</p>	<p>DPD’s capacity modeling shows that, over time, the proposed rezone would allow a net increase of about 348 residential units and about 215,000 sq.ft. of commercial space. Existing services are adequate to accommodate an increase of this scale. The Roosevelt urban village is already served by several arterial roadways, and a full range of existing utility infrastructure.</p> <p>In addition, the rezone proposal will encourage the creation of more pedestrian-oriented shopping that will provide a broader range of goods and services for the surrounding neighborhood and greater Roosevelt area. This will allow local residents to stay in the neighborhood to shop rather than make additional car trips to outlying shopping areas.</p> <p>See also Section V. Growth, Capacity and Impact Analysis.</p>
<p><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></p>	<p>Yes</p>	<p>The rezone proposal is prompted in part by the planned light rail transit station that will provide direct access from Roosevelt to the University District, Downtown, South Seattle and elsewhere. That light rail station represents a significant changed circumstance in the Roosevelt neighborhood.</p>
<p><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></p>	<p>Yes</p>	<p>No impact to critical areas are expected to result from the rezone proposal. The only critical areas that appear to be present based on the City’s Geographic Information System are isolated slopes that are limited in size, and are likely the effect of legal grading for improvements.</p>

Criteria for height limits of proposed zone (SMC 23.34.009),

The matrix below analyzes the broad rezone proposal for all 25 rezone areas against a set of criteria related to height limits.

Criterion	Met?	Analysis – Roosevelt-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 feet matches the highest currently allowed height in the neighborhood.</p> <p>The Roosevelt neighborhood plan encourages businesses that serve the needs of the community. DPD’s capacity analysis suggests that the proposed rezones would have very little overall effect on commercial displacement. The proposal is estimated to create new opportunities for mixed use development. The model suggests an increase in commercial capacity of about 215,000 gsf, compared to little potential commercial growth under the existing zoning. The proposed expansion of the commercial core 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>N/A</p>	<p>Existing and proposed height limits respond primarily to the context of the urban grid and the two major arterial axes of Roosevelt Way and NE 65th St. 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>At the edges of the existing commercial core, the proposed rezones would increase allowed heights to match the 65’ limit of the adjacent existing commercial core.</p> <p>Where the proposed rezones would rezone to LR3 or Neighborhood Commercial with 40’ height limits, these zones are generally compatible with heights of existing development in the area.</p>

Criterion	Met?	Analysis – Roosevelt-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>Physical buffers in the area include Interstate 5, at the neighborhood’s western boundary. To a lesser degree, large open spaces provide physical buffers, such as the playfield to the west of Roosevelt High School and the surface parking to the east of Calvary Church.</p> <p>In some instances, the proposed rezones adhere to the traditional zoning model, in which more intensive (commercial) zones are buffered from least intensive (single-family) zones by moderately intensive (multifamily) zones. For example, at the southwest corner of 12th Ave NE and NE 68th St (zone A10 below), the proposal would introduce a residential Lowrise 3 zone where single-family zoning currently abuts NC3-65.</p> <p>In general, the proposal seeks to convert certain areas to focus residential densities, provide for increased neighborhood commercial opportunities, and increase heights. Areas identified for upzone are generally located at the edges of the current commercial core, and are predominantly zoned multifamily.</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 Roosevelt Neighborhood Plan adopted in 1999 and amended in 2006 addressed height and zoning intensities, identifying potential rezones for the near- and longer-term. The current rezone proposal includes many of the same areas considered for rezone by the original plan, but it goes beyond the plan’s scope by proposing additional areas for rezone that are based on additional community-based work. All of the rezone proposals are consistent with Roosevelt Neighborhood Plan policies as discussed above.</p>

Locational Criteria Station Overlay District (SMC [23.34.089](#)),

The matrix below evaluates the creation of a new Station Area Overlay district against locational criteria. The proposal involves creation of a new Station Area Overlay district, encompassing areas zoned commercial and multifamily, within a quarter mile of the proposed light rail station at Roosevelt Way NE and NE 66th St. (See Figure 2 for extent of the proposed SAO district.)

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Roosevelt-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 area exhibits a high level of pedestrian activity, which will likely be further enhanced by increased transit options.
<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 neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader 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 proposed station area overlay encompasses land within a 1,320' of the planned light rail station at at Roosevelt Way NE and NE 66 th St.
<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 existing and proposed zoning provides for medium density residential development, from four to six stories in the mixed-use core of the neighborhood business district. The area is also well-served by numerous bus lines that serve the neighborhood on NE 65 th St. and Roosevelt Way NE.
<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	Roosevelt is 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 is conducive to pedestrian travel.

Criterion	Met?	Analysis – Roosevelt-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>The proposed light rail station will be centrally located within the existing Roosevelt commercial core. The area is served by a variety of local and express buses providing connections in all four cardinal directions, including to the University District and Downtown. Bus headways are generally conducive to increased transit ridership.</p> <p>Seattle’s Bicycle Master Plan identifies bike lanes along Roosevelt’s principal arterials, including a dedicated climbing lane along NE 65th St.</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>There are numerous opportunities for construction of new Multifamily and Neighborhood Commercial developments in the area. Opportunities include infill development on vacant lots, and replacement of small scale structures that are well below the full potential for building on the site.</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>No single-family zoned properties are included in the proposed designation upon activation of the other simultaneous rezone actions.</p>

Locational Criteria for Pedestrian Designation (SMC 23.34.086.B)

The matrix below evaluates the proposed extension of a Pedestrian Designation (P suffix) to certain proposed rezones. The Pedestrian designation is proposed for the following rezone areas: A5, A6, A9, A11, B1, B3, B5, B6 and B7 (See Figure 1 for extent of the proposed Pedestrian designation extensions.) In addition an inclusion of a Pedestrian Designation is proposed for addition to four existing NC zoned areas: the area zoned NC3-65 occupying all four corners of the intersection of Roosevelt Way NE and NE 67th St.; the area zoned NC3-65 within the block immediately west of the Roosevelt athletic fields across 12th Ave NE; the area zoned NC3-65 on the north and south side of NE 64th St. within the block west of Roosevelt Way NE not already including a P suffix; and the area zoned NC2-40 north of NE 65th St. and east of 12th Ave. NE.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Roosevelt-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 Roosevelt 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 especially in anticipation of the new light rail station in this area.
<i>1. A variety of retail/service activities along the street front;</i>	Yes	There is already a broad variety of retail services and activities along the streets proposed for P designations.
<i>2. Large number of shops and services per block;</i>	Yes	There is already a variety of shops and services on many of the individual blocks in the areas proposed for the P designation. In areas without existing shops and services, redevelopment will allow for a number of new shops at street level.
<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes	The blocks proposed for rezone already have uninterrupted commercial frontage, or are in locations that can achieve uninterrupted commercial frontage.
<i>4. Pedestrian interest and activity;</i>	Yes	The Roosevelt Urban village contains a variety of small shops and services, as well as the Roosevelt High School and the future light rail stations that provide interest and activity.
<i>5. Minimal pedestrian-auto conflicts.</i>	Yes	Blocks proposed for the P designation all have 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 an urban village.
<i>2. 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>	Yes	The areas are facing or contiguous with existing P designated areas positioned on both sides of the arterials: Roosevelt Way NE, NE 65 th St., and 12 th Ave. NE.

Criterion	Met?	Analysis – Roosevelt-wide
3. <i>Excellent access for pedestrians, transit, and bicyclists.</i>	Yes	The area has well-developed sidewalks and streetscapes for pedestrians, excellent existing transit service by bus, and will be served directly by light rail in 2020.

Rezone of single-family zoned areas

There are six rezone areas where a rezone is proposed from an existing single-family zone to a Neighborhood Commercial zone or Lowrise Multifamily zone. (A1, A10, B4, B7, B8, C1). These rezones require special consideration due to rezone criteria in the single-family section of the code for when single-family lands may be rezoned to zones more intensive than single-family (SMC 23.34.010). The five areas in question retain varied degrees of some of the characteristics of single-family areas as defined in SMC 23.34.011. However, the five areas have already had their underlying land use designation changed to Neighborhood Commercial or Multifamily on the Comprehensive Plan Future Land Use Map. This creates a situation not present elsewhere in the city - where the existing single-family zoning designation is inconsistent with the Comprehensive Plan Future Land Use designation.

The inconsistency resulted from the prior Future Land Use Map change approved by the City Council during the 2009 Comprehensive Plan amendment docket at the request of Roosevelt Neighborhood Association. The corresponding change of the single-family zoning, and other rezones will carry out the policy intent expressed in the change to the Future Land Use Map.

To restore full consistency with the Comprehensive Plan Future Land Use Map through the proposed rezone action an amendment to the single-family rezone criteria, SMC 23.34.010.B.2 is proposed. The amendment adds a new *d* subsection to the criteria for when single-family lands may be rezoned to zones more intensive than single-family. The amendment would allow rezones to more intensive zones than single-family only in very specific and limited circumstances. As currently stated in the code, the rezone would still only be allowed when an adopted neighborhood plan has designated the area appropriate for the designation. The proposed amendment would add a new provision to the second set of criteria to allow rezones of single-family lands to more intensive zones when the rezone proposal meets the criterion stated below:

SMC 23.34.010.B.2

d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.

The proposed language would ensure the rezone of single-family zoned areas can only occur if the City Council has approved a prior change to the official Future Land Use Map. There are no other areas in the city where the Future Land Use map has a designation other than single-family and the zoning is single-family. The proposed amendment will enable the recommended rezone of the five areas in question and restore consistency between the City's official Future Land Use Map and zoning without impacting other areas of the city.

Criteria for designation of multifamily zones (SMC 23.34.013)

The matrix below analyzes the broad rezone proposal as it relates to the rezones adding new multifamily zones. There are several areas where new multifamily zoning designations are proposed. Note that the rezone proposals to multi-family zoning that relate to the provision for rezoning of single-family zoned areas is evaluated according to the proposed amendment of SMC 23.34.010.B.2 as described above.

Criterion	Met?	Analysis – Roosevelt-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)</i></p> <p><i>(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), Lowris 1/Residential-Commercial (L1/RC), or</i></p> <p><i>b. Within the areas identified on Map P-1 of the adopted North Beacon Hill 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><u>d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.</u></i></p>	<p>Yes</p>	<p>The rezone proposal includes two areas of existing single family zoning proposed for multifamily Lowrise 3 (LR3). (Areas A1 and A10 on Figure 1). Both of these areas have been previously redesignated on the City’s Official Land Use Map to Multifamily Residential pursuant to the 2006 Roosevelt Neighborhood Plan update. Part 1 of the criterion is met.</p> <p>Two other small areas have existing single-family zoning and are proposed for rezone to Lowrise-2 (LR2). (Area C1 and B4on Figure 1). These small areas both do not meet the locational criteria of Section 23.34.011 so the criteria for rezoning to multifamily is met. The areas no longer meet single-family zoning criteria because less than 70% of the uses are single-family in the area and they do not exhibit a trend towards single-family uses. (See SMC 23.34.011.B)</p>

Criteria for Designation of Commercial Zones (SMC 23.34.0872)

The matrix below analyzes the broad rezone proposal as it relates to the addition of new commercial zones. There are several areas where new commercial zoning designations are proposed.

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>The encroachment of commercial development into residential areas shall be discouraged. (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>On balance the rezone proposal preserves residential areas throughout the Roosevelt Residential Urban Village including a majority of Single-family zoned land within the Urban Village. Addition of new Neighborhood Commercial zoning is added adjacent to existing Neighborhood Commercial zoned areas, or is reclassification from one neighborhood commercial zone to another.</p> <p>Additionally, new development resulting from the proposed neighborhood commercial zoning is not likely to be solely occupied by commercial uses. In fact, most new projects in neighborhood commercial zones are predominantly residential uses.</p>
<p><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></p>	<p>Yes</p>	<p>The proposal would rezone two areas (B7 and B8 on Figure 1) of single family zoning to a Neighborhood Commercial zone. This area has already had the underlying Future Land Use Map designation changed to Neighborhood Commercial. As discussed above the rezone proposal meets the amended criteria of SMC 23.34.010.B.2.</p>
<p><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></p>	<p>Yes</p>	<p>The proposed configuration of commercial zones does not conflict with the enumerated criteria. See also discussion of areas B7 and B8 above.</p>
<p><i>Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas. (SMC 23.34.072.D)</i></p>	<p>Yes</p>	<p>The proposal’s intent is described in LUG-2 of Roosevelt’s adopted neighborhood plan: “Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.” The proposal concentrates the commercial area around the light rail station, meeting this criterion.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<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 an existing neighborhood commercial core, with the intent of increasing its proximal customer base and allowing for enhanced access to its urban amenities, as anticipated in SMC 23.34.072.E.

Zone Specific Rezone Criteria

This section of the rezone analysis reviews each of the 25 proposed individual rezones according to the specific functional and locational criteria for the proposed zoning designation. According to the rezone criteria 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.

Where applicable, this analysis reviews the locational criteria of the City’s new Lowrise Multifamily (LR) zoning designations as per Ordinance 123495, which became effective on April 19, 2011.

As discussed in Section VI of this report a number of the proposed rezones will apply Chapter 23.58A incentive zoning provisions. The system of incentive zoning provisions will allow for development according to the proposed new zoning designation for projects participating in the incentive zoning program. The proposed zoning designation controls the form and scale of new development independent of incentive zoning. Therefore incentive zoning suffixes are not included in the analysis of the criteria.

North Commercial Core

This first set of rezone areas for review are within the north commercial core, considered the area north of NE 65th St. and west of 12th Ave. NE. These are the areas denoted on Map 1 with an “A” prefix.

A1

Rezone Proposal: Single-Family 5000 (SF 5000) to / Lowrise 3 (LR3)

- West 2/3 of the block between NE 67th & 68th Streets, Roosevelt Way NE & 8th Ave NE
- 19 parcels

Existing Conditions

- This area is a mixed single family and small scale multifamily neighborhood and is comprised of a range of detached housing structures on small lots.
- Calvary Church and its parking lot occupy the full block to the north across NE 68th St.
- Interstate 5 and the Lake City Way off-ramp are located directly west of the area.

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

Criterion	Met?	Analysis – Area A1
<p><i>1. The area is either:</i></p> <p><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></p> <p><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 A1 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.</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 A1 is directly adjacent to a proposed LR2 / NC3P-65 zone, within 100’ of an existing NC365 zone. The 65’ heights of the NC3-65 zone are comparable to the height of 40’ for LR3 within an urban village.</p>

Director's Analysis & Recommendation: Roosevelt

<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>The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal A1 is bordered by other LR3 zones, a more intensive NC3 -65 zones, the Calvary Baptist parking facility, and the I-5 interstate ramp.</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>	<p>Yes</p>	<p>Adjacent NE 67th St. and NE 68th St. are two way streets with parking on both sides. Adjacent 8th Ave. NE is a minor arterial roadway with two way travel and parking on one side.</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 8 bus routes on NE 65th St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12th Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.</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 A1 has direct access to 8th Ave. NE a minor arterial. Area A1 has access to Roosevelt Way NE, a principal arterial, without passing through a lower density zone.</p>
<p>7. <i>The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (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 NE 65th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.</p>
<p>Conclusion: DPD determines that Area A1 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.</p>		

A2

Rezone Proposal: Lowrise 1 (LR1) to Lowrise 3 (LR3)

- West 2/3 of NE 67th St’s south block face, between Roosevelt Way NE & 8th Ave NE
- 11 parcels

Existing Conditions

- Some existing single family homes mixed with multifamily structures
- An existing 9 units apartment, the Roosevelt Apartments
- 2 townhouse developments with 4 units and 3 units respectively
- A platting pattern of small lots in the range of 5,000 sf.

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

Criterion	Met?	Analysis – Area A2
<p><i>1. The area is either:</i></p> <p><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></p> <p><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 A2 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.</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 A2 is directly adjacent to a proposed NC3P-65 zone, and is within 100’ of an existing NC365 zone. The 65’ heights of the NC3-65 zone are comparable to the height of 40’ for LR3 within an urban village.</p>

Director's Analysis & Recommendation: Roosevelt

<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>The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal area A2 is bordered by other LR3 zones, a more intensive NC3P -65 zones, and the I-5 interstate ramp.</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>	<p>Yes</p>	<p>Adjacent NE 67th St. is a two way street with parking on both sides. Adjacent 8th Ave. NE is a minor arterial roadway with two way travel and parking on one side.</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 8 bus routes on NE 65th St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12th Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.</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 A2 has direct access to 8th Ave. NE a minor arterial. Area A2 has access to Roosevelt Way NE, a principal arterial, without passing through a lower density zone.</p>
<p>7. <i>The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (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 NE 65th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.</p>
<p>Conclusion: DPD determines that Area A2 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.</p>		

A3

Rezone Proposal: Lowrise 2 (LR2) to Lowrise 3 (LR3)

- West 2/3 of NE 66th St’s north block face, between Roosevelt Way NE & 8th Ave NE
- 13 parcels

Conditions

- Mix of single family structures and lowrise multifamily structures
- Recent development projects of townhouses in the area

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

Criterion	Met?	Analysis – Area A3
<p><i>1. The area is either:</i></p> <p><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></p> <p><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 A3 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.</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 A3 is directly adjacent to a proposed NC3P-65 zone, within 100’ of an existing NC3-65 zone. The 65’ heights of the NC3-65 zone are comparable to the height of 40’ for LR3 within an urban village.</p>

Director's Analysis & Recommendation: Roosevelt

<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>The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal A3 is bordered by other LR3 zones, a more intensive NC3 -65 zones, and the I-5 interstate ramp.</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>	<p>Yes</p>	<p>Adjacent NE 66th St. is a minor arterial roadway with two way travel and parking on one side.</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 8 bus routes on NE 65th St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12th Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.</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 A3 has direct access to 8th Ave. NE a minor arterial. Area A3 has access to Roosevelt Way NE, a principal arterial, and NE 65th St., a principal arterial without passing through a lower intensity 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 NE 65th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.</p>
<p>Conclusion: DPD determines that Area A3 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.</p>		

A4

Rezone Proposal: Lowrise 2 (LR2) to / Neighborhood Commercial 3 with a 65’ height limit (NC3-65)

- South side of NE 66th St, from Weedin Pl NE east to midblock.
- 13 parcels

Existing Conditions

- Mix of existing SF homes and some lowrise multifamily structures
- Recent development of a 3-unit townhouse
- Adjacent at the midblock to existing NC3 zoning, which faces onto NE 65th St.

The proposed rezone must meet the general functional and locational criteria of the NC3 zone.

Criterion	Met?	Analysis – Area A4
<p><i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>
<p><i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the A4 area to NC3-65 enables the NC3-65 zone to encompass a full block depth. The size and configuration of parcels on the block can accommodate a variety of sizes and types of retail.</p>
<p><i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i></p>	<p>Yes</p>	<p>Continuous storefront or residences could be built directly to the front lot line on NE 66th St. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area A4
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the high school and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 th St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Principal arterials nearby in the neighborhood include NE 65 th St. which is a half block from the site, and Roosevelt Way NE and 12 th Ave NE. The rezone proposal would create a contiguous NC3-65 zone abutting NE 65 th St.
3. <i>Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	As proposed, the expanded NC3-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.

Criterion	Met?	Analysis – Area A4
4. <i>Excellent transit service. (SMC 23.34.072.B.4)</i>	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
<p>Conclusion: DPD determines that Area A4 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.</p>		

A5

Proposed Rezone: Lowrise 2 Residential Commercial (LR2 RC) to Neighborhood Commercial 3 with a pedestrian designation and a 65’ height limit (NC3P-65)

- Midblock properties, from the south side of NE 67th St to the S side of NE 66th St.
- 8 properties

Existing Conditions

- Mix of existing single family structures and small multifamily structures
- Directly abuts existing NC3-65 zoning, which faces Roosevelt Way NE and is developed with commercial and mixed use buildings
- Some recent development of townhouses in this area

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 21.

Criterion	Met?	Analysis – Area A5
<p><i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	Yes	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>

Criterion	Met?	Analysis – Area A5
1. <i>[can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the A5 area to NC3P-65 enables the NC3P-65 zone to encompass a deeper lot depth from Roosevelt Way NE. The size and configuration of parcels on the resulting block can accommodate a variety of sizes and types of retail.
2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 66 th St., and NE 67 th St. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 th St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.

Criterion	Met?	Analysis – Area A5
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	Principal arterials nearby in the neighborhood include NE 65 th St. and Roosevelt Way NE, which would both be within a half block of the area. The proposed rezone would create a contiguous NC3P-65 zone abutting NE 65 th St. and Roosevelt Way NE.
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the expanded NC3P-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.
4. Excellent transit service. (SMC 23.34.072.B.4)	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
<p>Conclusion: DPD determines that Area A5 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.</p>		

A6

Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 3 with a Pedestrian designation and a 65’ height limit (NC3P-65).

- Midblock properties, between NE 68th St and NE 67th St.
- 8 properties

Existing Conditions

- A mix of a few existing single family homes and recent townhouse development
- 5 unit lots recently developed as townhomes

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 21.

Criterion	Met?	Analysis – Area A6
<p><i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>
<p><i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the A6 area to NC3P-65 enables the NC3P-65 zone to encompass a deeper lot depth from Roosevelt Way NE. The size and configuration of parcels on the resulting block can accommodate a variety of sizes and types of retail.</p>
<p><i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i></p>	<p>Yes</p>	<p>Continuous storefront or residences could be built directly to the front lot line on NE 68th St., NE 67th St. and Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.</p>
<p><i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i></p>	<p>Yes</p>	<p>The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.</p>
<p><i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i></p>	<p>Yes</p>	<p>A variety of stores are located near one another in adjacent blocks especially along NE 65th St. and Roosevelt Way NE allowing shoppers to walk from store to store.</p>

Criterion	Met?	Analysis – Area A6
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Principal arterials nearby in the neighborhood include Roosevelt Way NE which would be within a half block of the area. The proposed rezone would create a contiguous NC3P-65 zone abutting Roosevelt Way NE.
3. <i>Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	As proposed, the expanded NC3P-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.
4. <i>Excellent transit service. (SMC 23.34.072.B.4)</i>	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
Conclusion: DPD determines that Area A6 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.		

A7 Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a 40’ height limit (NC2-40)

- Midblock between NE 68th St and NE 69th St
- A portion of 1 large parcel of land

Existing Conditions

- The affected parcel of land is owned by Calvary Baptist Church and is currently used as parking adjacent to the church facility.
- The church structure is immediately west of the area and has a zone designation of single-family 5000, though it is solely a church use.
- The area abutting to the east is existing NC2 zoned land in a parking use by the church.

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

Criterion	Met?	Analysis – Area A7
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The nearby area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example a grocery store and a bank branch are located within two blocks. In addition a variety of housing within small apartment structures and townhouses is located in the blocks adjacent the area.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	The proposal would extend the existing NC2-40 designation deeper into the block from Roosevelt Way NE. The size and configuration of the resulting NC2 area as well as grade and physical conditions would accommodate a variety of small to medium sized neighborhood serving business spaces.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 69 th St., NE 68 th St. and Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area A7
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Abutting NE 68 th St. and NE 69 th St. are non-arterial roadways with a pleasant local character attractive to pedestrians. Sidewalks and planting strips are in place along with several existing mature trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>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 A7 is adjacent to an extension of the Roosevelt Residential Urban Village's primary business district. It abuts an existing NC2 zone which extends for several blocks along Roosevelt Way NE.
<i>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	The proposed rezone of A7 to NC2 would create a contiguous NC2 area on a single parcel of land abutting Roosevelt Way NE, a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	Yes	There are no strong edges, such as topographic breaks, major arterials, or large open spaces.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	No	The area is part of a single, large parcel that encompasses an entire block.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	No	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
Conclusion: DPD determines that Area A7 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2-40 zone.		

A8 Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a 40’ height limit (NC2-40)

- Midblock between north of NE 69th St
- 1 parcel of land

Existing Conditions

- The affected parcel of land is owned by Calvary Baptist Church and is currently used as overflow parking. There are no structures on the site.
- The site is immediately west of an area zoned single-family 5000 containing existing single family homes.
- The area abutting to the east is existing NC2 zoned land containing an existing small apartment building.

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

Criterion	Met?	Analysis – Area A8
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The nearby area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example a grocery store and a bank branch are located within two blocks. In addition a variety of housing including a small apartment structure directly adjacent to the area A8 and other townhouses in the area are nearby.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	The proposal would extend the existing NC2-40 designation deeper into the block from Roosevelt Way NE. The size and configuration of the resulting NC2 area as well as grade and physical conditions would accommodate a variety of small to medium sized neighborhood serving business spaces.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 69 th St. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area A8
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Abutting NE 69 th St. is a non-arterial roadway with a pleasant local character attractive to pedestrians. Sidewalks and planting strips are in place.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>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 A8 is adjacent to an extension of the Roosevelt Residential Urban Village's primary business district. It abuts an existing NC2 zone which extends for several blocks along Roosevelt Way NE.
<i>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>	No	The proposed rezone of A8 to NC2 would not be located directly on a principal or minor arterial street. However, the principal arterial Roosevelt Way NE is less than a half block away from the area.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	Yes	There are no strong edges, such as topographic breaks, major arterials, or large open spaces.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	No	The area is a single parcel that encompasses a portion of a block.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
Conclusion: DPD determines that Area A8 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2-40 zone.		

A9

Rezone Proposal: Neighborhood Commercial 2 with a 40’ height limit (NC2-40) to Neighborhood Commercial 3 with a Pedestrian designation and a 65’ height limit (NC3P-65)

- SW & SE corners of Roosevelt Way NE & NE 68th St.
- Three parcels

Existing Conditions

- Includes single story automotive service and supply shops on both corners of NE 68th St. and Roosevelt Way NE.
- Includes one existing single family structure
- Adjacent to the 88 unit Roosevelt Apartments located in two buildings built in 1988 within existing NC3-65 zoning designation
- Adjacent to the 30-unit North Towne Manor built in 1958 within existing NC3-65 zoning designation

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 21.

Criterion	Met?	Analysis – Area A9
<p><i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>
<p><i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the A9 area to NC3P-65 enables the NC3P-65 zone to encompass a full block front along Roosevelt Way NE between NE 67th St. and NE 68th St. The size and configuration of parcels on the resulting blocks can accommodate a variety of sizes and types of retail.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area A9
2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 th St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 less than a block from the area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The proposed rezone faces directly onto Roosevelt Way NE an principal arterial.

Criterion	Met?	Analysis – Area A9
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the expanded NC3-65 zone would be separated from low-density residential zones by a LR3 zone to the west, an existing NC2-40 zone to the north, and an LR3 zone to the east.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 less than a block from the area.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area A9 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.</p>		

A10

Rezone Proposal: Single-Family 5000 (SF 5000) to Lowrise 3 (LR3)

- 6 parcels
- Located at the southwest corner of NE 68th St. and 12th Ave. NE

Existing Conditions

- Existing mix of single family structures
- Directly across 12th Ave NE from the Roosevelt HS athletic field
- Adjacent to existing NC3-65 zoning and proposed NC3-65 zoning to the south
- Directly across NE 68th St. from SF 5000 zoning with existing single family homes.

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

Criterion	Met?	Analysis – Area A3
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<p><i>1. The area is either:</i></p> <p><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></p> <p><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 A10 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.</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 A10 is directly north of an existing NC3-65 zone, and adjacent to a proposed NC3P-65 zone to the west. The 65' heights of the NC3-65 zone is comparable to the height of 40' allowed for LR3 within an urban village.</p>
<p><i>3. 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>The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone.</p>
<p><i>4. 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>Adjacent NE 68th St. is a two way street with parking on both sides. Adjacent 12th Ave. NE is a principal arterial with three lanes of one-way vehicle traffic and parking on one side of the street.</p>
<p><i>5. 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 8 bus routes on NE 65th St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12th Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station less than half a block from the site.</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 A10 has direct access to 12th Ave. NE a principal arterial.</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 NE 65th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.</p>
<p>Conclusion: The rezone proposal meets the functional criteria of the LR3 zone, and meets 6 of 7 locational criteria. DPD determines that Area A10 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.</p>		

A11 Rezone Proposal: Lowrise 3 Residential Commercial (LR3-RC) to Neighborhood Commercial 3 with a Pedestrian overlay and a 65’ height limit (NC3P-65)

- NW corner of 12th Ave NE & NE 67th St.
- 3 parcels, two owned by Sound Transit.
- Location of the planned north entry of the Roosevelt light rail station.

Existing Conditions

- Existing 3 story apartment structure located in the area
- The two Sound Transit parcels are vacant and front onto 12th Ave. NE.
- Roosevelt High School athletic field is directly across 12th Ave. NE from the area

Director’s Analysis & Recommendation: Roosevelt

The proposed rezone must meet the functional and locational criteria of the NC3 zone. For a discussion of the inclusion of the P designation see page 21.

Criterion	Met?	Analysis – Area A4
<p><i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>
<p><i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the A11 area to NC3-65 enables the NC3-65 zone to encompass a full half block fronting NE 67th St. The size and configuration of parcels on the half block can accommodate a variety of sizes and types of retail.</p>
<p><i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i></p>	<p>Yes</p>	<p>Continuous storefront or residences could be built directly to the front lot line on NE 67th St. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.</p>
<p><i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i></p>	<p>Yes</p>	<p>The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School directly across the street and other destinations in the neighborhood help enable intense pedestrian activity.</p>
<p><i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i></p>	<p>Yes</p>	<p>A variety of stores are located near one another in nearby blocks especially along NE 65th St. and Roosevelt Way NE allowing shoppers to walk from store to store.</p>

Criterion	Met?	Analysis – Area A4
5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020 within the A11 area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	The A11 rezone proposal for would have direct access onto 12 th Ave NE., a principal arterial.
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	Area A11 is separated from lower density residential by the Roosevelt High School to the east. As proposed, to the north, an LR3 zone would provide a separation from low density single family residential areas.
4. Excellent transit service. (SMC 23.34.072.B.4)	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area A11 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.		

South/Southeast Roosevelt

The following section of the report evaluates rezone proposals in the South / Southeast portion of the Roosevelt urban village, which are grouped primarily along the north and south sides of NE 65th St. These rezone proposals are preceded by “B” prefix on Figure 1.

B1 **Rezone Proposal: Lowrise 3 Residential Commercial (LR3 RC) to Neighborhood Commercial 3 with a Pedestrian designation and a 65’ height limit. (NC3P-65)**

- Southwest corner of 12th Ave NE & NE 66th St
- 10 parcels

Existing Conditions

- Includes 8 townhouse units on platted unit lots.
- Three sides of the area abut existing NC3-65 zoning
- On the opposite corner to the northeast the adjacency is to a tall retaining wall for Roosevelt High School track and athletic fields.
- To the south, the area abuts the site of the planned south entry of the Roosevelt light rail station.

The proposed rezone must meet the functional and locational criteria of the NC3 zone. For a discussion of the inclusion of the P designation see page 21.

Criterion	Met?	Analysis – Area B1
<i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square located within a block of the rezone area is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the B1 area to NC3-65 enables the NC3-65 zone to encompass a full block when combined with the adjoining existing NC3-65 zoning. The size and configuration of parcels on the block could over time accommodate a variety of sizes and types of retail.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B1
2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line with redevelopment either on NE 66 th St., or 12 th Ave. NE. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School directly across the street and other destinations in the neighborhood help enable intense pedestrian activity. The area is directly adjacent to a planned light rail station.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 directly adjacent to the area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The B1 rezone proposal for would have direct access onto 12 th Ave NE., a principal arterial.

Criterion	Met?	Analysis – Area B1
<i>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	Area B1 is separated from lower density residential by other NC zones in each direction. Roosevelt High School is to the northeast of the area.
<i>4. Excellent transit service. (SMC 23.34.072.B.4)</i>	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area B1 generally meets the functional and locational criteria of the NC3P-65 zone and therefore is appropriate for the proposed NC3P-65 zone.</p>		

B2

Rezone Proposal: Neighborhood Commercial 1 with a 40' height limit (NC1-40) to Neighborhood Commercial 2 with a 40' height limit (NC2-40).

- South side of NE 66th St. between 12th & 14th Aves NE
- 10 parcels spanning two blocks
- North half of two city blocks

Existing Conditions

- A mix of existing single family and duplex / triplex structures and vacant properties
- Property between 12th & Brooklyn Aves NE is largely vacant and in single ownership
- Directly across NE 66th St. from the Roosevelt High School athletic fields

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For a discussion of the inclusion of the P designation see page 21.

Criterion	Met?	Analysis – Area B2
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	<p>The area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base.</p> <p>This rezone proposal would facilitate a broader range of commercial uses in the vicinity of Roosevelt High School and NE 65th St.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B2
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. It abuts an existing NC2 zone which straddles NE 65 th St to the east of 12 th Ave NE. A variety of small shops and business are located within the surrounding blocks.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	The abutting NE 66 th St. is a non-arterial roadway with a pleasant local character attractive to pedestrians across from athletic fields. Sidewalks and planting strips are in place. 12 th Ave. NE is a principal arterial with existing sidewalks and street trees. Storefronts could be built to property lines on both streets.
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B2 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC2 and NC3 zoning with a variety of stores and services within walking distance. Streetscapes are improved with sidewalks planting strips and street trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>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 B2 is within the Roosevelt Residential Urban Village's primary business district.
<i>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	The rezone proposal abuts 12 th Ave. NE a principal arterial. The principal arterial Roosevelt Way NE is less than a half block away from the area.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone would have a strong buffer to the north – Roosevelt High School.

Criterion	Met?	Analysis – Area B2
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is a mix of small and medium sized parcels including single family structures and vacant lands. Parcels could be combined in a variety of sizes for development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within a block of the site.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC2 zone, and meets 4 of 5 locational criteria. DPD determines that Area B2 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.</p>		

B3 **Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a Pedestrian designation and a 40' height limit (NC2P-40).**

- North side of NE 65th St, between Brooklyn Ave NE & 14th Ave NE and the NE corner 14th Ave NE and NE 65th St
- 10 parcels

Existing Conditions

- Primarily vacant lands with a few existing structures in disrepair
- Location directly fronting onto NE 65th St. a principal arterial
- Properties in single ownership

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For a discussion of the inclusion of the P designation see page 21.

Criterion	Met?	Analysis – Area B2
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	<p>The area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base.</p> <p>This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65th St.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B2
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. It abuts existing NC2 zones to the east and the west. A variety of small shops and business are located within the surrounding blocks.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	The abutting NE 65 th St. is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65 th St. continuing the pattern of other storefronts on the street in the blocks to the west.
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B3 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. Streetscapes are improved with sidewalks and street trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>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 B3 is within the Roosevelt Residential Urban Village's primary business district.
<i>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	The rezone proposal abuts NE 65 th St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 would have a strong edge – NE 65 th St. – between it and residential areas.

Criterion	Met?	Analysis – Area B2
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is a mix of small and medium sized parcels including vacant lands. Parcels could be combined in a variety of sizes for development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within a block of the site.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC2 zone, and meets 4 of 5 locational criteria. DPD determines that Area B3 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.</p>		

B4

Single-Family 5000 (SF 5000) to Lowrise 2 (LR2)

- W side of 15th Ave NE, midblock between NE 65th St & NE 63rd St
- 3 parcels

Existing Conditions

- Surrounded on three sides by single family zoned parcels
- Abuts the edge of the Residential Urban Village
- Located on 15th Ave. NE, a minor arterial
- Existing single family structures in rental use
- Adjacent bus stops on NE 15th and NE 65th St

The proposed rezone must meet the functional and locational criteria of the LR2 zone.

Criterion	Met?	Analysis – Area B5
<i>The dual functions of the LR2 zone are to:</i>		
<i>1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and (SMC 23.34.018.A.1)</i>	Yes	The Proposed rezone of area B4 to LR2 would provide an opportunity for multifamily housing along NE 15 th Ave., a minor arterial, where there is a mix of small scale residential structures. An existing lowrise multifamily apartment is to the north of the area and a variety of single family homes are to the south.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B5
2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density. (SMC 23.34.018.A.2)	Yes	The proposal is within the Roosevelt Residential Urban Village and it would help establish a multifamily neighborhood of small scale.
<i>The LR2 zone is most appropriate in areas generally characterized by the following conditions: (SMC 23.34.018.B)</i>		
1. The area is either: a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or (SMC 23.34.018.B.1)	Yes	The proposal is within the Roosevelt Residential Urban Village and it would help establish a multifamily neighborhood of small scale.
2. The area is characterized by local access and circulation conditions that accommodate low density multifamily development; (SMC 23.34.018.B.2)	Yes	The proposal is located on a minor arterial roadway, 15 th Ave. NE, and is served by alley access to the south and east.
3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and (SMC 23.34.018.B.3)	Yes	The proposal is located on a minor arterial roadway, 15 th Ave. NE.
4. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.018.B.4)	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
Conclusion: The rezone proposal meets the functional criteria of the LR2 zone, and meets all of the locational criteria. DPD determines that Area B4 generally meets the functional and locational criteria of the LR2 zone and therefore is appropriate for the proposed LR2 zone.		

B5 Lowrise 1(LR1) to Neighborhood Commercial 2 with a Pedestrian designation and a 40’ height limit. (NC2P-40)

- South side of NE 65th St, from 14th Ave NE. to the midblock alley
- 2 parcels

Existing Conditions

- Existing single family structures
- NE 65th St is a principal arterial
- Adjacent to existing lowrise multifamily

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For discussion of the Pedestrian designation see 21.

Criterion	Met?	Analysis – Area B5
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The vicinity has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. Roosevelt square for example is within two blocks of the area, including a grocery store, drug store and a variety of goods and services. This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65 th St.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood’s primary business district, within the residential urban village. A variety of small shops and business are located within the surrounding blocks especially along NE 65 th St. The site sizes and configuration could accommodate a variety of small to medium retail businesses fronting onto NE 65 th St.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	The abutting NE 65 th St. is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65 th St. continuing the pattern of other storefronts on the street in the blocks to the west.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B5
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B5 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. The streetscapes is already improved with a sidewalks and planting strip.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>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 B5 is within the Roosevelt Residential Urban Village's primary business district, although the area is on the periphery of this business district.
<i>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	The rezone proposal abuts NE 65 th St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone does not have a strong edge or buffer to its south for a transition to low density residential areas.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is two parcels totaling approximately 8,300sf, which reflects small to medium parcel size appropriate for NC2 scale development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within a block of the site.
Conclusion: The rezone proposal meets the functional criteria of the NC2 zone, and meets all of the locational criteria. DPD determines that Area B5 meets the functional criteria and four 4 of 5 of the locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.		

place

B6 Lowrise 1 (LR1) to Neighborhood Commercial 1 with a Pedestrian designation and a 40' height limit (NC1P-40)

- 2 parcels, each one 40' deep from the NE 65th St frontage
- Abutting 14th Ave. NE and Brooklyn Aves NE

Existing Conditions

- Two existing single family structures fronting NE 65th St.
- Existing single family neighborhood abutting to the south
- Adjacent parcels directly to the south are also proposed for rezone to NC1P-40.

The proposed rezone must meet the functional and locational criteria of the NC1 zone. For discussion of the Pedestrian designation see Page 21.

Criterion	Met?	Analysis – Area B6
<i>To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved: (SMC 23.34.074.A)</i>		
<i>A variety of small neighborhood-serving businesses; (SMC 23.34.074.A.1)</i>	Yes	The Area B6 rezone to NC1 would create an area of NC zoning fronting onto NE 65 th St. with a depth of 80' when combined with the B7 area. This lot depth could accommodate redevelopment with frontage onto NE 65 th St., which could house a variety of neighborhood-serving business spaces.
<i>Continuous storefronts built to the front lot line; (SMC 23.34.074.A.2)</i>	Yes	The Area B6 rezone to NC1 would create an area of NC zoning fronting onto NE 65 th St. with a depth of 80' when combined with the B7 area. This lot depth could accommodate redevelopment with frontage onto NE 65 th St., which could house continuous storefronts built to the front property line on NE 65 th St.
<i>An atmosphere attractive to pedestrians; (SMC 23.34.074.A.3)</i>	Yes	NE 65 th St. is already a neighborhood commercial main street within the Roosevelt Residential urban village. The street has ample sidewalks and street trees.
<i>Shoppers walk from store to store. (SMC 23.34.074.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. to the east allowing shoppers to walk from store to store.
<i>A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.074.B)</i>		

Criterion	Met?	Analysis – Area B6
<i>1. Outside of urban centers and urban villages, or within urban centers or urban villages where isolated or peripheral to the primary business district and adjacent to low-density residential areas; (SMC 23.34.074.B.1)</i>	Yes	The proposal is within a Residential Urban Village and it is adjacent to an existing low density residential area to the south. The area is peripheral to the village’s primary business district, since the larger areas of NC zoning and existing concentrations of businesses are further to the east along NE 65 th St.
<i>2. Located on streets with limited capacity, such as collector arterials; (SMC 23.34.074.B.2)</i>	Yes	The proposal is located directly on a principal arterial roadway. Access to new development would likely be provided via the local streets to NE 65 th St. This combination of roadway access meets the description of limited capacity.
<i>No physical edges to buffer the residential areas; (SMC 23.34.074.B.3)</i>	Yes	The rezone of this B6 area would be buffered by another parcel of proposed NC1 zone before the single family neighborhood to the south.
<i>Small parcel sizes; (SMC 23.34.074.B.4)</i>	Yes	The parcel sizes are small, 40’ wide by 120’ deep lots.
<i>Limited transit service. (SMC 23.34.074.B.5)</i>	No	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within several blocks of the site.
Conclusion: The rezone proposal meets the functional criteria of the NC1 zone, and meets 4 out of 5 of the locational criteria. DPD determines that Area B6 generally meets the functional and locational criteria of the NC1 zone and therefore is appropriate for the proposed SF NC1P-40 zone.		

B7 Single-Family 5000 (SF 5000) to Neighborhood Commercial 1 with a Pedestrian designation and a 40’ height limit (NC1P-40)

- 2 parcels, each one 40’ parcel depth removed from the NE 65th St
- Abutting 14th Ave. NE and Brooklyn Aves NE

Existing Conditions

- Two existing single family structures, set one parcel back from NE 65th St.
- Intervening parcels between the B7 area and NE 65th St. are only 40’ deep
- The eastern property appears to be well maintained, the western property appears to be abandoned and in poor repair.
- Existing single family neighborhood abutting to the south
- Existing Lowrise zoning directly to the north along NE 65th St. is also proposed for rezone to NC1P-40.

The proposed rezone must meet the functional and locational criteria of the NC1 zone. For discussion of the Pedestrian designation see Page 21.

Criterion	Met?	Analysis – Area B7
<i>To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved: (SMC 23.34.074.A)</i>		
<i>A variety of small neighborhood-serving businesses; (SMC 23.34.074.A.1)</i>	Yes	The Area B7 rezone to NC1 would create an area of NC zoning fronting onto NE 65 th St. with a depth of 80’. This lot depth could accommodate redevelopment with frontage onto NE 65 th St., which could accommodate a variety of neighborhood-serving business spaces.
<i>Continuous storefronts built to the front lot line; (SMC 23.34.074.A.2)</i>	Yes	The Area B7 rezone to NC1 would create an area of NC zoning fronting onto NE 65 th St. with a depth of 80’. This lot depth could accommodate redevelopment with frontage onto NE 65 th St., which could accommodate a continuous storefronts built to the front property line on NE 65 th St.
<i>An atmosphere attractive to pedestrians; (SMC 23.34.074.A.3)</i>	Yes	NE 65 th St. is already a neighborhood commercial main street within the Roosevelt Residential urban village. The street has ample sidewalks and street trees.
<i>Shoppers walk from store to store. (SMC 23.34.074.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. to the east allowing shoppers to walk from store to store.
<i>A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.074.B)</i>		
<i>1. Outside of urban centers and urban villages, or within urban centers or urban villages where isolated or peripheral to the primary business district and adjacent to low-density residential areas; (SMC 23.34.074.B.1)</i>	Yes	The proposal is within a Residential Urban Village and it is adjacent to an existing low density residential area to the south. The area is peripheral to the village’s primary business district, since the larger areas of NC zoning and existing concentrations of businesses are further to the east along NE 65 th St.

Criterion	Met?	Analysis – Area B7
<i>2. Located on streets with limited capacity, such as collector arterials; (SMC 23.34.074.B.2)</i>	Yes	The proposal is located directly on local non-arterial streets but is just 40’ away from a principal arterial roadway. Access to new development would likely be provided via the local streets to NE 65 th St. This combination of roadway access meets the description of limited capacity.
<i>No physical edges to buffer the residential areas; (SMC 23.34.074.B.3)</i>	Yes	There is no strong edge or buffer between the proposed NC1 zone and the single family neighborhood to the south.
<i>Small parcel sizes; (SMC 23.34.074.B.4)</i>	Yes	The parcel sizes are small, 40’ wide by 120’ deep lots.
<i>Limited transit service. (SMC 23.34.074.B.5)</i>	No	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within several blocks of the site.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC1 zone, and meets 4 out of 5 of the locational criteria. DPD determines that Area B7 generally meets the functional and locational criteria of the NC1 zone and therefore is appropriate for the proposed SF NC1P-40 zone.</p>		

B8

Single-family 5000 (SF 5000) to Neighborhood Commercial 2 with a Pedestrian designation and a 40’ height limit. (NC2P-40)

- Brooklyn Ave. NE to the midblock alley, one parcel removed from NE 65th St.
- 1 parcel

Existing Conditions

- Existing single family structure
- NE 65th St is a principal arterial
- Adjacent to existing NC2-50 zoning

Director’s Analysis & Recommendation: Roosevelt

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For discussion of the Pedestrian designation see 21.

Criterion	Met?	Analysis – Area B8
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The vicinity has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. Roosevelt square for example is within two blocks of the area, including a grocery store, drug store and a variety of goods and services. This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65 th St.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood’s primary business district, within the residential urban village. A variety of small shops and business are located within the surrounding blocks especially along NE 65 th St. The site sizes and configuration could accommodate a variety of small to medium retail businesses fronting onto NE 65 th St.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	NE 65 th St., one parcel away to the north, is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65 th St. continuing the pattern of other storefronts on the street in the blocks to the west.
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B8 is within the Roosevelt Residential Urban Village’s primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. The streetscapes is already improved with a sidewalks and planting strip.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area B8
<i>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 B8 is within the Roosevelt Residential Urban Village's primary business district, although the area is on the periphery of this business district.
<i>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	The rezone proposal abuts NE 65 th St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone does not have a strong edge or buffer to its south for a transition to low density residential areas.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is one parcel. However, when combined with parcels in adjacent NC2-40 zoned areas the zone is comprised of a mix of medium and small parcel sizes.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 within a block of the site.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC2 zone. DPD determines that Area 85 meets the functional criteria and four 4 of 5 of the locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.</p>		

B9

Rezone Proposal: Neighborhood Commercial 2 with a 40’ height limit (NC2-40) to Neighborhood Commercial 2 with a Pedestrian designation and a 65’ height limit (NC2P-65).

- East side of 12th Ave NE between NE 64th & 65th Streets.
- 4 parcels

Existing Conditions

- 3 existing single story commercial spaces fronting NE 65th St.
- The Qwest communications building on the south 2/3 of the block is approximately 60’ tall exceeding the current height limit.

The proposed rezone does not change the existing Neighborhood Commercial zone so evaluation of functional and locational criteria is not required. The proposed change is to raise the height limit from 40’ to 65’. This change is evaluated against criteria in SMC 23.34.009 setting height limits. For discussion of the Pedestrian designation see Page 21.

Criterion	Met?	Analysis – Area B9
<p><i>A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.</i></p>	<p>Yes</p>	<p>The proposed 65’ height limit is appropriate for the NC3 zone classification. The 65’ height limit is not expected to displace preferred uses.</p>
<p><i>B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.</i></p>	<p>Yes</p>	<p>No view blockage is expected from the proposed height limit change. An existing structure within the area (the telecommunications facility on the south half of the block) is already approximately 60’ high. The topography of the area is predominantly flat.</p>
<p><i>C. Height and Scale of the Area.</i></p> <p><i>1. The height limits established by current zoning in the area shall be given consideration.</i></p> <p><i>2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.</i></p>	<p>Yes</p>	<p>The proposed change raises the height limit from an existing 40’ to 65’. An existing structure within the area (the telecommunications facility) is already approximately 60’ high and occupies most of the block. Therefore the proposal matches existing development in this area.</p>

Criterion	Met?	Analysis – Area B9
<p><i>D. Compatibility with Surrounding Area.</i></p> <p><i>1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.</i></p> <p><i>2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008 D2, are present.</i></p>	<p>Yes</p>	<p>The proposed 65’ height limit is consistent with the existing 65’ height limit in the NC3 zone directly across 12th Ave. from the area. In addition, an existing structure (the telecommunications facility) is already approximately 60’ high and occupies most of the block. The existing structure is in the area adjacent to the lower scaled SF 5000 zone. In the remainder of the area, the adjacency is to NC2-40, NC3-65 or proposed NC1-40 areas – a gradual transition.</p>
<p><i>E. Neighborhood Plans.</i></p> <p><i>1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.</i></p> <p><i>2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.</i></p>		<p>The policies of the Roosevelt neighborhood plan “promote the growth of the Roosevelt Urban Village in a manner that concentrates growth in the commercial core and near the light rail station...” (R-LUG2). The B9 location is within one block of the future light rail station. The increase to 65’ in this location is consistent with the policy of the neighborhood plan.</p>
<p>Conclusion: The proposal is consistent with the criteria in SMC 23.34.009 setting height limits. DPD determines that Area B9 generally meets the criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-65 zone.</p>		

C. Southwest Roosevelt

C1 Rezone Proposal: Single-Family 5000 (SF 5000) to Lowrise 3 (LR3)

- Northeast corner of 8th Ave NE & NE 64th St
- 2 parcels.

Existing Conditions

- One existing single family structure and one duplex.
- The freeway is effectively a physical buffer to the west.
- Existing single family zoning is present across NE 64th St. to the south.

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

Criterion	Met?	Analysis – Area C1
<p><i>1. The area is either:</i></p> <p><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></p> <p><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 C1 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.</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 C1 is one half block south of an existing NC3-65 zone. The 65' heights of the NC3-65 zone is comparable to the height of 40' allowed 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>The would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone.</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>	<p>Yes</p>	<p>Adjacent NE 64th St. is a two way street with parking on one side. Adjacent 8th Ave. NE is a minor arterial with two way travel and parking on one side.</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 8 bus routes on NE 65th St. within one block.</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 C1 has direct access to 8th Ave. NE, which is a principal arterial in the location.</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 NE 65th St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.</p>
<p>Conclusion: The rezone proposal meets the functional criteria of the LR3 zone, and meets 6 of 7 locational criteria. DPD determines that Area C1 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.</p>		

C2

Rezone Proposal: Lowrise 3 Residential Commercial (L3-RC) to Neighborhood Commercial 3 with a 65' height limit. (NC3-65)

- East side of 8th Ave NE midblock between NE 64th & 65th Streets
- 1 parcels

Existing Conditions

- Existing 20 unit apartment building

The proposed rezone would have to meet the functional and locational criteria of the NC3 zone.

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area C2
<p><i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i></p>	<p>Yes</p>	<p>The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.</p>
<p><i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the C2 area to NC3-65 encompasses a site roughly 50' wide by 120' deep. The parcel could be redeveloped with retail space facing 8th Ave. NE. This would contribute to the variety of retail in the area.</p>
<p><i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i></p>	<p>Yes</p>	<p>Continuous storefront or residences could be built directly to the front lot line on 8th Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.</p>
<p><i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i></p>	<p>Yes</p>	<p>The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.</p>
<p><i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i></p>	<p>Yes</p>	<p>A variety of stores are located near one another in adjacent blocks especially along NE 65th St. allowing shoppers to walk from store to store. The area is directly adjacent to new commercial development which includes a restaurant at the corner of NE 65th St. and 8th Ave. NE.</p>

Director's Analysis & Recommendation: Roosevelt

Criterion	Met?	Analysis – Area C2
5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	The proposed rezone faces directly onto 8 th Ave. NE a principal arterial in this location.
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	The proposed rezone of C2 would be separated from low density residential areas by the I-5 freeway to the west, and by a proposed LR3 zone directly to the south. Existing or proposed Neighborhood Commercial zones are to the north and east.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 several blocks from the area.
Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C2 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.		

C3 **Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 3 with a 65’ height limit (NC3-65).**

- The northwest, northeast and southeast quarter-blocks around 9th Ave NE & NE 64th St. intersections.
- 24 parcels

Existing Conditions

- A mix of existing lowrise multifamily townhouses and several single family structures.
- Bordered by existing NC3-65 zoning to the north and east with structures developed to NC3 zoning.
- Existing LR2 zoning adjacent to the southwest.

The proposed rezone of **Area C3** must meet the functional and locational criteria of the NC3 zone.

Criterion	Met?	Analysis – Area C3
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the C3 area to NC3-65 encompasses 24 parcels of varying sizes. The parcels could be redeveloped in a variety of combinations with retail space facing NE 64 th St. or 9 th Ave. NE. This would contribute to the variety of retail in the area.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 64 th St. and 9 th Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Criterion	Met?	Analysis – Area C3
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 th St. allowing shoppers to walk from store to store. The area is within one block of a variety of retail shops and services.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The proposed rezone is within one half block of principal arterial roadways to both the north (NE 65 th St.) and the east (Roosevelt Way NE) effectively meeting this criteria. Vehicle access can be provided to the sites from within roughly 130' of a principal arterial through an existing NC3 zone. Access to redevelopment in the area would likely make use of existing midblock alleys. These conditions would result in negligible vehicle travel on non-arterial streets to access the sites.

Criterion	Met?	Analysis – Area C3
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	The proposed rezone of C3 would be separated from low density residential areas by other NC zones to the north and west, and a Lowrise Multifamily zone to the south and west.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area’s principal arterials. A new light rail station is scheduled to open along 12 th Ave. NE in 2020 several blocks from the area.
<p>Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C2 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.</p>		

C4 **Rezone Proposal: Neighborhood Commercial 2 with a 40’ height limit (NC2-40) to Neighborhood Commercial 3 with a 65’ height limit (NC3-65).**

- Northeast corner of 9th Ave NE & NE 63rd St
- 1 parcel

Existing Conditions

- Contains an existing two story commercial structure (Seattle Healing Arts).
- Abuts existing or proposed NC3-65 zoning to the north and east.
- Abuts an existing LR2 zone across the street to the west.
- Abuts existing SF5000 zoning across the street to the south.

Criteria	Met?	Analysis – Area C4
(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)	Yes	The neighborhood has an existing pedestrian-oriented retail core with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.

Director's Analysis & Recommendation: Roosevelt

<p>1. <i>[can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i></p>	<p>Yes</p>	<p>The proposal to rezone the C4 area to NC3-65 encompasses roughly a one quarter block area and is on a corner. The parcel could be redeveloped with a variety of street fronting retail spaces. The proposal would also be adjacent to other proposed NC3-65 areas, enabling site assemblage for a larger development with a variety of retail spaces fronting onto 9th Ave. NE.</p>
<p>2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i></p>	<p>Yes</p>	<p>Continuous storefront or residences could be built directly to the front lot line on 9th Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.</p>
<p>3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i></p>	<p>Yes</p>	<p>The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.</p>
<p>4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i></p>	<p>Yes</p>	<p>A variety of stores are located near one another in nearby blocks especially along Roosevelt Way NE., enabling shoppers to walk from store to store.</p>
<p>5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i></p>	<p>Yes</p>	<p>Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.</p>
<p><i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i></p>		
<p>1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i></p>	<p>No</p>	<p>The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.</p>

Director's Analysis & Recommendation: Roosevelt

<p>2. Served by principal arterial; (SMC 23.34.072.B.2)</p>	<p>Yes</p>	<p>The proposed rezone is within one half block of a principal arterial roadways to the east (Roosevelt Way NE) effectively meeting this criteria. Vehicle access can be provided to the sites from within roughly 130' of a principal arterial through an existing NC3 zone. Access to redevelopment in the area would likely make use of existing midblock alley. These conditions would result in negligible vehicle travel on non-arterial streets to access the site.</p>
<p>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</p>	<p>Yes</p>	<p>The proposed rezone of C4 would be separated from low density residential areas by existing or proposed Lowrise Multifamily or Neighborhood Commercial zones in all four directions.</p>
<p>4. Excellent transit service. (SMC 23.34.072.B.4)</p>	<p>Yes</p>	<p>Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12th Ave. NE in 2020 several blocks from the area.</p>
<p>Conclusion: The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C4 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.</p>		

V. Growth, capacity, and impact analysis

Projected growth. Roosevelt is a Residential Urban Village. The City’s Comprehensive Plan provides background on the amount of growth expected for the area during a 20 year planning horizon. The Comprehensive Plan says that residential villages are intended for “predominantly residential development around a core of commercial services”. (Comprehensive Plan Policy UV12). Most anticipated growth within Roosevelt is expected to be in residential and neighborhood commercial uses. The City’s Comprehensive Plan includes an estimate of existing housing units and a housing unit growth target for Residential Urban Villages, but does not include an estimate or target for the number of jobs in Residential Urban Villages. As illustrated in the summary table below, Roosevelt is expected to grow by 250 housing units from 1,260 housing units in year 2004 to 1,510 housing units in 2024.

Table 1: Comprehensive Plan Residential Growth Targets for Roosevelt Residential Urban Village

Land Area	Households (2004)	Density (2004)	Growth Target (2024)	Estimated Household Density (2024)
158 acres ¹	1,260	8 dwellings/acre	250 new households	10 dwellings/acre

Development capacity. Roosevelt is an established urban area with a mix of old and new existing buildings. There are several parcels of vacant land, and several vacant residential structures at the time of this report. As new developments have gradually replaced older buildings, the neighborhood’s scale and density has increased. However, at present most property zoned for commercial or multifamily does not maximize full zoning potential. Most growth in Roosevelt will occur through redevelopment of existing structures in commercial and multifamily zones with larger, denser structures built to the full zoning envelope.

DPD uses a computer Geographic Information Systems (GIS) model to estimate the capacity of lands in an area to accommodate increases in the number of housing units, commercial square footage, and jobs. Capacity modeling is an estimate of the total feasible new development in the area with no limit on the time horizon for the development. The model takes into account the value of existing structures, the size of parcels, and the allowable zoning envelope. The formulas are based on roughly 10 years of observed construction activity in the City. Development capacity is the amount of additional development (expressed as housing units or non-residential building square feet) that could be built under the assumed zoning.

¹ Includes all land within the boundaries of the urban village, including rights-of-way, public land, institutional lands. etc.

The table below summarizes the capacity of the areas proposed for rezoning under the existing zoning in place today, and development capacity under the proposed zoning.

Table 2: Development Capacity on Parcels Proposed for Rezone

Proposed Zoning			Existing Zoning			Capacity Change	
Zone	Residential Capacity (Housing Units)	Commercial Capacity (Gross. Sq. Ft.)	Zone	Residential Capacity (Housing Units)	Commercial Capacity (Gross. Sq. Ft.)	Capacity Change Residential (Housing Units)	Capacity Change Commercial (Gross Sq. Ft.)
LR2	10	0	SF 5000	2	0		
LR3	215	0	LR1	11	0		
NC1-40	28	3,905	LR2	94	0		
NC2-40	121	21,932	LR2 RC	15	0		
NC3-65	243	199,976	LR3 RC	24	0		
			NC1-40	52	8,977		
			NC2-40	71	1,627		
Total	617	225,813		269	10,604	348	215,209

Table 2: Development Capacity Existing Zoning and Proposed Rezones

As shown in the table, the existing zoning of the areas proposed for rezone has an estimated existing capacity for an addition of 269 net new housing units, and 10,604 net new square feet of commercial space. Under the proposed zoning, the same lands have an estimated capacity for 617 net new housing units and 225,813 net new square feet of commercial space. Therefore the proposed rezone increases the development capacity of the subject lands by 348 housing units and 215,209 gross square feet commercial space. As shown in the table above, most of the capacity increase stems from the rezones to new NC3-65 designations, and also the rezone of currently Lowrise and single-family zoned lands to a new LR3 zoning designation.

To put the increased capacity in perspective it is helpful to compare it to the total development capacity within the Roosevelt Residential Urban Village. Under existing zoning the Urban Village as a whole has capacity for a total of 1,750 net new housing units and 391,593 net commercial square feet. The increased capacity attributable to the proposed rezone is a 20% increase in residential housing unit capacity; and a 55% increase in commercial square footage development capacity. When viewed within the context of the Residential Urban Village the increased capacity is unlikely to significantly alter the rate or scale of development within the Residential Urban Village. The capacity estimate is not limited to a time horizon, as are the 2024 growth targets. Consequently, the rate at which the new commercial space and residential units will be built and occupied is not anticipated to significantly increase as a result of the proposal.

Public services. The additional residences and businesses that could occur under the proposal will require public services and utilities. Based on analyses of capacity and projected growth in the Comprehensive Plan, the Roosevelt residential urban village has sufficient capacity to

accommodate expected additional households and businesses. The table below, from the Capital Facilities Element of the Comprehensive Plan summarizes public facilities that directly service the Roosevelt Residential Urban Village. None of the facilities are identified as being deficient or at risk of running out of capacity.

Table 3: Available Public Services in Roosevelt Residential Urban Village

Facility Type	Name	Location	Capacity
Fire station	SFD 16	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Company Medic One
Police station	North Precinct	10049 College Way N.	32 sq. mi. service area
Schools	Roosevelt H.S.	1410 NE 66 th St	c. 1,700 students
Library	Green Lake Branch University Branch Northeast Branch	7364 E. Green Lake Dr. N 5009 Roosevelt Way NE 6801 35 th Ave NE	
Parks	Froula Playground Cowen Park	7200 12 th Ave NE 5849 15 th Ave NE	
P-Patch	Roosevelt	7012 12 th Ave NE	

Utilities. The areas proposed for rezone within the Roosevelt Residential Urban Village are within an already urbanized area with fully developed utility infrastructures. Roosevelt is serviced by a network of utility services including: potable water, stormwater sewer, wastewater sewer, natural gas, telecommunications and electricity. All utilities are available in the public streets and alleys immediately adjacent to all properties proposed for rezone. A broad range of existing residential and commercial developments in the area are already serviced by the utility network. No utility infrastructure deficiencies or particular capacity constraints are identified in the City’s Capital Facilities plan for the Roosevelt Urban Village.

At the time of any project-specific development proposal, it is the responsibility of the project proponent to sufficiently upgrade existing utility infrastructures to service proposed development. These arrangements must be in place at the time of permit approval for new development.

Transportation. The properties proposed for rezone receive vehicle transportation access via the arterial roadways running through the urban village: Roosevelt Way NE, 12th Ave. NE, NE 65th St., and 8th Ave. NE. The rezone areas are all within one block of at least one of these arterial roadways. The rezone areas are also serviced by I-5 adjacent to the Roosevelt Urban Village to the west, and 15th Ave. NE, adjacent to the urban village to the east. The tables below

review vehicle transportation impacts of the proposed rezones in the context of the City’s Comprehensive Plan Transportation Element and data provided in the 2006 North Link Final Supplemental Environmental Impact Statement transportation section.

Seattle’s Comprehensive Plan analyzes traffic effects on arterial streets in urban centers and urban village areas using a system of screenlines. Traffic volumes are forecasted for arterial streets for the year 2020. These forecasted volumes are totaled for all arterials crossing a particular screenline, and this screenline volume is compared to the sum of the planning capacities for the arterials crossing the screenline, yielding a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline. The screenline methodology is used both for the Comprehensive Plan’s level-of-service system to judge the performance of the arterial system, and for the traffic forecast analysis. An acceptable level of service is any v/c ratio below 1.0.

Two screenlines are located near the proposed rezones summarized in the Table below, evaluating the capacity of area arterials to handle projected 2020 traffic volumes. Both screenlines have v/c ratios well below the level of service standard of 1.0, indicating that arterial roadways in the vicinity have substantial available capacity in projected year 2020. Additional traffic attributable to the proposed rezones would potentially add a small number of locally generated vehicle trips to area arterial roadways (see trip generation discussion below). When compared with Average Daily Traffic (ADT) volumes on vicinity arterials that number in the tens of thousands (see Table 4 below) the impact of proposed rezones is small, and will not have an effect on the ability of the transportation network to provide the acceptable level of service.

Table 4: 2020 Projected Volume to Capacity Ratios Roosevelt Arterial Roadways

Comprehensive Plan Transportation Element Screenline	2020 projected volume to capacity (v/c) ratio.
6.14 South of NE 80 th St. 5 th Ave. NE to 15 th Ave. NE	0.74 Northbound. 0.48 Southbound.
13.12 East of I-5. NE 65 th St. to NE 80 th St.	0.46 Eastbound. 0.48 Westbound.

Table 5: Average Weekday Daily Traffic

2008 Average Weekday Daily Traffic Roosevelt Vicinity Arterial Roadways	
Roosevelt Way NE between NE 65th St and NE 75th St	11,100
Roosevelt Way NE between NE 50th St and NE 65th St	11,800
12th Ave NE between NE 65th St and NE 75th St	8,700
12th Ave NE between NE 50th St and NE 65th St	10,100
15th Ave NE between NE 65th St and NE 75th St	8,600
15th Ave NE between NE 50th St and NE 65th St	9,900
NE 65th St between Roosevelt Way and 15th Ave NE	14,100
NE 65th St between 15th Ave NE and 25th Ave NE	14,700

Source: seattle.gov/transportation/tfdmaps.htm

The level of service of particular intersections in the vicinity of the proposed rezones is evaluated in the 2006 North Link Final Supplemental Environmental Impact Statement (SEIS) transportation section prepared by Sound Transit for the construction of the North Link light rail line. The SEIS includes transportation analysis specific to the Roosevelt area in the vicinity of the proposed rezones. Projected PM peak hour level of service is summarized for key intersections near the proposed rezones for the year 2030 (See Table 6 below). The analysis is based on travel forecasting models provided by the City of Seattle, which include projected growth, and a forecasting model prepared for the SEIS. For the purpose of this report, findings for Sound Transit's preferred alternative is used, since it reflects the Light Rail station location that will be built.

Table 6: Roosevelt Intersections Year 2030 Peak Hour Level of Service

Intersection	Year 2030 PM Peak Hour Level of Service (LOS) Summary
NE 65 th St. / 8 th Ave. NE	B
NE 65 th St./ 12 th Ave. NE	C
NE 65 th St./ Roosevelt Way NE	C

Source: Sound Transit Final SEIS North Link

As summarized in Table 5, intersections in the immediate vicinity of the proposed rezones are projected to have continued acceptable level of service. LOS of D or better is considered an acceptable level. None of the intersections are within one letter grade of a LOS failure in projected year 2030 per the analysis. Additional traffic attributable to the proposed rezones would potentially add a number of locally generated vehicle trips to area arterial roadways (see trip generation discussion below). The impact of proposed rezones will not have an effect on the ability of key intersections to provide the acceptable level of service.

DPD’s development capacity model estimates the proposed rezones would increase total development capacity by 348 residential units and 215,209 commercial square feet. This maximum capacity exceeds the expected amount of growth within a 20 year time period, but can be used to evaluate maximum potential traffic impact of the proposed rezones.

Table 7: Estimated Weekday Trip Generation

Aggregated Use Categories*	Average Weekday Trip Generation (number of trips/1,000 square feet)	Estimated Additional Development Capacity	Housing SF Equivalent *****	Weekday Trip Generation
Multifamily Residential**	6.5	348 housing units	295,800	1,922
Commercial***	53	215,209 sf		11,406

*Uses are drawn from ITE Trip Generation Manual, 7th ed.

** An average of renter- and owner-occupied townhouses, low-rises and mid-rises

*** An average of restaurant, office and medical office uses

**** Assumes 850sf average unit size

The estimate of the maximum additional traffic impact on the neighborhood is within an acceptable level especially considering mitigating factors. The weekday trip generation totals will be distributed across the street network since rezones are in various locations. The additional trips will not be concentrated on any one street. Commercial trips would be distributed throughout the course of the day, and not concentrated at an AM or PM peak when the roadways and intersections are closest to capacity.

The largest mitigating factor however is potential increased use of transit, walking and bicycling as light rail becomes available and as new development provides more services close to neighborhood residents. The trip generation estimate above from the ITE Manual could be satisfied by trips on transit, or by bicycling or walking. Given excellent transit in the neighborhood, and the expected walkable development pattern, many of the trips estimated in Table 6 can be anticipated to be made in modes of travel other than automobiles. Existing transit service in Roosevelt and its vicinity includes Metro routes 48, 64, 66, 67, 68, 71,72, 73, 77, 79, and 373, and anticipated Link Light Rail service to Roosevelt's center in 2020. After the light rail station opens, Roosevelt residents and businesses will have direct rail access to points from

Director's Analysis & Recommendation: Roosevelt

Northgate to SeaTac with trains running every 15 minutes or less for most of the day. Data is not available at this time to make a reliable assignment for the percentage of trips that would be made over time using vehicles versus transit, walking, and cycling, but a significant number of trips can reasonably be assumed to be made by modes other than automobile.

VI. Incentive Zoning

Background

In December of 2008 the City Council passed and the Mayor signed Resolution 31104 related to affordable housing incentive programs, expressing the intent to consider such programs when increasing residential or commercial density through legislative rezones, and requesting similar legislation related to quasi-judicial rezones. Resolution 31104 followed Resolutions 31025 and 30939, also expressing support and providing direction for an incentive zoning program. Resolution 31104 outlined the intent that the height limit and maximum density under existing zoning should be the “base” above which additional development capacity must be achieved through participation in an incentive zoning program. The Resolution included a map indicating areas where the Incentive Zoning program should be applied including Downtown, designated Urban Centers and Urban Villages.

Also in December of 2008 the City Council passed and the Mayor signed Ordinance 122882 creating a new Chapter 23.58A in the Land Use code that establishes a program and specific mechanism for how workforce housing is to be provided through incentive zoning provisions. Chapter 23.58A spells out the affordable housing contribution amounts, affordability levels, and the accounting procedures for development projects that exceed base development. Currently, the incentive zoning Provisions of Chapter 23.58A have been applied only in the South Lake Union neighborhood (Seattle Mixed zones), and legislation is pending to apply the incentive zoning Provisions of Chapter 23.58A to the South Downtown planning area.

Intent

The intent of the proposed Legislation is to enable existing incentive zoning provisions of Chapter 23.58A to be applied in Urban Villages and similarly scaled areas at the time of a rezone action. The proposal executes direction provided by Council and the Mayor in 2008 when creating the program. Only procedural details, no substantive changes to zoning or the Incentive Provisions are proposed. The Legislation provides a ‘missing link’ in the Land Use code for activation of an existing incentive zoning program using existing zone designations.

Approach

DPD proposes the following approach for how incentive zoning provisions would be activated at the time of a rezone action in the context of the Land Use Code.

- **Broad Applicability:** DPD recommends a system that can be applied broadly to accommodate the spectrum of rezones that could occur over time. The Land Use Code includes over 30 zone designations, so many combinations of rezones from a lower intensity zone to a higher intensity zone are possible. Instead of writing specific code language to quantify base and maximum development within each individual zone, DPD recommends the following system. A base development amount can be estimated for any

existing zone in the form of the allowable floor area ratio (FAR) in that zone. When a rezone to a higher intensity zone occurs, developers may build to all the development standards of the new zone, but any gross floor area developed beyond the amount allowed by the old zone's FAR is subject to incentive zoning provisions.

- **Land Use Map Notation:** At the time of a rezone action where incentive zoning is applied, the Land Use Map would display the new zone designation, plus a notation of the old zone's FAR maximum in parenthesis to establish the base development amount. Example:

The new (rezoned) zoning designation. Development is subject to all the developments standards of this new zone, including height, FAR etc. In the example the new zone is Neighborhood Commercial 3 with a 65' height limit, in the Station Area Overlay district and the corresponding FAR limit for all uses in this zone is 5.75.

NC3-65 (1.3)

Reflects the old zone's maximum FAR for the purpose of establishing the base. Any floor area the developer builds beyond this base FAR limit of 1.2 would be subject to Incentive Zoning. The 1.3 FAR base corresponds to a prior Lowrise 2 zone in this example.

- **Simple FAR-Based System**

DPD recommends using total allowable floor area for all uses as a singular measure of base and maximum development for the purposes of incentive zoning in Urban Village scaled areas. This is consistent with Chapter 23.58A provisions, which specify affordable housing amounts based solely on floor area for developments with heights 85' and below. All the City's zoning designations except single-family zones now include FAR ratio controls, so a floor area assignment can be easily made for nearly all base zones.

The legislation includes assignment of a 0.75 FAR proxy for FAR in single-family zones solely for the purposes of the incentive zoning provisions. This proxy is an estimation of the total expected amount of Floor Area that could be built in a typical single family zone. Lot coverage maximum in single family zones is 35%. Assuming a single family home is able to maximize lot coverage and builds slightly more than 2 full stories at that footprint – the floor area would roughly equal a 0.75 FAR.

For those zones that provide a range of potential FAR limits depending on housing type, building use or other factors, a table is provided indicating the FAR amount that should be considered for the base. The tables reflect the highest potential FAR limit for any base zone, thereby assuming maximum development potential in the existing zone as the base amount.

- **Limited to Zones with Height Limits 85' and Below**

DPD recommends the approach only for rezones with height limits of 85' and below. These zones are typically applied in Urban Village areas. According to rezone criteria and the Comprehensive Plan, Urban Villages accommodate predominantly residential development with some locally-scaled commercial or office uses. Since development is moderate in scale and predominantly residential, DPD recommends basing the system on total gross square footage without differentiating between residential and commercial uses.

More intensive zones, with height limits 85' and above, are typically applied in Urban Center areas where more intense concentrations of commercial development and employment are expected. In Urban Center scaled areas the system may need to account for differences between commercial and residential uses for establishing base and maximum development purposes. Extension of the system to accommodate Urban Center scaled areas may be the subject of subsequent legislation.

Application in Roosevelt Urban Village

DPD proposes legislation enabling extension of the Incentive Provisions at this time in order to apply incentive zoning at the time of the Roosevelt legislative rezone. Subsequent rezones including one being considered in the Greenwood neighborhood could access incentive zoning provisions after passage of this legislation. The Roosevelt legislative rezone is a package of 25 individual rezones in the core of the Roosevelt Urban Village based on a proposal by neighborhood groups. All of the proposed rezones are to Lowrise Multifamily and Neighborhood Commercial zones with height limits below 85' (none exceeds 65'). All development capacity impacts associated with the package of rezones, and an economic analysis of the application of the Incentive Provisions are included with the Roosevelt Legislative Rezone proposal.

Economic Analysis of Incentive Zoning in Roosevelt

During the first quarter of 2011, DPD contracted an economic analysis of applying incentive zoning in the context of the proposed zoning changes. The intent of the analysis is to determine the effects application of the incentive zoning program would have on the feasibility of development in the area.

In general, the analysis shows that all of the proposed rezones with an application of the incentive zoning program for affordable housing result in economic performance at least as strong as existing zoning. However, development in several of the proposed rezone areas is found not to be immediately feasible based on near-term market conditions, rents and construction costs. Several of the rezones are found to include adequate economic incentive - with the incentive zoning provisions - for redevelopment in the near term. It should be stressed that the analysis relies on current and near term economic conditions and projections with a time horizon of approximately 3 years. In the longer term, regional and national economic conditions and demand for housing are expected to improve and result in more favorable development conditions than depicted in the near term analysis. Based on the findings (included below), DPD

Director's Analysis & Recommendation: Roosevelt

determines that application of the incentive zoning program in Roosevelt is not expected to adversely impact economic feasibility of property development in the proposed rezone areas, and the incentive zoning program should be applied to all proposed rezone areas.

**ROOSEVELT NEIGHBORHOOD PROPOSED REZONING
ECONOMIC ANALYSIS OF ZONING CHANGES
PROPERTY COUNSELORS
APRIL 2011**

INTRODUCTION

The City of Seattle is considering a rezoning of the Roosevelt neighborhood in anticipation of a future light rail station as part of Sound Transit's Central Link rail service. Property Counselors has evaluated the various proposed changes in zoning designations to determine:

- Is development feasible under the proposed changes?
- Does the additional density allowed support the inclusion of affordable housing under the City's incentive zoning ordinance (SMC 23.58A)?
- How would the Multifamily Tax Exemption Program (MFTE) affect the feasibility of development under the proposed zoning changes?

The economic analysis for each proposed change is presented in this report. The report is organized in the following sections.

Development Prototypes

Method and Assumptions

Results and Conclusions

The analysis is based on a series of assumptions intended to reflect likely future development conditions for typical new development. Such assumptions include sizes and types of units, amount of parking, property assembly and cost, rental rates and prices, absorption rates, and development costs. Actual development and future market conditions may differ from these assumptions and the results would differ as well.

DEVELOPMENT PROTOTYPES

The potential development under either existing or changed zoning is summarized in the following table.

Description of Zoning Prototypes

	SF	LR1	LR2	LR3	NC40	NC65
Lot Area (sq. ft.)	6,000	6,000	6,000	6,000	12,000	12,000
Floor Area Ratio						
Residential			1.30	2.00	3.00	4.25
Commercial					0.25	0.50
Gross Building Area						
Residential		-	7,800	12,000	36,000	51,000
Commercial		-	-	-	3,000	6,000
Total		-	7,800	12,000	39,000	57,000
Efficiency						
Residential			85%	85%	85%	85%
Commercial			95%	95%	95%	95%
Net Building Area						
Residential		-	6,630	10,200	30,600	43,350
Commercial		-	-	-	2,850	5,700
Total		-	6,630	10,200	33,450	49,050
Average Unit Size (nsf)	2,000	1,200	630	630	630	630
Residential Units	1	3	11	16	49	69
Parking Spaces per Unit		1.0	0.6	0.6	0.6	0.6
Parking Spaces		3	6	10	29	41
Building Form	SF Detached	SF Attached	3 Floors	4 Floors	3 over 1	5 over 1
Parking	Pr. Garage	Pr. Garage	Partial Gr. Fl.	Partial Gr. Fl.	1 Floor U/G	1 Floor U/G

The assumed unit size for the LR 2, LR 3, NC 40 and NC 65 prototypes is 630 net rentable square feet, reflecting the average size for the three new buildings in the University area built in 2008 or later.

For the scenarios with rezones from the single family and low rise to neighborhood commercial, an aggregation of two 6,000 square foot lots is assumed. In the case of LR 1, a 12,000 square foot lot is assumed to accommodate seven row houses, rather than the six units on two independent 6,000 square foot lots.

METHOD AND ASSUMPTIONS

The feasibility analysis provides a proforma projection of development performance to determine whether a project provides an adequate return to justify the capital investment. The proforma feasibility analysis compares the value of the completed development for

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any prototype to its cost of development. In the case of single family development under SF 5000 and LR 1, the value is calculated as the net proceeds from sale of units. In the case of apartments under the other prototypes, the value is calculated as the capitalized value of the annual income stream. The difference between the value and the development cost is the entrepreneurial return to the developer. The return can be expressed as a percentage of development cost. A rate of 10% is considered a minimum threshold for feasibility.

Units are considered to be affordable if the total monthly cost does not exceed 30% of income, for households with income not exceeding 80% of the area median income as published by HUD (area currently includes King and Snohomish counties) for various household sizes and unit types.

The incentive zoning provisions of the land use code allow for additional development under rezones in designated areas in return for provision of public amenities. The primary amenity is the provision of affordable housing in the amount of 17.5% of the additional residential development allowed. In this analysis, the additional density is calculated as the increase in allowable floor area for both residential and commercial uses.

Development cost is calculated as the sum of land acquisition, building construction, and soft costs. Development costs are expressed in today's dollars, as if the development proceeds immediately. Rent levels and sales prices are assumed at a future stabilized year approximately three years in the future to allow for construction and lease-up. Development costs assume land acquisition at current prices for the prior zoning.

The primary assumptions in the analysis are summarized in the table on the following page. Operating expenses reflect gross leases (landlord pays expenses) for residential uses, while commercial expenses are net (tenant pays expenses). The assumptions reflect current construction costs that are lower than rates three years ago. Land prices are assumed at stabilized levels below prices from three years ago. Current rents for the NC 40 and NC65 cases are based on \$2 per square foot per month for new apartments in the University area as reported by Dupre and Scott in *Apartment Vacancy Report*. This rate is assumed to increase at rates of 2.3%, 4.6%, and 5.1% in 2011, 2012, and 2013 respectively as projected by Dupre and Scott. The reduced operating cost factor for the Multi-family Tax Exemption (MFTE) program, is calculated to be equivalent to the twelve year exemption.

Major Assumptions

	SF 5000	Low Rise 1	Low Rise 2	Low Rise 3	NC 40	NC65
Sales Price (\$/sq. ft.)						
Single Family Detached-Market	\$350.00	\$350.00				
Rowhouse-Market						
Average Unit Size (Net Sq. Ft.)	2,000	1,200	630	630	630	630
Rent (/sq. ft./yr.)						
Apartment			\$25.76	\$25.76	\$27.00	\$27.00
Affordable Apartment			19.68	19.68	19.68	19.68
Commercial					20.00	20.00
Operating Expense (/sq. ft./yr)						
Apartment			\$8.40	\$8.40	\$8.80	\$9.00
Apartment w/ Tax Exemption			7.20	7.20	7.60	7.80
Commercial					1.00	1.00
Parking Rent						
Apartments (/sp./mo.)			\$70.00	\$70.00	\$70.00	\$70.00
Land Cost (\$/sq. ft.)	\$60.00	\$115.00	\$120.00	\$125.00	\$125.00	\$140.00
Construction Cost						
Single Family Detached (\$/sq. ft.)	\$100.00					
Rowhouse (\$/sq.ft.)		\$120.00				
Apartments (\$/sq. ft.)			\$125.00	\$125.00	\$140.00	\$140.00
Commercial					\$110.00	\$110.00
Underground Parking (/sp.)	\$22,750	\$22,750	\$22,750	\$22,750	\$22,750	\$22,750
Aboveground Parking (/sp)	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500
Soft Costs						
Single Family	37.0%	37.0%				
Apartments (% of constr.)			28.0%	28.0%	28.0%	28.0%
Commercial			31.0%	31.0%	31.0%	31.0%
Capitalization Rates						
Apartment			6.0%	6.0%	6.0%	6.0%
Commercial					7.5%	7.5%

RESULTS AND CONCLUSIONS

Eight different scenarios are evaluated reflecting a range of combinations of existing and potential new zoning. It is assumed that land is acquired at a price determined by the current zoning. The “new without affordable units” case demonstrates the impact of the higher allowed density. The “new with affordable” reflects the requirement that 17.5% of the additional residential and commercial area would be provided as affordable at the 80% of median income level, The “affordable with MFTE” case reflects the impact of the reduced operating costs for projects under this program, and 20% of all units are affordable.

The results of the analysis can be expressed in a comparison of entrepreneurial return as a percentage of development cost. As noted earlier, a rate of 10% is considered a threshold value for feasibility. The green highlighted cells indicate the scenarios that are feasible by this measure. The yellow highlighted cells reflect scenarios that almost meet this threshold.

Summary of Entrepreneurial Return as Percent of Development Cost

	Existing	New w/o Affrd.	New w/ Affrd.	W/Affrd.&MFTE
SF 5000 to LR 3	1.6%	14.8%	9.1%	15.1%
SF 5000 to NC 40	1.6%	17.8%	10.5%	16.6%
SF 5000 to NC 65	1.6%	17.2%	9.5%	16.0%
LR 1 to LR 3	-5.9%	1.4%	-1.6%	1.7%
LR 1 to NC 40	2.2%	9.0%	2.3%	8.0%
LR 2 to NC 40	-11.6%	8.3%	3.8%	7.2%
LR 2 to NC 65	-11.6%	10.5%	4.9%	8.1%
NC 40 to NC 65	4.4%	10.0%	7.5%	8.9%

The results can be summarized as follows.

1. In general, scenarios with incentives and the MFTE achieve higher rates of return than under exiting zoning, and comparable rates for the new zoning without the affordability requirements. The additional density increases the return, while the affordability requirement reduces the return, and the availability of the MFTE offsets that reduction.
2. The low returns for development under the Single Family designation reflect the fact that most of the area is built out. Development of a new dwelling would require the purchase of an existing home. The effective land cost is too high for a feasible project. In effect, the existing improvements are the highest and best use.
3. The low returns for development under the LR 1 designation reflect the fact that a row house project doesn't maximize the allowable Floor Area Ratio (FAR). As a

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result, the effective land price is high. Even with the higher assumed density under the development of a 12,000 square foot parcel, the return rate still doesn't meet the threshold rate.

4. The low returns for development under the LR 2 designation also reflect a land price in this designation that is relatively high in comparison to the potential building area.
5. The scenarios with rezoning of SF 5000 land show the highest returns across all cases. Projected returns nearly meet the threshold rate with the affordability requirement. Application of the tax exemption is probably not necessary in these cases.
6. The other scenarios with rezones to NC 40 and NC 65 cases show returns approaching the threshold rate with the tax exemption. These cases likely would require the MFTE program to be feasible.
7. The scenario with rezoning of LR 1 to LR 3 would require more optimistic development and market assumptions, as well as the MFTE to provide for feasible development.

The results are shown in more detail on the following pages.

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ROOSEVELT AREA PROPOSED REZONING
Change from SF 5000 to LR 3

Description	Existing SF 5000	New w/o Affrd. LR 3	New w/ Affrd. LR 3	W/Affrd.&MFTE LR3
Site Area (SF)	6,000	6,000	6,000	6,000
Gross Building Area (SF)				
Residential	2,000	12,000	12,000	12,000
Commercial	-	-	-	-
Residential Units				
Market	1	16	14	13
Affordable	-	-	2	3
Parking Spaces	-	10	10	10
Estimated Capital Investment				
Land Acquisition	360,000	360,000	360,000	360,000
Construction	200,000	1,670,000	1,670,000	1,670,000
Soft Costs	74,000	467,600	467,600	467,600
Total	634,000	2,497,600	2,497,600	2,497,600
Financial Performance				
Capitalized Value of Income	-	2,868,240	2,725,043	2,875,856
Net Proceeds of Sale	644,000	-	-	-
Entrepreneurial Return	10,000	370,640	227,443	378,256
Return as Percent of Investment	1.6%	14.8%	9.1%	15.1%

ROOSEVELT AREA PROPOSED REZONING
Change from SF 5000 to NC40

Description	Existing SF 5000	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	4,000	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	2	49	40	39
Affordable	-	-	8	10
Parking Spaces	-	29	29	29
Estimated Capital Investment				
Land Acquisition	720,000	720,000	720,000	720,000
Construction	400,000	5,853,000	5,853,000	5,853,000
Soft Costs	148,000	1,648,740	1,648,740	1,648,740
Total	1,268,000	8,221,740	8,221,740	8,221,740
Financial Performance				
Capitalized Value of Income	-	-	-	-
Net Proceeds of Sale	1,288,000	-	-	-
Entrepreneurial Return	20,000	1,463,760	860,356	1,366,452
Return as Percent of Investment	1.6%	17.8%	10.5%	16.6%

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ROOSEVELT AREA PROPOSED REZONING

Change from SF 5000 to NC65

	Existing SF 5000	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)	-	-	-	-
Residential	4,000	51,000	51,000	51,000
Commercial	-	6,000	6,000	6,000
Residential Units				
Market	2	69	56	55
Affordable	-	-	13	14
Parking Spaces	-	41	41	41
Estimated Capital Investment				
Land Acquisition	720,000	720,000	720,000	720,000
Construction	400,000	8,739,250	8,739,250	8,739,250
Soft Costs	148,000	2,466,790	2,466,790	2,466,790
Total	1,268,000	11,926,040	11,926,040	11,926,040
Financial Performance				
Capitalized Value of Income	-	13,975,625	13,061,898	13,837,772
Net Proceeds of Sale	1,288,000	-	-	-
Entrepreneurial Return	20,000	2,049,585	1,135,858	1,911,732
Return as Percent of Investment	1.6%	17.2%	9.5%	16.0%

ROOSEVELT AREA PROPOSED REZONING

Change from LR 1 to LR 3

	Existing LR1	New w/o Affrd. LR 3	New w/ Affrd. LR 3	W/Affrd.&MFTE LR3
Description				
Site Area (SF)	6,000	6,000	6,000	6,000
Gross Building Area (SF)				
Residential	3,600	12,000	12,000	12,000
Commercial	-	-	-	-
Residential Units				
Market	3	16	15	13
Affordable	-	-	1	3
Parking Spaces	-	10	10	10
Estimated Capital Investment				
Land Acquisition	690,000	690,000	690,000	690,000
Construction	396,000	1,670,000	1,670,000	1,670,000
Soft Costs	146,520	467,600	467,600	467,600
Total	1,232,520	2,827,600	2,827,600	2,827,600
Financial Performance				
Capitalized Value of Income	-	-	-	-
Net Proceeds of Sale	-	2,868,240	2,782,322	2,875,856
Entrepreneurial Return	1,159,200	-	-	-
Return as Percent of Investment	(73,320)	40,640	(45,278)	48,256
	-5.9%	1.4%	-1.6%	1.7%

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ROOSEVELT AREA PROPOSED REZONING

Change from LR 1 to NC 40

	Existing LR1	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	8,400	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	7	49	40	39
Affordable	-	-	8	10
Parking Spaces	-	29	29	29
Estimated Capital Investment				
Land Acquisition	1,380,000	1,380,000	1,380,000	1,380,000
Construction	924,000	5,853,000	5,853,000	5,853,000
Soft Costs	341,880	1,648,740	1,648,740	1,648,740
Total	2,645,880	8,881,740	8,881,740	8,881,740
Financial Performance				
Capitalized Value of Income	-	9,685,500	9,082,096	9,588,192
Net Proceeds of Sale	2,704,800	-	-	-
Entrepreneurial Return	58,920	803,760	200,356	706,452
Return as Percent of Investment	2.2%	9.0%	2.3%	8.0%

ROOSEVELT AREA PROPOSED REZONING

Change from LR 2 to NC 40

	Existing LR2	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	15,600	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	21	49	43	39
Affordable	-	-	6	10
Parking Spaces	13	29	29	29
Estimated Capital Investment				
Land Acquisition	1,440,000	1,440,000	1,440,000	1,440,000
Construction	2,171,000	5,853,000	5,853,000	5,853,000
Soft Costs	607,880	1,648,740	1,648,740	1,648,740
Total	4,218,880	8,941,740	8,941,740	8,941,740
Financial Performance				
Capitalized Value of Income	3,728,712	9,685,500	9,282,081	9,588,192
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	(490,168)	743,760	340,341	646,452
Return as Percent of Investment	-11.6%	8.3%	3.8%	7.2%

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ROOSEVELT AREA PROPOSED REZONING

Change from LR 2 to NC 65

	Existing LR 2	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	15,600	51,000	51,000	51,000
Commercial	-	6,000	6,000	6,000
Residential Units				
Market	21	69	59	55
Affordable	-	-	10	14
Parking Spaces	13	41	41	41
Estimated Capital Investment				
Land Acquisition	1,440,000	1,440,000	1,440,000	1,440,000
Construction	2,171,000	8,739,250	8,739,250	8,739,250
Soft Costs	607,880	2,466,790	2,466,790	2,466,790
Total	4,218,880	12,646,040	12,646,040	12,646,040
Financial Performance				
Capitalized Value of Income	3,728,712	13,975,625	13,261,884	13,664,372
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	(490,168)	1,329,585	615,844	1,018,332
Return as Percent of Investment	-11.6%	10.5%	4.9%	8.1%

ROOSEVELT AREA PROPOSED REZONING

Change from NC 40 to NC 65

	Existing NC 40	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	-	51,000	51,000	51,000
Commercial	3,000	6,000	6,000	6,000
Residential Units				
Market	49	69	65	55
Affordable	-	-	4	14
Parking Spaces	29	41	41	41
Estimated Capital Investment				
Land Acquisition	1,500,000	1,500,000	1,500,000	1,500,000
Construction	5,853,000	8,739,250	8,739,250	8,739,250
Soft Costs	1,648,740	2,466,790	2,466,790	2,466,790
Total	9,001,740	12,706,040	12,706,040	12,706,040
Financial Performance				
Capitalized Value of Income	9,394,800	13,975,625	13,665,303	13,837,772
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	393,060	1,269,585	959,263	1,131,732
Return as Percent of Investment	4.4%	10.0%	7.5%	8.9%

**ROOSEVELT NEIGHBORHOOD PROPOSED REZONING
ECONOMIC ANALYSIS OF ZONING CHANGES
PROPERTY COUNSELORS
APRIL 2011**

INTRODUCTION

The City of Seattle is considering a rezoning of the Roosevelt neighborhood in anticipation of a future light rail station as part of Sound Transit's Central Link rail service. Property Counselors has evaluated the various proposed changes in zoning designations to determine:

- Is development feasible under the proposed changes?
- Does the additional density allowed support the inclusion of affordable housing under the City's incentive zoning ordinance (SMC 23.58A)?
- How would the Multifamily Tax Exemption Program (MFTE) affect the feasibility of development under the proposed zoning changes?

The economic analysis for each proposed change is presented in this report. The report is organized in the following sections.

Development Prototypes

Method and Assumptions

Results and Conclusions

The analysis is based on a series of assumptions intended to reflect likely future development conditions for typical new development. Such assumptions include sizes and types of units, amount of parking, property assembly and cost, rental rates and prices, absorption rates, and development costs. Actual development and future market conditions may differ from these assumptions and the results would differ as well.

DEVELOPMENT PROTOTYPES

The potential development under either existing or changed zoning is summarized in the following table.

Description of Zoning Prototypes

	SF	LR1	LR2	LR3	NC40	NC65
Lot Area (sq. ft.)	6,000	6,000	6,000	6,000	12,000	12,000
Floor Area Ratio						
Residential			1.30	2.00	3.00	4.25
Commercial					0.25	0.50
Gross Building Area						
Residential		-	7,800	12,000	36,000	51,000
Commercial		-	-	-	3,000	6,000
Total		-	7,800	12,000	39,000	57,000
Efficiency						
Residential			85%	85%	85%	85%
Commercial			95%	95%	95%	95%
Net Building Area						
Residential		-	6,630	10,200	30,600	43,350
Commercial		-	-	-	2,850	5,700
Total		-	6,630	10,200	33,450	49,050
Average Unit Size (nsf)	2,000	1,200	630	630	630	630
Residential Units	1	3	11	16	49	69
Parking Spaces per Unit		1.0	0.6	0.6	0.6	0.6
Parking Spaces		3	6	10	29	41
Building Form	SF Detached	SF Attached	3 Floors	4 Floors	3 over 1	5 over 1
Parking	Pr. Garage	Pr. Garage	Partial Gr. Fl.	Partial Gr. Fl.	1 Floor U/G	1 Floor U/G

The assumed unit size for the LR 2, LR 3, NC 40 and NC 65 prototypes is 630 net rentable square feet, reflecting the average size for the three new buildings in the University area built in 2008 or later.

For the scenarios with rezones from the single family and low rise to neighborhood commercial, an aggregation of two 6,000 square foot lots is assumed. In the case of LR 1, a 12,000 square foot lot is assumed to accommodate seven row houses, rather than the six units on two independent 6,000 square foot lots.

METHOD AND ASSUMPTIONS

The feasibility analysis provides a proforma projection of development performance to determine whether a project provides an adequate return to justify the capital investment. The proforma feasibility analysis compares the value of the completed development for

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any prototype to its cost of development. In the case of single family development under SF 5000 and LR 1, the value is calculated as the net proceeds from sale of units. In the case of apartments under the other prototypes, the value is calculated as the capitalized value of the annual income stream. The difference between the value and the development cost is the entrepreneurial return to the developer. The return can be expressed as a percentage of development cost. A rate of 10% is considered a minimum threshold for feasibility.

Units are considered to be affordable if the total monthly cost does not exceed 30% of income, for households with income not exceeding 80% of the area median income as published by HUD (area currently includes King and Snohomish counties) for various household sizes and unit types.

The incentive zoning provisions of the land use code allow for additional development under rezones in designated areas in return for provision of public amenities. The primary amenity is the provision of affordable housing in the amount of 17.5% of the additional residential development allowed. In this analysis, the additional density is calculated as the increase in allowable floor area for both residential and commercial uses.

Development cost is calculated as the sum of land acquisition, building construction, and soft costs. Development costs are expressed in today's dollars, as if the development proceeds immediately. Rent levels and sales prices are assumed at a future stabilized year approximately three years in the future to allow for construction and lease-up. Development costs assume land acquisition at current prices for the prior zoning.

The primary assumptions in the analysis are summarized in the table on the following page. Operating expenses reflect gross leases (landlord pays expenses) for residential uses, while commercial expenses are net (tenant pays expenses). The assumptions reflect current construction costs that are lower than rates three years ago. Land prices are assumed at stabilized levels below prices from three years ago. Current rents for the NC 40 and NC65 cases are based on \$2 per square foot per month for new apartments in the University area as reported by Dupre and Scott in *Apartment Vacancy Report*. This rate is assumed to increase at rates of 2.3%, 4.6%, and 5.1% in 2011, 2012, and 2013 respectively as projected by Dupre and Scott. The reduced operating cost factor for the Multi-family Tax Exemption (MFTE) program, is calculated to be equivalent to the twelve year exemption.

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Major Assumptions

	SF 5000	Low Rise 1	Low Rise 2	Low Rise 3	NC 40	NC65
Sales Price (\$/sq. ft.)						
Single Family Detached-Market	\$350.00	\$350.00				
Rowhouse-Market						
Average Unit Size (Net Sq. Ft.)	2,000	1,200	630	630	630	630
Rent (/sq. ft./yr.)						
Apartment			\$25.76	\$25.76	\$27.00	\$27.00
Affordable Apartment			19.68	19.68	19.68	19.68
Commercial					20.00	20.00
Operating Expense (/sq. ft./yr)						
Apartment			\$8.40	\$8.40	\$8.80	\$9.00
Apartment w/ Tax Exemption			7.20	7.20	7.60	7.80
Commercial					1.00	1.00
Parking Rent						
Apartments (/sp./mo.)			\$70.00	\$70.00	\$70.00	\$70.00
Land Cost (\$/sq. ft.)	\$60.00	\$115.00	\$120.00	\$125.00	\$125.00	\$140.00
Construction Cost						
Single Family Detached (\$/sq. ft.)	\$100.00					
Rowhouse (\$/sq.ft.)		\$120.00				
Apartments (\$/sq. ft.)			\$125.00	\$125.00	\$140.00	\$140.00
Commercial					\$110.00	\$110.00
Underground Parking (/sp.)	\$22,750	\$22,750	\$22,750	\$22,750	\$22,750	\$22,750
Aboveground Parking (/sp)	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500
Soft Costs						
Single Family	37.0%	37.0%				
Apartments (% of constr.)			28.0%	28.0%	28.0%	28.0%
Commercial			31.0%	31.0%	31.0%	31.0%
Capitalization Rates						
Apartment			6.0%	6.0%	6.0%	6.0%
Commercial					7.5%	7.5%

RESULTS AND CONCLUSIONS

Eight different scenarios are evaluated reflecting a range of combinations of existing and potential new zoning. It is assumed that land is acquired at a price determined by the current zoning. The “new without affordable units” case demonstrates the impact of the higher allowed density. The “new with affordable” reflects the requirement that 17.5% of the additional residential and commercial area would be provided as affordable at the 80% of median income level, The “affordable with MFTE” case reflects the impact of the reduced operating costs for projects under this program, and 20% of all units are affordable.

The results of the analysis can be expressed in a comparison of entrepreneurial return as a percentage of development cost. As noted earlier, a rate of 10% is considered a threshold value for feasibility. The green highlighted cells indicate the scenarios that are feasible by this measure. The yellow highlighted cells reflect scenarios that almost meet this threshold.

Summary of Entrepreneurial Return as Percent of Development Cost

	Existing	New w/o Affrd.	New w/ Affrd.	W/Affrd.&MFTE
SF 5000 to LR 3	1.6%	14.8%	9.1%	15.1%
SF 5000 to NC 40	1.6%	17.8%	10.5%	16.6%
SF 5000 to NC 65	1.6%	17.2%	9.5%	16.0%
LR 1 to LR 3	-5.9%	1.4%	-1.6%	1.7%
LR 1 to NC 40	2.2%	9.0%	2.3%	8.0%
LR 2 to NC 40	-11.6%	8.3%	3.8%	7.2%
LR 2 to NC 65	-11.6%	10.5%	4.9%	8.1%
NC 40 to NC 65	4.4%	10.0%	7.5%	8.9%

The results can be summarized as follows.

1. In general, scenarios with incentives and the MFTE achieve higher rates of return than under exiting zoning, and comparable rates for the new zoning without the affordability requirements. The additional density increases the return, while the affordability requirement reduces the return, and the availability of the MFTE offsets that reduction.
2. The low returns for development under the Single Family designation reflect the fact that most of the area is built out. Development of a new dwelling would require the purchase of an existing home. The effective land cost is too high for a feasible project. In effect, the existing improvements are the highest and best use.
3. The low returns for development under the LR 1 designation reflect the fact that a row house project doesn't maximize the allowable Floor Area Ratio (FAR). As a

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result, the effective land price is high. Even with the higher assumed density under the development of a 12,000 square foot parcel, the return rate still doesn't meet the threshold rate.

4. The low returns for development under the LR 2 designation also reflect a land price in this designation that is relatively high in comparison to the potential building area.
5. The scenarios with rezoning of SF 5000 land show the highest returns across all cases. Projected returns nearly meet the threshold rate with the affordability requirement. Application of the tax exemption is probably not necessary in these cases.
6. The other scenarios with rezones to NC 40 and NC 65 cases show returns approaching the threshold rate with the tax exemption. These cases likely would require the MFTE program to be feasible.
7. The scenario with rezoning of LR 1 to LR 3 would require more optimistic development and market assumptions, as well as the MFTE to provide for feasible development.

The results are shown in more detail on the following pages.

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ROOSEVELT AREA PROPOSED REZONING
Change from SF 5000 to LR 3

Description	Existing SF 5000	New w/o Affrd. LR 3	New w/ Affrd. LR 3	W/Affrd.&MFTE LR3
Site Area (SF)	6,000	6,000	6,000	6,000
Gross Building Area (SF)				
Residential	2,000	12,000	12,000	12,000
Commercial	-	-	-	-
Residential Units				
Market	1	16	14	13
Affordable	-	-	2	3
Parking Spaces	-	10	10	10
Estimated Capital Investment				
Land Acquisition	360,000	360,000	360,000	360,000
Construction	200,000	1,670,000	1,670,000	1,670,000
Soft Costs	74,000	467,600	467,600	467,600
Total	634,000	2,497,600	2,497,600	2,497,600
Financial Performance				
Capitalized Value of Income	-	2,868,240	2,725,043	2,875,856
Net Proceeds of Sale	644,000	-	-	-
Entrepreneurial Return	10,000	370,640	227,443	378,256
Return as Percent of Investment	1.6%	14.8%	9.1%	15.1%

ROOSEVELT AREA PROPOSED REZONING
Change from SF 5000 to NC40

Description	Existing SF 5000	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	4,000	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	2	49	40	39
Affordable	-	-	8	10
Parking Spaces	-	29	29	29
Estimated Capital Investment				
Land Acquisition	720,000	720,000	720,000	720,000
Construction	400,000	5,853,000	5,853,000	5,853,000
Soft Costs	148,000	1,648,740	1,648,740	1,648,740
Total	1,268,000	8,221,740	8,221,740	8,221,740
Financial Performance				
Capitalized Value of Income	-	-	-	-
Net Proceeds of Sale	1,288,000	-	-	-
Entrepreneurial Return	20,000	1,463,760	860,356	1,366,452
Return as Percent of Investment	1.6%	17.8%	10.5%	16.6%

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ROOSEVELT AREA PROPOSED REZONING

Change from SF 5000 to NC65

	Existing SF 5000	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)	-	-	-	-
Residential	4,000	51,000	51,000	51,000
Commercial	-	6,000	6,000	6,000
Residential Units				
Market	2	69	56	55
Affordable	-	-	13	14
Parking Spaces	-	41	41	41
Estimated Capital Investment				
Land Acquisition	720,000	720,000	720,000	720,000
Construction	400,000	8,739,250	8,739,250	8,739,250
Soft Costs	148,000	2,466,790	2,466,790	2,466,790
Total	1,268,000	11,926,040	11,926,040	11,926,040
Financial Performance				
Capitalized Value of Income	-	13,975,625	13,061,898	13,837,772
Net Proceeds of Sale	1,288,000	-	-	-
Entrepreneurial Return	20,000	2,049,585	1,135,858	1,911,732
Return as Percent of Investment	1.6%	17.2%	9.5%	16.0%

ROOSEVELT AREA PROPOSED REZONING

Change from LR 1 to LR 3

	Existing LR1	New w/o Affrd. LR 3	New w/ Affrd. LR 3	W/Affrd.&MFTE LR3
Description				
Site Area (SF)	6,000	6,000	6,000	6,000
Gross Building Area (SF)				
Residential	3,600	12,000	12,000	12,000
Commercial	-	-	-	-
Residential Units				
Market	3	16	15	13
Affordable	-	-	1	3
Parking Spaces	-	10	10	10
Estimated Capital Investment				
Land Acquisition	690,000	690,000	690,000	690,000
Construction	396,000	1,670,000	1,670,000	1,670,000
Soft Costs	146,520	467,600	467,600	467,600
Total	1,232,520	2,827,600	2,827,600	2,827,600
Financial Performance				
Capitalized Value of Income	-	-	-	-
Net Proceeds of Sale	-	2,868,240	2,782,322	2,875,856
Entrepreneurial Return	1,159,200	-	-	-
Return as Percent of Investment	(73,320)	40,640	(45,278)	48,256
	-5.9%	1.4%	-1.6%	1.7%

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ROOSEVELT AREA PROPOSED REZONING

Change from LR 1 to NC 40

	Existing LR1	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	8,400	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	7	49	40	39
Affordable	-	-	8	10
Parking Spaces	-	29	29	29
Estimated Capital Investment				
Land Acquisition	1,380,000	1,380,000	1,380,000	1,380,000
Construction	924,000	5,853,000	5,853,000	5,853,000
Soft Costs	341,880	1,648,740	1,648,740	1,648,740
Total	2,645,880	8,881,740	8,881,740	8,881,740
Financial Performance				
Capitalized Value of Income	-	9,685,500	9,082,096	9,588,192
Net Proceeds of Sale	2,704,800	-	-	-
Entrepreneurial Return	58,920	803,760	200,356	706,452
Return as Percent of Investment	2.2%	9.0%	2.3%	8.0%

ROOSEVELT AREA PROPOSED REZONING

Change from LR 2 to NC 40

	Existing LR2	New w/o Affrd. NC 40	New w/ Affrd. NC 40	W/Affrd.&MFTE NC 40
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	15,600	36,000	36,000	36,000
Commercial	-	3,000	3,000	3,000
Residential Units				
Market	21	49	43	39
Affordable	-	-	6	10
Parking Spaces	13	29	29	29
Estimated Capital Investment				
Land Acquisition	1,440,000	1,440,000	1,440,000	1,440,000
Construction	2,171,000	5,853,000	5,853,000	5,853,000
Soft Costs	607,880	1,648,740	1,648,740	1,648,740
Total	4,218,880	8,941,740	8,941,740	8,941,740
Financial Performance				
Capitalized Value of Income	3,728,712	9,685,500	9,282,081	9,588,192
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	(490,168)	743,760	340,341	646,452
Return as Percent of Investment	-11.6%	8.3%	3.8%	7.2%

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ROOSEVELT AREA PROPOSED REZONING

Change from LR 2 to NC 65

	Existing LR 2	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	15,600	51,000	51,000	51,000
Commercial	-	6,000	6,000	6,000
Residential Units				
Market	21	69	59	55
Affordable	-	-	10	14
Parking Spaces	13	41	41	41
Estimated Capital Investment				
Land Acquisition	1,440,000	1,440,000	1,440,000	1,440,000
Construction	2,171,000	8,739,250	8,739,250	8,739,250
Soft Costs	607,880	2,466,790	2,466,790	2,466,790
Total	4,218,880	12,646,040	12,646,040	12,646,040
Financial Performance				
Capitalized Value of Income	3,728,712	13,975,625	13,261,884	13,664,372
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	(490,168)	1,329,585	615,844	1,018,332
Return as Percent of Investment	-11.6%	10.5%	4.9%	8.1%

ROOSEVELT AREA PROPOSED REZONING

Change from NC 40 to NC 65

	Existing NC 40	New w/o Affrd. NC 65	New w/ Affrd. NC 65	W/Affrd.&MFTE NC 65
Description				
Site Area (SF)	12,000	12,000	12,000	12,000
Gross Building Area (SF)				
Residential	-	51,000	51,000	51,000
Commercial	3,000	6,000	6,000	6,000
Residential Units				
Market	49	69	65	55
Affordable	-	-	4	14
Parking Spaces	29	41	41	41
Estimated Capital Investment				
Land Acquisition	1,500,000	1,500,000	1,500,000	1,500,000
Construction	5,853,000	8,739,250	8,739,250	8,739,250
Soft Costs	1,648,740	2,466,790	2,466,790	2,466,790
Total	9,001,740	12,706,040	12,706,040	12,706,040
Financial Performance				
Capitalized Value of Income	9,394,800	13,975,625	13,665,303	13,837,772
Net Proceeds of Sale	-	-	-	-
Entrepreneurial Return	393,060	1,269,585	959,263	1,131,732
Return as Percent of Investment	4.4%	10.0%	7.5%	8.9%