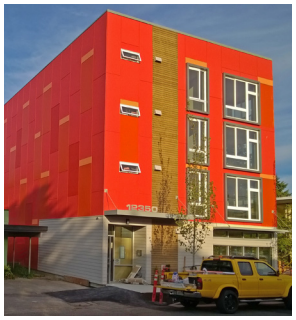
Lake City Rezone and Development Standards

Director's Report

April 2016



Office of Planning &
Community Development

Introduction

This report describes proposed Land Use Code amendments for the Lake City neighborhood of Seattle. The proposed amendments would implement goals and policies for the North Neighborhoods (Lake City) within the Comprehensive Plan, as well as recommendations from the Lake City Urban Design Framework (UDF). The UDF contains further analysis of the proposals described in this report. A Shared Vision for Lake City, appendix B, also describes other actions undertaken by the City and community on behalf of the neighborhoods over the past few years.

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A Rezone Analysis
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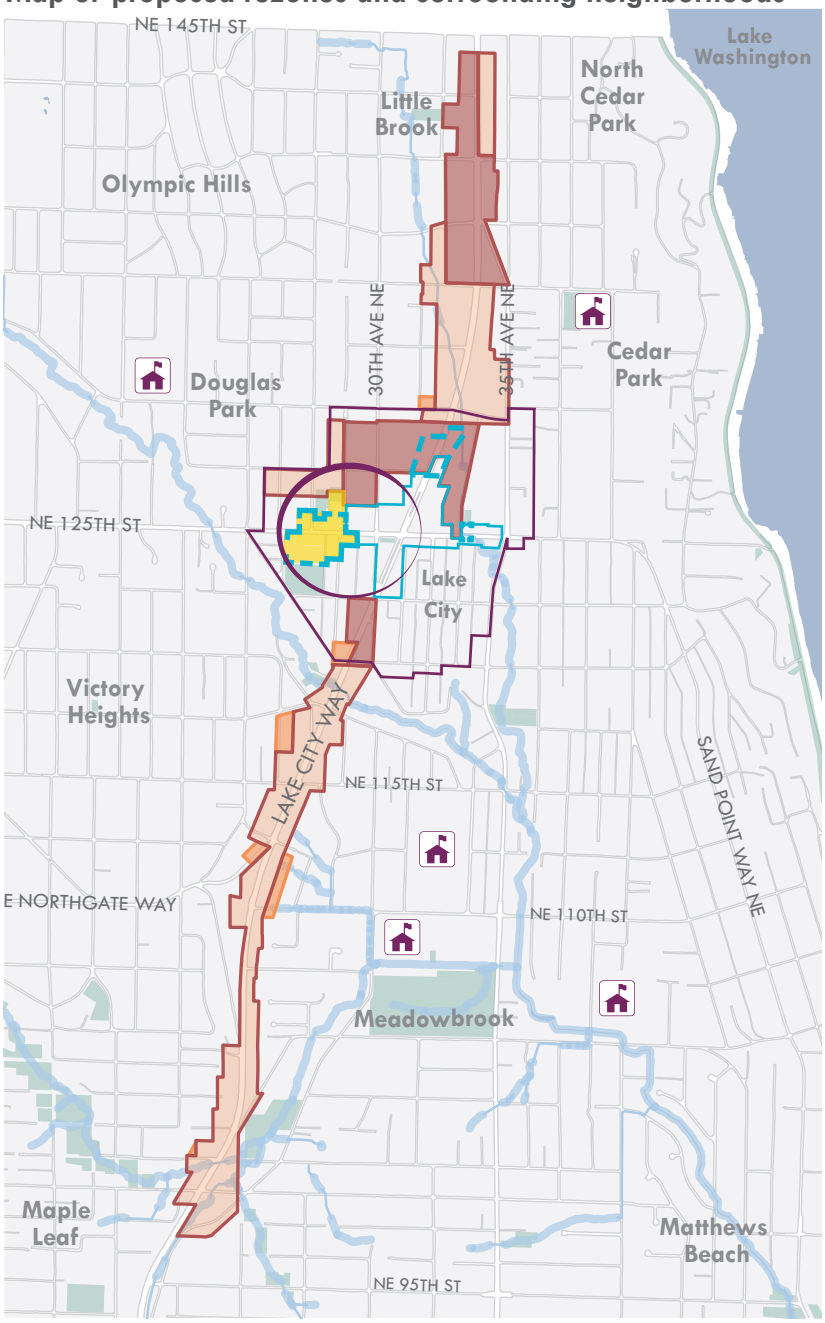
Proposal Summary

Since 2013, planners working with the Lake City community have consistently heard a desire for a walkable, pleasant business district and civic core, and for infill development that contributes to neighborhood character. OPCD proposes amendments to the Land Use Code that would encourage a more pedestrian-oriented built environment as property redevelops in the Lake City hub urban village and along Lake City Way.

To support the community's vision for future development, OPCD proposes changes to the Land Use Code as illustrated on the adjacent map and described in more detail on the following pages of this report.

These changes are proposed in coordination with a host of other City efforts in Lake City, including infrastructure upgrades, expansion of recreation opportunities, and partnerships with community organizations. See Appendix B, a Shared Vision for Lake City, for Mayor Murray's message to the community and more information about the projects underway.

Map of proposed rezones and surrounding neighborhoods



Areas of proposed rezones

- C1-65 to NC3-65
- C1-40 to NC3-40
- C1-30 to NC3-30
- Multifamily to NC2
- existing P designation
- proposed P designation

Existing conditions

- urban village boundary
- civic core
- schools
- parks
- Thornton Creek

Public Outreach

OPCD developed these proposed Land Use Code changes based on community input from a variety of sources. In 2014 and 2015, we worked with an advisory group to identify challenges and opportunities presented by development in Lake City. The advisory group acted as trusted advocates for various stakeholder organizations including community groups, design professionals, business and property owners. The group met regularly to establish guiding principles and recommendations about land use character, building form and height, street front features, parks and open space, and getting around the neighborhood.

We also invited broader participation through five Lake City Future First "community conversations" that were organized jointly by community groups and City staff. Additional information was gathered at Lake City Neighborhood Alliance meetings, during walking tours, at the Lake City Farmers Market, and other special events. Planning Outreach and Engagement Liaisons were hired to help gather input from traditionally underrepresented communities, through a series of focus groups with Chinese, east African, and Spanish-speaking communities. Additional community groups where the future character of Lake City was discussed include: Lake City Community Council, Victory Heights Community Council, North District Council, North District Service Providers, and the Thornton Creek Alliance.

Guiding principles and policy recommendations from this process are presented in the Lake City Urban Design Framework (Appendix C), which serves as a foundation for this proposal.

More than 100 people attended the first Lake City Future First community conversation and shared their ideas for the future of Lake City.

Community members discuss safe routes to schools on a walking tour in May 2014.

UDF advisory group members discuss draft concepts in October of 2014.

Lake City's Planning Outreach and Engagement Liaisons at the April 2015 LCFF Community Conversation.

A community member provides feedback about the proposed 28th Ave NE festival street plan at the January 2016 LCFF Community Conversation.

Analysis

The following section describes the neighborhood within the Lake City hub urban village and the broader community, briefly outlines the planning context, and provides more detailed explanations about the proposed changes and their likely impacts. Overall, the changes would encourage a more pedestrian oriented development pattern.

Neighborhood Context

Lake City business districts

The Lake City community is served by a primary business district within the hub urban village and many other businesses along the Lake City Way corridor. In recent years, new locally-owned restaurants and smaller food shops, including the Elliott Bay Public House & Brewery, Kaffeeklatsch, and Manila Manila, have started to create a unique food district. Services provided by the North Seattle Family Center and the Hunger Intervention Program, among many others, also contribute to the business district within the hub urban village. The Civic Core of Lake City, as identified in the UDF and other planning documents, includes the library, a community center operated by the North Seattle Chamber of Commerce, and the Lake City Farmers Market. There are also many auto-oriented business, including car repair and banks with large parking lots and drive-through lanes.

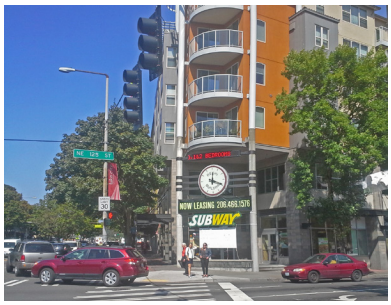
Areas to the north and south of the urban village are dominated by auto-oriented development with more than a dozen automobile sales and service businesses. Particularly south of the hub urban village, there are multiple adult entertainment businesses such as adult cabarets and marijuana stores. The Pierre family owns more than 14 acres of property within the area, most of which operates as auto-related sales and services, and is the largest individual property owner.

The building on the right, SHAG Victoria Park, was constructed in 2010 and is across the street from a used car sales business.

The Pierre Money Mart is one of many automobile sales and service businesses along Lake City Way.

McDermott Place, which opened in 2009, provides affordable housing, a food bank, and a free medical clinic.

Hellbent is a relatively new brew pub on Lake City Way just north of the hub urban village.



The Rikhi Building, constructed in 2001, provides market rate apartments with retail on the ground floor.

The following table identifies existing land uses within the urban village as well as the broader area along Lake City Way. Existing uses are generally consistent with a mixed use commercial district under either C1 or NC3 zoning.

Existing Land Use…	within the hub urban village	along Lake City Way
Commercial/Mixed-Use	**38%**	**44%**
Entertainment	2%	1%
Mixed-Use	4%	6%
Office	16%	11%
Parking	3%	2%
Retail/Service	13%	24%
Warehouse	**3%**	**4%**
Major Institution And Public Facilities/Utilities	**6%**	**4%**
Institutions	3%	2%
Public Facilities	2%	1%
Transportation/Utility/Communications	2%	2%
Multi-Family	**39%**	**35%**
Duplex/Triplex	4%	3%
Multi-Family	35%	28%
Parks & Open Space	**4%**	**1%**
Single Family	**4%**	**5%**
Vacant or unknown	**5%**	**6%**

Lake City residential community

Almost 30,000 people live in the broader Lake City community, which extends east from 15th Avenue NE to Lake Washington and north of 95th Avenue NE to the City limits at NE 145th Street. In 2010, about 3,900 people lived in the urban village which is almost twice the population from 1990. These residents are much more likely to be renters and people of color than in the surrounding area or the city as a whole. The number of families with children in Lake City has greatly increased in recent years and the local elementary schools, particularly Olympic Hills and the newly reopened Cedar Park, are already close to or exceeding capacity.

Within the hub urban village, more than 1,000 residential units are at various stages in the permitting process. While not all of these buildings are likely to be constructed in the near future, the amount of development capacity within the hub urban village and along Lake City Way indicates that significant changes to the neighborhood are likely to occur over time.

Recently, there has been a visible increase in community engagement and community groups involved in planning and development efforts, as well as coordination among organizations, including Lake City Future First and the Lake City Neighborhood Alliance, to achieve community goals.

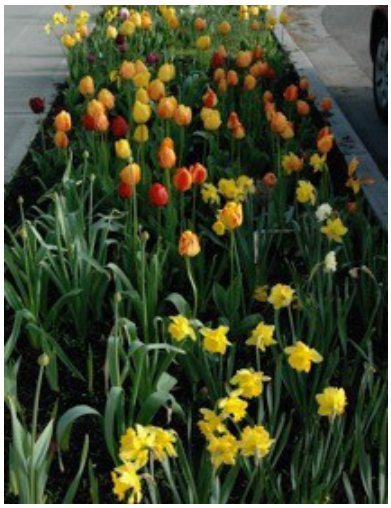
Lack of sidewalks is a common concern, particularly for kids walking to school.

Planning context

Common themes for the future of Lake City have been identified dating back to plans from the mid-1970s, including the North District Neighborhoods' Plan. This plan, developed over four years with community input and finalized in 1999, serves as the foundation for current and ongoing community planning efforts. Common planning themes include:

- Expanding and developing the "civic core" of Lake City as the heart of the neighborhood.
- Attracting new businesses and employers.
- Improving mobility for all people, particularly those walking, biking, or riding transit.
- Preserving and enhancing the Thornton Creek watershed.
- Creating strong connections to surrounding neighborhoods.
- Increasing access to safe parks and public recreation facilities.

The Lake City Urban Design Framework (UDF) was developed in coordination with broader neighborhood efforts that were guided by Lake City Future First in partnership with the Lake City Neighborhood Alliance. The UDF process began in late 2102 when Neighborhood Action Teams formed partnerships between community members and City staff to identify and respond to neighborhood concerns. In early 2014, the Seattle Office of Economic Development awarded the first "Only in Seattle" grant to the Lake City community to help strengthen the local business district and address other community topics, including urban design.



Community members have planted a "peace garden" with flowers that bloom throughout the year on 28th Ave NE, just north of the library and community center.

Many people participated in the Pierre properties visioning workshops led by University of Washington students from the spring of 2012 to the summer of 2013.

Earlier this year, Mayor Murray announced that OPCD and the City's Department of Neighborhoods will continue to work with the Lake City community to implement the shared vision for the neighborhood (see Appendix C). The proposed zoning changes represent an important step for this work, which also includes:

- An integrated and equitable approach to planning.
- Coordinated engagement with community groups, service providers, business owners, and traditionally under-represented people.
- Coordinated implementation that contributes to a more equitable neighborhood.

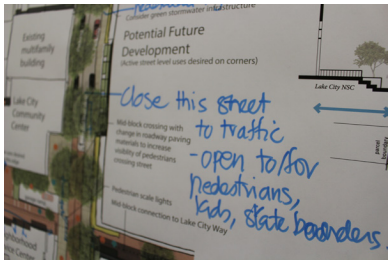
In late 2016, the Mayor's Housing Affordability and Livability Agenda (HALA) will consider citywide zoning changes that would require affordable housing within new development projects. Citywide height or density increases will be considered through the HALA community process that is taking place now.

In this Lake City proposal, Land Use Code amendments are generally compatible with, but not dependent on, potential height increases that could be considered through HALA. The Land Use Code amendments described in this report are not expected to impact development capacity or increase height limits. Rather, the amendments include development standards to guide the form and scale of new buildings in a way that is more responsive to the community's interests.

In February 2016, the Lake City Neighborhood Alliance hosted a community discussion focused on HALA. The meeting also included discussion of these proposed zoning changes and the proposed 2016 Seattle Housing Levy.

Mayor Murray announces a Shared Vision for Lake City with Councilmember Juarez, department directors, and community members.

Community members discuss proposed zoning changes with OPCD staff at the January 2016 LCFF community conversation.



Comments about the proposed 28th Ave NE festival street concept plan.

City staff and Chris Leverson, the executive director of Lake City Future First holding office hours at the Lake City Library in April 2016.

1. Change commercial zoning from Commercial 1 to Neighborhood Commercial 3

As part of the Lake City Urban Design Framework, community members expressed support for new development that supports a more pedestrian-oriented neighborhood as properties develop over time. In most areas, General Commercial (C) zoning allows auto-oriented development that features large parking lots in front of buildings. OPCD proposes rezones to Neighborhood Commercial (NC) zones to better support the community's vision for the future of Lake City.

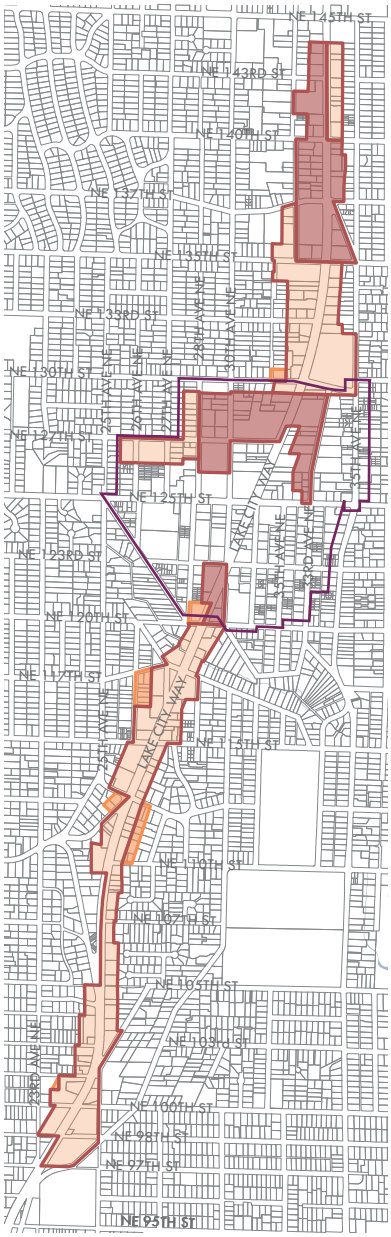
Rezones from Commercial 1 (C1) to Neighborhood Commercial 3 (NC3) zones will require future buildings to be more pedestrian-oriented, while allowing most of the same uses and scale of development. This section describes the similarities and differences between the two zones. The table on the following page summarizes the differences as regulated by the Land Use Code.

Both the C1 and NC3 zones allow a broad range of commercial and residential uses. Almost all of the commercial uses allowed in C1 zones are allowed in NC3 zones. Automobile sales and services, which is a very common use in the area, is allowed outright in both zones. There are a few large, single purpose storage buildings that could continue to operate without restriction but would non-conforming uses. In the future, under NC3 zoning, development of new storage buildings would be limited to 25,000 square feet whereas currently they are limited to 40,000 square feet.

Heights range from 65 feet in the hub urban village and around Little Brook to 30 feet on a few parcels outside of the urban village as illustrated in the adjacent map. These commercial zoning changes would not increase or decrease allowed height. The same amount of development is allowed in both zones. They allow the same floor area ratio (FAR), or total amount of development.

One of the key differences between Land Use Code regulations in Commercial and Neighborhood Commercial regards how buildings are oriented to the street. NC zones require development that is oriented toward providing an interesting and uninterrupted sidewalk environment. C zones typically allow greater access for vehicles across sidewalks and more flexibility in the location of parking. In NC zones, buildings must be located near the sidewalk with windows and entrances that face the sidewalk. In both C and NC zones, sidewalks and landscaping are required. For new development in NC zones, parking would typically be located behind, beside, or within the building. In C zones, parking for cars is typically located between the building and the sidewalk.

Map 1: Proposed zoning changes from C1 to NC3. These changes would not increase or decrease allowed height or density.



C1 to NC3 changes

- C1-65 to NC3-65
- C1-40 to NC3-40
- C1-30 to NC3-30

urban village boundary

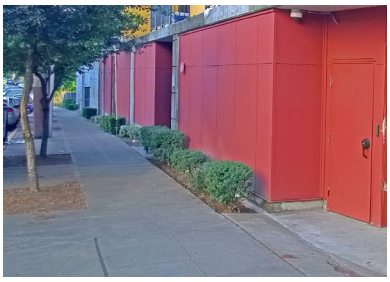
In addition to the parking configuration, other use regulations and development standards in Neighborhood Commercial lend themselves to the types of development that the Lake City community would like to see. The following table summarizes these differences.

Summary of Commercial 1 and Neighborhood Commercial 3 zones

Land Use Code standards	Commercial 1	Neighborhood Commercial 3
Function (23.34.078 and 23.34.080)		
Function	Auto-oriented, primarily retail/ service commercial area that serves surrounding neighborhoods and the larger community, citywide, or regional clientele.	Pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that incorporates offices, business support services, and residences.

Land Use Code standards	Commercial 1	Neighborhood Commercial 3
USES (23.47A.004 – Permitted and prohibited uses) *Other than those listed below, uses are allowed in both Commercial 1 and Neighborhood Commercial 3 zones.*		
Residential	Allowed[A]	Allowed
Retail, eating and drinking establishments, lodging	Allowed	Allowed
Laboratories, research and development	Allowed	Allowed
Mini-warehouses	Limited to 40,000 square feet	Limited to 25,000 square feet
Offices	Limited to 35,000 square feet	Allowed
Outdoor sports and recreation[B], heavy commercial services, general manufacturing, outdoor storage[C], and recycling	Allowed	Not allowed
Food processing and craft work, heavy commercial sales, light manufacturing, and passenger terminals	Allowed	Limited to 25,000 square feet
Bus bases, major communication utilities	Conditional uses	Not allowed
PARKING (23.54.015 – Required parking) *In most circumstances, minimum parking requirements are based on the permitted use, not the underlying zoning.*		
Amount required	The minimum amount of parking stalls required is the same in C1 and NC3 zones.	
Parking location	Parking may be located in front of the building – between the building and the sidewalk.	Parking is generally located behind, within, or to the side of a new building.

A When residential uses are constructed in Commercial 1 zones, the development standards for Neighborhood Commercial zones apply.
B Applies to commercial uses, not public parks.
C Cars that are stored outside as part of an automobile dealership are not considered outdoor storage under 23.84.A.036



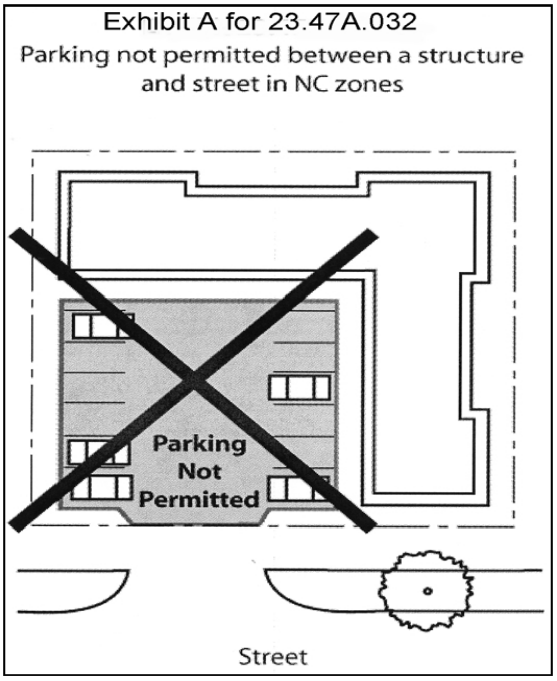
Blank facades are allowed in C1 but limited to 20 feet in NC3.

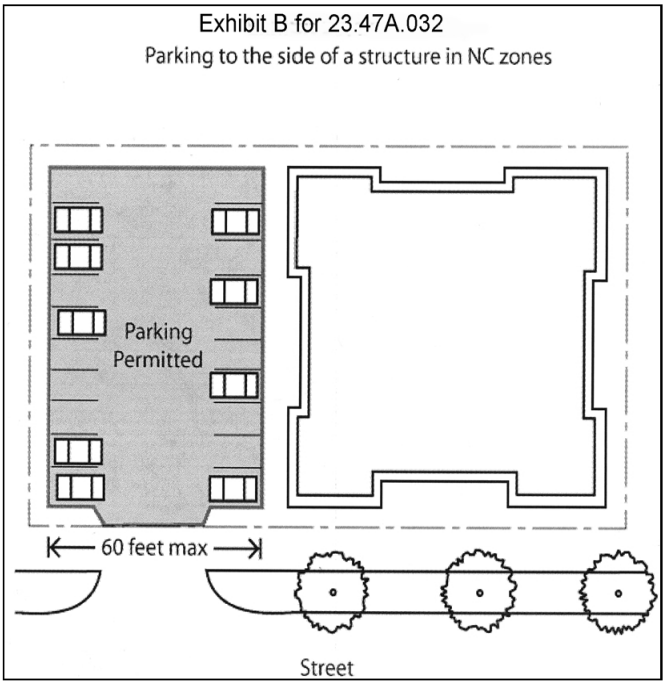
Windows and doors at the street level are required in NC3.

The first floor of buildings in NC3 zones must be at least 13 feet tall to accommodate viable street-front retail.

Land Use Code standards	Commercial 1	Neighborhood Commercial 3
BUILDING DESIGN (23.47A.008 – Street-level development standards)		
Limit blank facades	Allows blank facades unless in a mixed use building.	Limited to 20 feet. Windows, doorways, stairs/stoops, and screening/landscaping in between buildings and the street. Total blank facades cannot exceed 40% of the building width.
Transparency *e.g. windows at the street*	Not required unless in a mixed use building.	Minimum 60% for walls facing the street between 2 feet and 8 feet above the sidewalk.
Minimum floor-to-ceiling height and depth of street-facing facades	No minimum unless in a mixed use building.	Minimum of 13 foot heights and minimum depths are required to ensure adaptability for a variety of uses over time.
Buildings meet the sidewalk	Parking is allowed in between the street and the building.	Parking must be located behind, beside or within the building.

Diagrams from the Land Use Code that illustrate where parking is allowed in NC zones.





How proposed zoning could impact existing businesses

A common concern for businesses is the extent to which changing zoning from the auto-oriented C1 zone to a pedestrian-oriented NC3 zone will impact the ability of existing businesses to continue to operate at their current location. A change from C1 to NC 3 zoning would allow all of the existing commercial uses to remain. For example, the auto dealerships and repair businesses would be allowed under the proposed NC3 zoning and could expand. However, certain uses, such as warehouses and certain types of manufacturing, would be more limited under NC3 zoning.

Automobile sales and service uses are considered to be "commercial" in nature and are therefore consistent with a commercial zone designation of either C1 or NC3. These uses would be allowed to continue under proposed zoning.

Buildings that do not meet NC development standards could be expanded as long as the expansions do not increase non-conformities (such as blank facades or parking lots in front of buildings). For example, if an auto sales and service lot were be significantly expanded with a new building, the expansion would be required to conform to NC standards. If the business were to renovate an existing building, existing non-conformities could remain but not expand[1].

Redevelopment and growth are likely with or without zoning changes. However, redevelopment under NC standards will be more consistent with the community's desire for an active, mixed use neighborhood with more attractive development.

1 *See 23.42.112 - Nonconformity to development standards*

Small buildings surrounded by large parking lots are allowed in C1 but prohibited for new buildings in NC3 zones.

Mixed use development in C1 zones is built to NC standards. The UDF encourages more courtyards visible to the public.

C1 standards allow, but do not require, buildings at street edge. NC3 zones require buildings at the street edge and limit surface parking to 60 feet in width.

Office buildings do not have a size limit in NC3 zones but are limited to 35,000 square feet in C1 zones.

New mini-warehouse buildings would be limited to 25,000 square feet in NC3 zones. In C1 zones they are limited to 40,000 square feet.

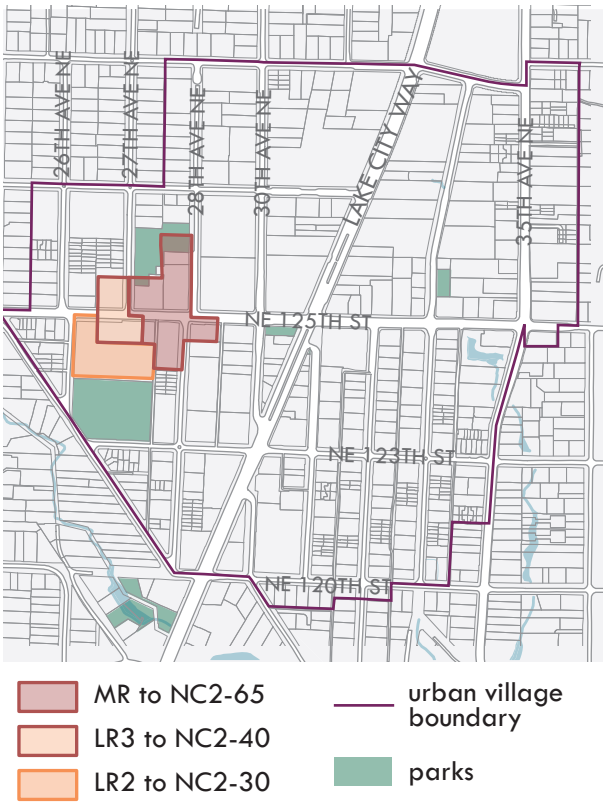
2. Change zoning from multifamily to Neighborhood Commercial on eight parcels within the "Civic Core" of the urban village

The "Civic Core" of Lake City is generally considered to focus around the Library, existing community center, and Albert Davis Park. This is where the Farmers Market takes place from June through October. The City is working with community members to complete a festival street concept plan that would make this street more conducive to fun community events.

The south edge of the Civic Core, along NE 125th Street, is currently zoned for residential development (LR2, LR3, MR). This proposal would extend commercial zoning from 28th Avenue NE about two blocks further west along NE 125th Street. This rezone would allow the business district to connect more seamlessly to the Civic Core. It would also support several nonresidential commercial and nonprofit organizations already located on NE 125th Street, including the North Seattle Family Center. Under current residential zoning, these are considered "non-conforming uses," which makes it harder for businesses to grow or renovate existing facilities. A rezone to NC2 would make expansion easier for businesses at these locations.

Further, the community supports establishing stronger pedestrian connections between the Civic Core and Virgil Flaim Park. This will happen over time as new development meets the pedestrian-oriented development standards described above. Comprehensive Plan amendments that set the stage for these rezones were approved by City Council in October 2015.

Map 2: Proposed changes from multifamily to Neighborhood Commercial.



The Lake City Professional Building is home to numerous businesses, including the North Seattle Family Center. It is on a parcel with both LR2 and LR3 zoning and would be rezoned to NC2 in this proposal.

3. Expand the existing pedestrian designation approximately three blocks to the west and one block to the north

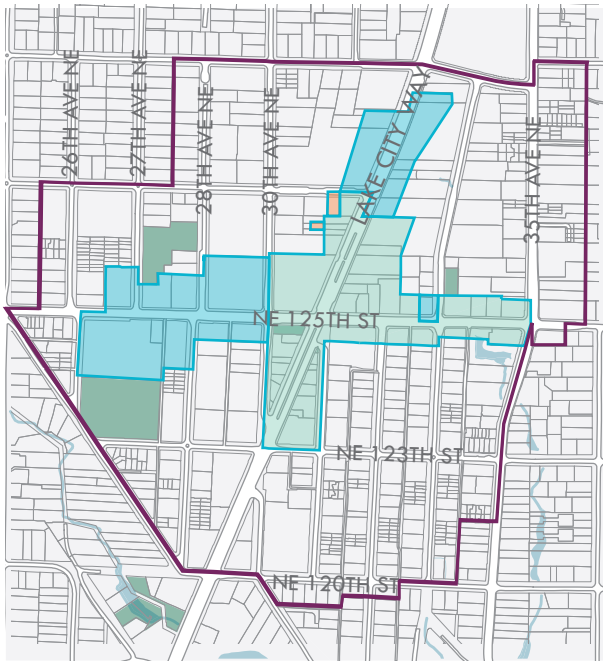
Pedestrian designations (P designation) encourage pedestrian-oriented shopping districts where commercial storefronts are uninterrupted. Pedestrian designations are most appropriate at primary commercial shopping areas within urban villages that are served by frequent and reliable public transit, and where relatively dense mixed-use, multifamily, and commercial development is likely.

The P designation is generally applied to land that is zoned neighborhood commercial. Provisions within the P designation require more intensive pedestrian-oriented design and use standards. These more restrictive standards apply only where commercially-zoned land abuts a principal pedestrian street as identified in the Land Use Code. P designations:

- require pedestrian-oriented uses, such as shops, restaurants, and open space;
- limit the number of curb cuts at the sidewalk;
- prohibit drive through and drive-in businesses; and
- require a minimum amount of development[1] on the lot to ensure more pedestrian activity.

The existing pedestrian designation currently encompasses the blocks around the intersection of Lake City Way and NE 125th Street north to NE 127th Street and west to 35th Avenue NE. Both Lake City Way and NE 125th Street are designated as principal pedestrian arterials. Within Pedestrian designations, single-story buildings are prohibited and 80% of ground floor uses must be filled with active uses that

Map 3: Proposed changes to the pedestrian designation



existing P designation
expand P designation
remove P designation
urban village boundary
parks

The Bartell's was built under older NC3-P regulations that did not require a minimum amount of development.

1 See 23.47A.013 Floor Area Ratio (FAR). FAR regulates the overall amount of development on a lot. Generally NC and C zones allow the same maximum amount of development. P designations include a minimum FAR of 1.5 in areas with 30-40 foot height limits and 2.0 in areas with 65-85 foot height limits.

support lively business districts[2]. The community would like to encourage these types of uses and supports the expansion of the pedestrian designation. Expanding the pedestrian designation will also help provide for improved pedestrian connections around the civic core. Similarly, as new development occurs along Lake City Way, it will be important to replace buildings surrounded by large surface parking lots with more pedestrian-oriented buildings.

OPCD also recommends slightly changing the Pedestrian designation boundaries to exclude parcels that do not have lot lines along Lake City Way or NE 125th Street. These small areas should allow the broader mix of uses that are allowed without a pedestrian designation.

2 See 23.47A.005 Street-level uses. Uses emphasized in P designated zones include: arts facilities; community gardens; eating and drinking establishments; entertainment uses; food process and craft work; institutions (except hospitals or major institutions)' lodging; medical services; offices; parks and open spaces; rail transit facilities; retail sales and services; and general sales and services.

4. Allow more flexibility for ground floor uses outside the business core

While it is desirable to encourage or require active uses at the street level, as described above, requiring too much retail in too large of an area is counter-productive. In the Lake City hub urban village, current Land Use Code standards limit residential uses to 20% of the street frontage, not just in pedestrian designation areas but in all lots zoned C or NC. This results in a supply of commercial space that outpaces demand, potentially leading to vacant storefronts. Outside of the pedestrian designation, for example along 33rd Avenue NE, residential uses at the street level would be welcomed by the community. OPCD recommends eliminating the more generalized limit on street-level residential in Lake City to focus this requirement around the civic core and give flexibility further out.

33rd Ave NE is an example of an area where residential uses at the street might be more appropriate than retail.

Residential uses at the street might are setback from the sidewalk and still ADA accessible.

5. Apply new development standards on lots larger than 40,000 square feet within the urban village and along Lake City Way

The Lake City community has expressed numerous concerns about the bulk and scale of new development, particularly mixed use buildings on large lots. OPCD recommends new standards that would respond to these concerns. The diagram on the right identifies large lots within the Lake City planning area and urban village.

There are approximately 30 blocks along Lake City Way and within the hub urban village that are much longer than the typical city block. In the center of the urban village, the block along Lake City Way between NE 125th Street and NE 130th Street is longer than 1300 feet. Many other blocks are between 400 and 600 feet long. For comparison, in downtown Seattle, blocks are typically 250 feet long. Within these large blocks are very large parcels.

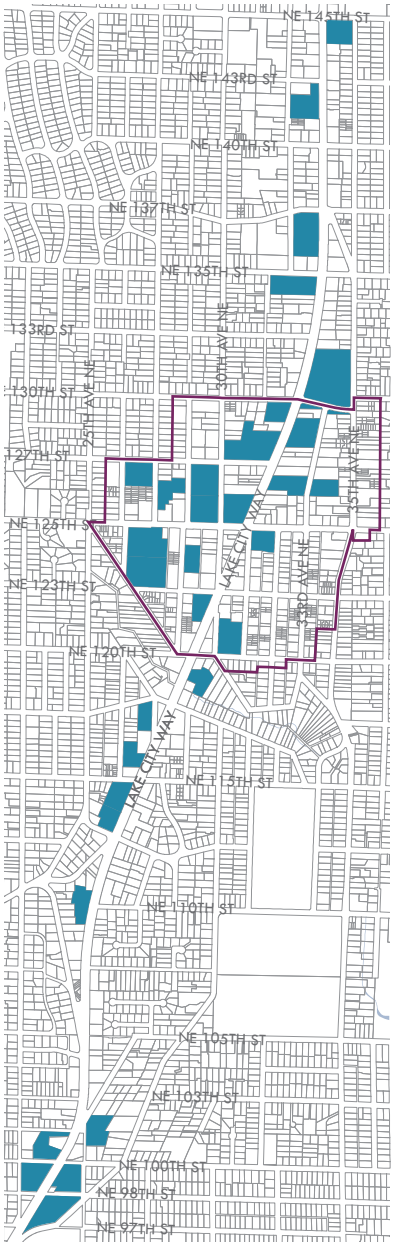
Currently, these long blocks allow very large new buildings that can be out of scale with the desired neighborhood character in terms of comfort, interest, light, air, and pedestrian scale.

OPCD proposes additional standards for development on lots larger than 40,000 that would help create more light and air around new development and encourage buildings that fit better into a pedestrian oriented context. Standards include:

- modulation of building facades that are longer than 100 feet;
- maximum 80 percent lot coverage;
- maximum 250 foot building width; and
- upper level setbacks for buildings taller than 45 feet in height.

These requirements are "departable" through the City's Design Review process if the proposed building includes either a usable open space or a through-block pedestrian passageway. These development standards reflect the community's vision for a more pedestrian-oriented neighborhood.

Map 4: Lots larger than 40,000 square feet.

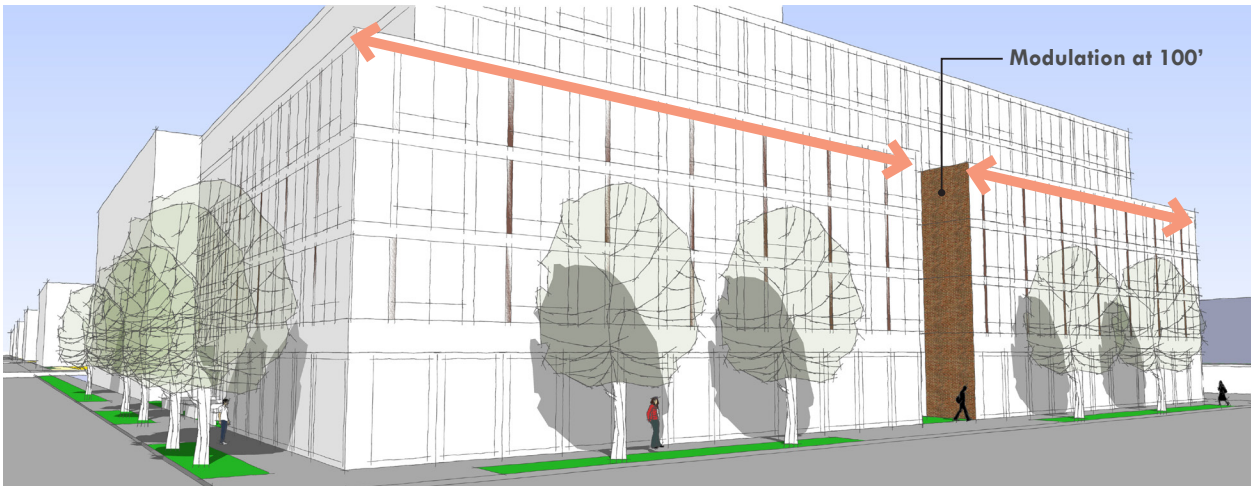


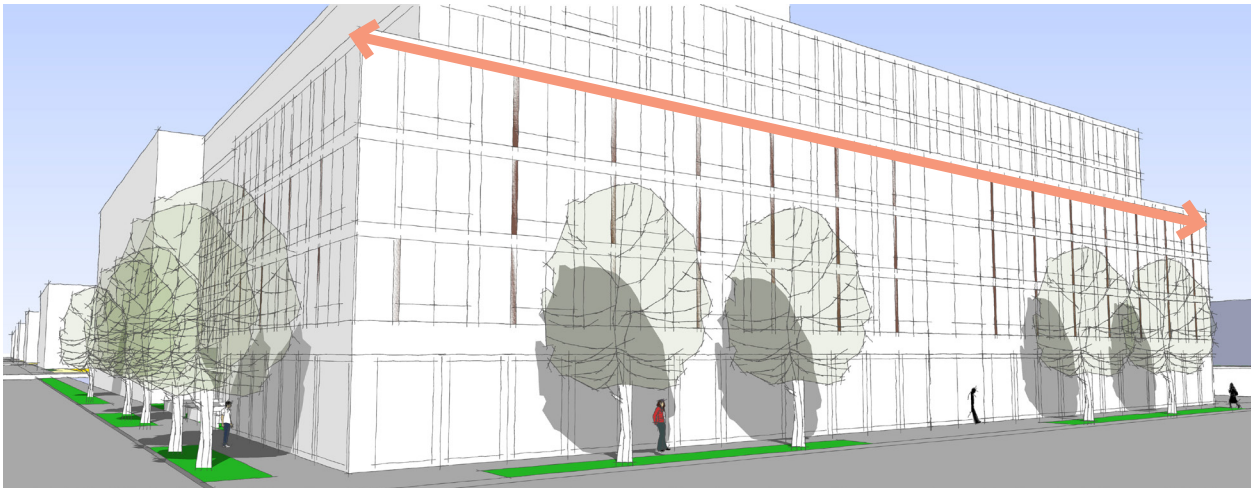
Façade modulation

Façade modulation is another way to create variety and visual relief on larger developments. It requires portions of a building's face to be set back – in this proposal, facades could not have a continuous plane wider than 100 feet facing the street. To extend beyond 100 feet, the structure must set-back a portion at least 10' deep and 15' wide.

The modulation requirement would only apply to structures within 10' of the street lot line and may receive a departure from the standard through the City's Design Review process.

Modulation can create breaks in massing and help the building fit into the surrounding context.





A 200' wide building with (above) and without (below) modulation. Modulation can help reinforce smaller neighborhood scale.

Maximum lot coverage

The long north-south blocks along Lake City Way and within the urban village allow for very large buildings that are out of context with the existing context and desired scale of the neighborhood. Recent development on lots larger than 40,000 square feet varies greatly in the amount of lot coverage, which is the size of the building footprint relative to the size of the lot. OPCD's analysis of buildings on large lots throughout Seattle indicates that the more successful of these cover between 65 and 87 percent of the lot. We recommend an 80 percent lot coverage limit that will allow flexibility but still encourage more light and air at the street that will provide a more pedestrian scale of development.

The remaining 20 percent of the area may be used for trees and landscaping, setbacks, sidewalk cafes, plazas, mid-block pedestrian pathways, parking, and other pedestrian-scale amenities at the ground level. These elements can help create a transition between the building and pedestrian environment that result in a more human-scale development to fit within the desired neighborhood scale and context of Lake City. This may be especially important in the civic core of Lake City where a more intensive development pattern is anticipated. The proposed lot coverage is not expected to affect achievable Floor Area Ratio (FAR).

Lot coverage for recent projects on large lots

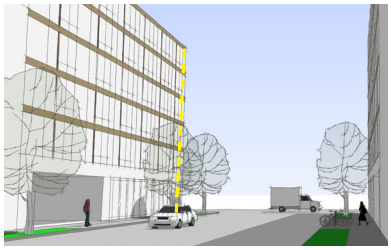
Building name	Lot size	Building footprint	Approximate lot coverage	Allowed FAR	Actual FAR	Existing zoning	Year built
Amli	70,360	61,392	87%	4.75	4.11	Multiple	2014
Array	81,216	49,331	61%	4.75	3.83	C1-65	2014
Avalon Ballard	60,017	57,000	95%	4.75	4.57	C1-65	2013
Ballard QFC	63,600	59,579	94%	4.75	4.73	NC3-65 P	2010
Solara	81,388	44,164	54%	N/A	4.06	C1-65	2001
Lake City Village	44,734	27798	65%	4.75	1.87	NC3-65	2008
Urbana	59,907	57,000	95%	4.75	4.41	Multiple	2011

Upper level setbacks

Most older buildings in Lake City are one to three stories tall. Up to 30-45 feet, the scale of buildings provides for light and air to the street. To improve the compatibility of large developments with existing buildings, we recommend upper-level setbacks for portions of buildings above 45 feet. This will help reduce shadows and encourage a pedestrian scale as new development occurs.

Portions of a building between 45 feet and 65 feet shall be set back an average of 10 feet; portions of a building above 65 feet shall be set back an average of 15 feet.

Illustrative building with a setback.



Illustrative building without a setback.

Maximum building width

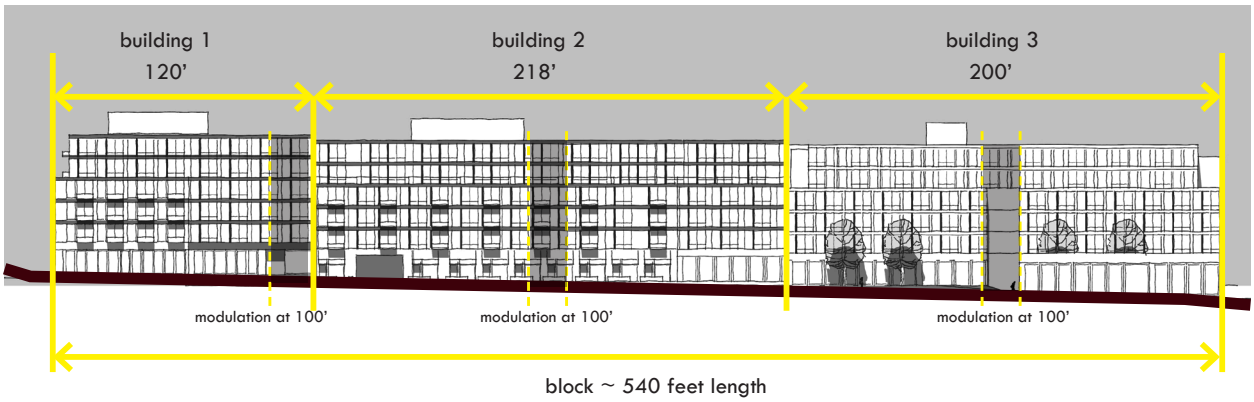
The very long blocks along Lake City Way and within the hub urban village allow for very long building facades. To encourage the desired pedestrian-scale character for new development, OPCD proposes a maximum building width of 250 feet along Lake City Way and other key streets within the hub urban village. Recent buildings in Lake City have varied greatly in their building length from approximate building widths of less than 100 feet to as long as 400 feet.

Some recent development in Lake City is very long – up to 400 feet. Many feel that this is out of scale with the neighborhood. This example occupies only 65% of the lot and uses approximately 3.82 of the alloted 4.75 FAR, but presents a very long facade along the street.

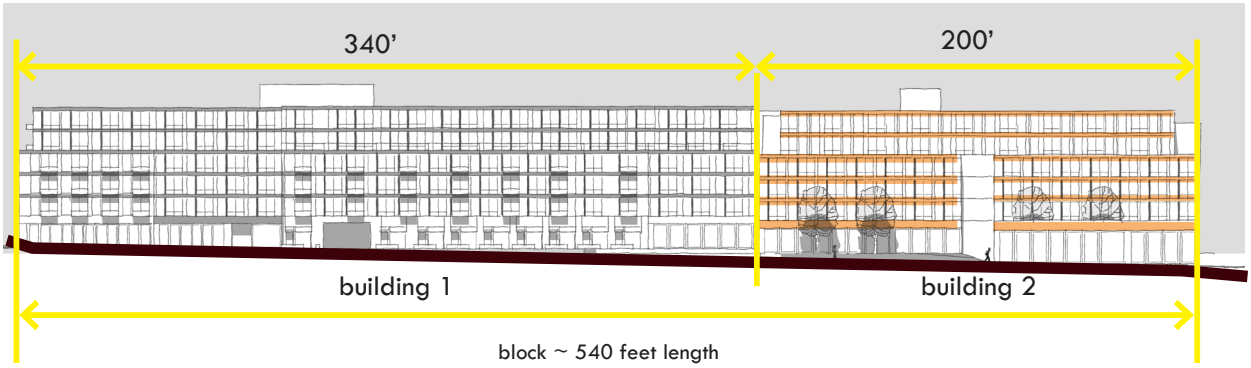
Building length for projects in Lake City on large lots

Building name	Lot size	Width at street	Number of homes	Year built	Existing zoning
Solara	81,388	290	238	2001	C1-65
The Array	81,216	400	319	2014	C1-65
Lake City Court	78,546	70	86	2011	NC3-65
Lake City village	44,734	240	206	2008	C1-65

Likely outcome with maximum width and modulation requirements.



Typical outcome under existing zoning.



Recommendation

OPCD recommends that the proposed Land Use Code changes be adopted to encourage a more pedestrian oriented development pattern as the Lake City neighborhood grows, and to help realize the community's vision of a well-defined town center and neighborhood identity. Many members of the Lake City community welcome the new residents, businesses, and services that will come to their neighborhood as growth occurs in the coming years. The proposed zoning and development standards will help shape that growth in a positive way for Lake City.

Lake City community members with Mayor Murray at the January 2016 Lake City Future First Community Conversation.