

# Director's Analysis and Recommendation on North Rainier/Mount Baker Town Center Rezone Proposal

Department of Planning and Development  
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## **I. Executive Summary**

The Department of Planning and Development (DPD) is recommending rezones, amendments to development standards, and implementation of incentive zoning. The proposals are based on the Mount Baker Town Center Urban Design Framework (2011) and are intended to carry out key actions identified by the community during the recent update of the North Rainier Neighborhood Plan. The proposals are intended to encourage future development that strengthens the neighborhood's core, achieves appropriate transitions to less intensive zones, supports the neighborhood's pedestrian environment, and encourages use of light rail.

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

This report contains analysis of the proposals and an assessment of the proposal's effect on estimated development capacity.

## **II. Introduction**

DPD is recommending rezones, amendments to development standards, and implementation of incentive zoning to implement the goals and policies of the recent North Rainier Neighborhood Plan Update to develop a vibrant neighborhood core that concentrates housing, employment, commercial uses and services--a hub that is well served by a range of comfortable and convenient travel options. The proposals will help guide current and future development in the neighborhood core around the Mount Baker light rail station.

### **Rezone Overview**

The proposed rezones include 81 parcels on approximately 37 acres of land, centered on the neighborhood core around Rainier Avenue South and Martin Luther King Jr. Way South. All of the rezones are depicted on Exhibit A: Proposed Zoning Changes Map. The nine rezone areas are identified as follows:

- Area A: Rezone the existing Neighborhood Commercial 3 (NC3-65)\* to Seattle Mixed (SM-85).
- Area B: Rezone the existing Commercial 2 (C2-65) and Neighborhood Commercial 3 (NC3-65) zones to Seattle Mixed (SM-125).
- Area C: Rezone the existing Neighborhood Commercial 3 with a Pedestrian designation (NC3P-65) zone to Seattle Mixed (SM-85).
- Area D: Rezone the existing Commercial 1 (C1-65) zone to Seattle Mixed (SM-85).
- Area E: Rezone the existing Lowrise (LR3) zone to Seattle Mixed with a Residential designation (SM/R-55/75).
- Area F: Rezone the existing Neighborhood Commercial 3 (NC3-65) zone to Seattle Mixed (SM-85).
- Area G: Rezone the existing Neighborhood Commercial 3 (NC3-65) zone to (SM-85).
- Area H: Rezone the existing Neighborhood Commercial 3 (NC3-65) zone to Seattle Mixed (SM-65).
- Area I: Rezone the existing Single-family (SF 5000) zone to Lowrise 3 (LR3).

\*The height limits for commercial zone designations follow a dash. For example, NC3-65 is a Neighborhood Commercial 3 zone with a sixty-five foot height limit.

### **Station Area Overlay District Boundary**

Included in the rezone proposals is an extension of the Station Area Overlay District (SAOD) boundary to include the parcels bounded by McClellan Avenue South, South 25<sup>th</sup> Street and the Cheasty Greenbelt. The extent of this expansion is depicted on Exhibit B. The extension includes ten parcels rezoned in May of 2013 to SM/R-65. An SAOD includes supplemental development regulations intended to support transit stations. See Seattle Municipal Code Chapter 23.61, which contains SAOD use and development standards.

### **Pedestrian Streets**

Along Rainier Avenue South, between South Bayview Street and South Byron Street, and along McClellan Street between 26<sup>th</sup> Avenue South and M. L. King Jr. Way South provisions within Seattle Mixed zones are intended to protect and encourage a successful pedestrian-oriented retail environment. See Code subsection 23.48.019.

### **Development Standards Overview**

In addition to the rezone, the following changes to development standards are also being proposed within the rezone areas. The proposed standards would only apply to the limited mapped areas within the Mount Baker Station Area Overlay.

### **Street-level Uses**

On Class 1 Pedestrian streets, street-level uses in new buildings would be limited to the following: general sales and service uses, eating and drinking establishments, entertainment uses, public libraries; and public parks. This standard which is also proposed for pedestrian streets in other SM zones is intended to encourage uses that will support pedestrian activity.

### **Upper-level Setbacks**

A setback of one foot for every two feet in height above 45 feet (but never more than 15 feet) is proposed to be required on each façade abutting mapped areas of Rainier Avenue South and South Winthrop Street. These setbacks help to bring light to the street and reduce the perceived bulk of adjacent buildings to create a more pedestrian friendly environment.

### **Street-level Development Standards**

The proposal would also implement a variety of other street-level development standards on Class 1 Pedestrian streets including:

- Require at least 70% of the street-facing façades be built right to the street lot line, up to 45 feet in height;
- Require a minimum of 60 percent of the street facing facade to be transparent;
- Limit blank facades to 15 foot segments;
- Prohibit parking at street level unless separated from the street by other uses; and
- Establish priorities for where parking access should occur.

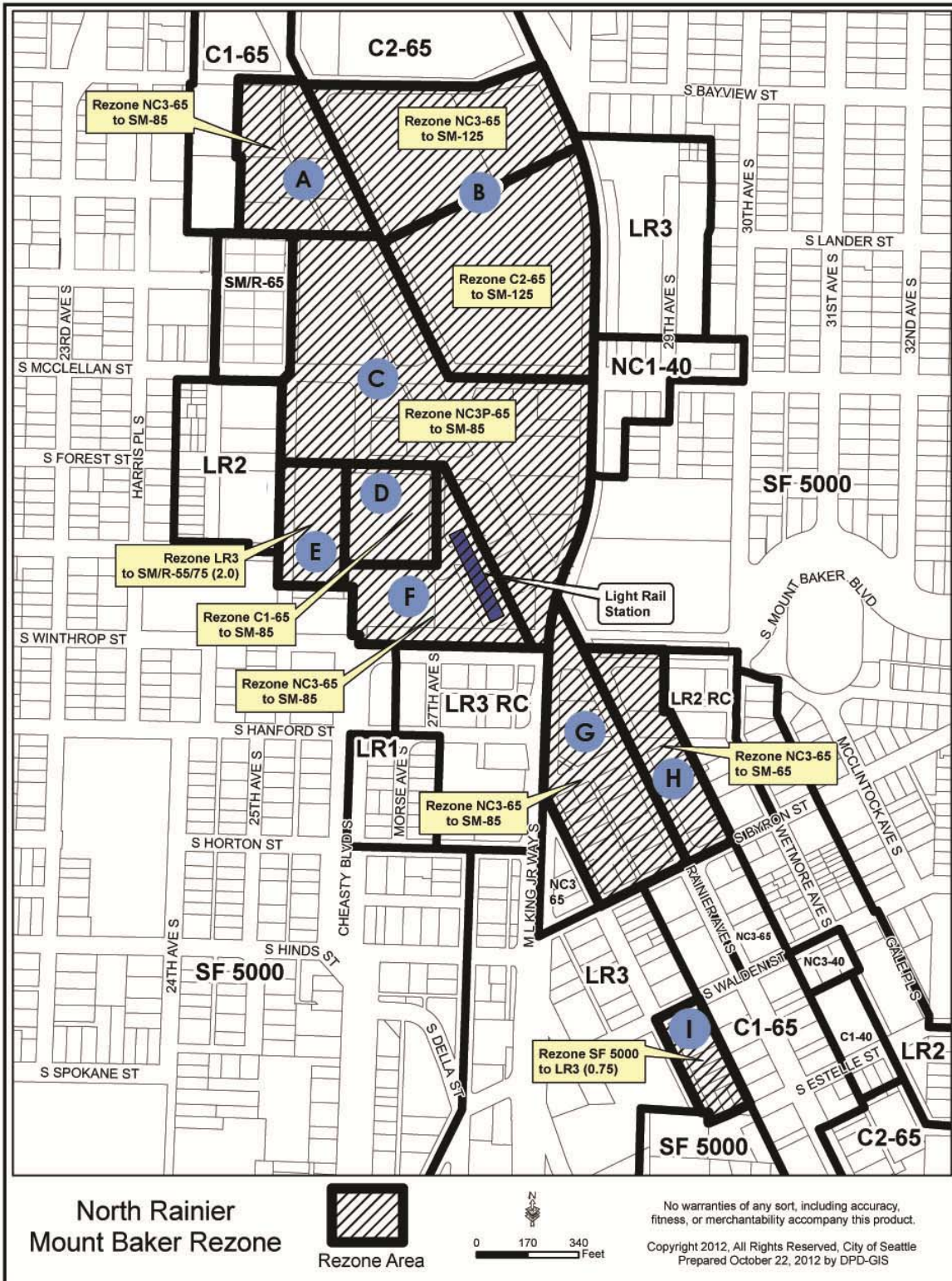
### **Special Standards Area**

This proposal would implement special standards on two large parcels (shown as area B on the rezone map, page 7). These standards include a requirement for open space corridors interior to the site and a limit on lot coverage. The intent of these standards is to help ensure that future development on this large lot, even at 125 feet tall, would not be out of scale with the rest of the neighborhood.

### **Incentive Zoning**

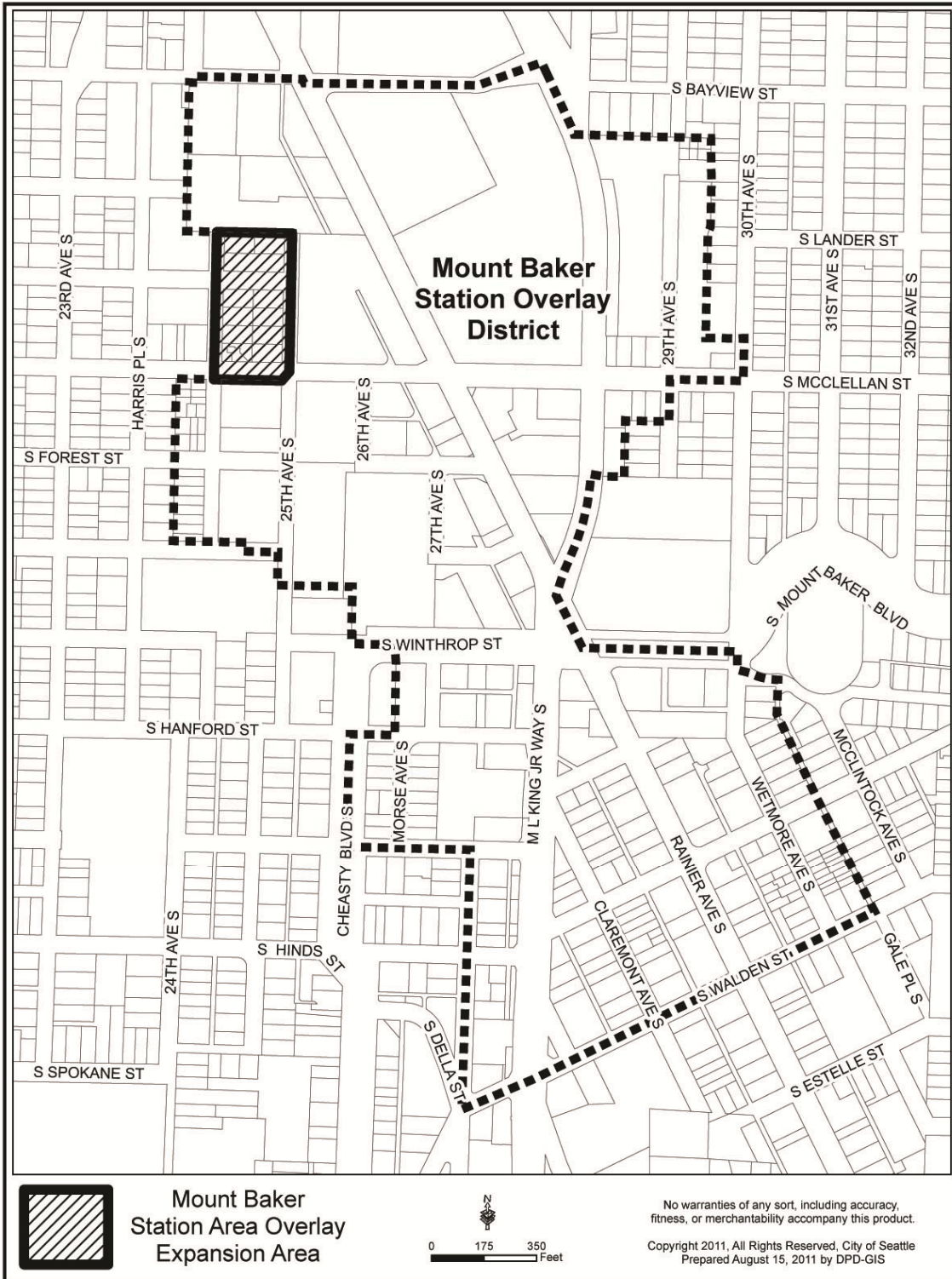
Under this proposal, the extra height and floor area allowed through this rezone could only be obtained by providing public benefits through the incentive provisions described in the Seattle Municipal Code Chapter 23.58A. Where the height limit is 85 feet or less, extra height can be achieved by providing affordable housing on-site or through payment in-lieu. Where the height limit is greater than 85 feet, the public benefits required would be split between affordable housing and open space benefits. For residential development, 60 percent of the total extra floor area would be achieved by providing affordable housing and the remaining extra floor area would be achieved through provision of public open space. For commercial development, 75 percent of the total extra floor area would be achieved by providing affordable housing and the remaining extra floor area through provision of public open space.

**Exhibit A: North Rainier/Mount Baker Rezone map**



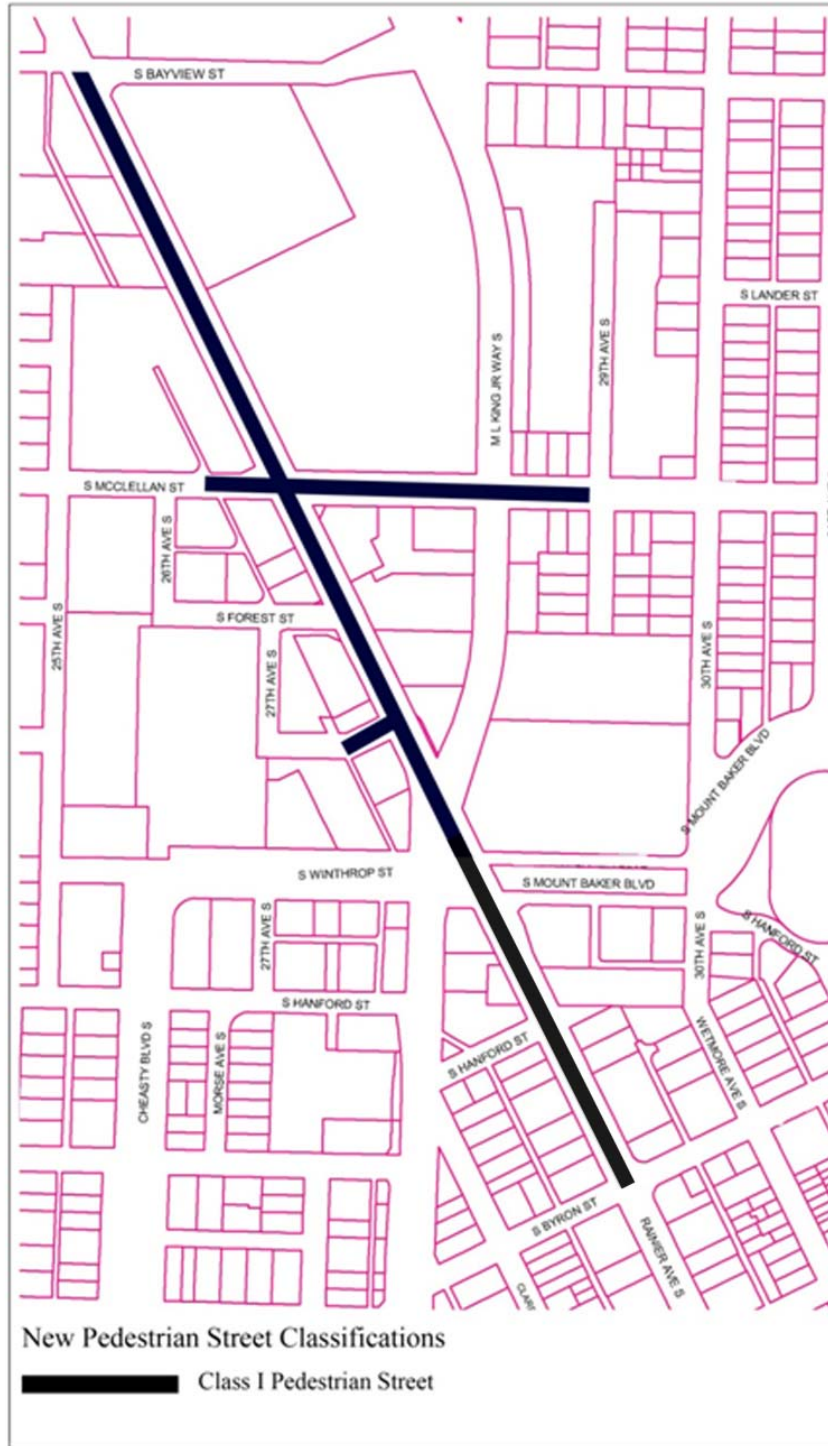


### Exhibit B: Mount Baker Station Area Overlay Expansion Area





### Exhibit C: New Pedestrian Street Classifications



### III. Background

#### **Link Light Rail Service and the Mount Baker Station.**

In 2009, Sound Transit initiated Link Light Rail service and the Mount Baker light rail station opened. The Mount Baker station is located in the southern core of the North Rainier Urban Village, in close proximity to the nascent Mount Baker Town Center, the University of Washington (UW) laundry facility, a major employer, and Franklin High School.

#### **2009 Neighborhood Plan Update.**

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

A decade later unanticipated changes and new opportunities including the new light rail service prompted a plan update. Beginning in March of 2009, community members began working to update the North Rainier Neighborhood Plan. The result of this work was summarized in January 2010 in the North Rainier Neighborhood Plan Update document. Creating a vital, pedestrian friendly, transit oriented Town Center was a central theme of the initial neighborhood plan and continues to be a neighborhood priority. The Mount Baker Town Center is envisioned as a vibrant neighborhood core that concentrates housing, commercial uses, services and living-wage employment opportunities--a hub that is well served by light rail and other comfortable and convenient travel options.

Over the course of the two-year neighborhood plan update process, a broad cross section of the community engaged with planners in a variety of ways. From hands-on workshops and smaller scale interactive meetings with community-based organizations to online updates and questionnaires, the community had many opportunities to engage and stay involved. Reaching a broad range of those who live and work in North Rainier, including those who have been historically underrepresented in the planning process, was a primary objective of the plan update process. During 2009, the community expressed their views at 11 neighborhood and City-sponsored meetings and events in North Rainier. From this process, 10 Goals with corresponding Policies and Strategies emerged in the Neighborhood Plan Update. (Which can be found here: [North Rainier Neighborhood Plan Update](#)) Three of the key goals that underlie the rezone proposal described in this report along with relevant policies and strategies are included below:

**Goal 8: A Town Center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and non-motorized travel options; and that is well designed and attractive to pedestrians; with vibrant, business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley.**

Relevant Policies & Strategies

- **Policy 8.D.** Support and expand the existing diverse mix of generally small-scale businesses.
- **Policy 8.E.** Include a portion of single-family area located between 24th Ave. S. and 25th Ave. S. north of S. McClellan St. within the urban village and within the Station Area Overlay District, and support a multifamily zoning designation for the area that would allow more compact residential development.
- **Strategy 8.1.** Use mechanisms such as urban design framework plans, neighborhood design guidelines, and street design plans to describe the desired form of future development.
- **Strategy 8.2.** Create neighborhood design guidelines and an urban design framework plan for the North Rainier Town Center area. Plan elements could include:
  - building height options;
  - incentive features;
  - breaking down scale of super blocks to create a balance of inwardly and outwardly focused development;
  - open space that invites people to gather and to engage in physical activity.

**Goal 9: A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.**

Relevant Policies & Strategies

- **Policy 9.C.** Ensure that standards for new development projects will accommodate a vibrant pedestrian environment throughout the Town Center.
- **Strategy 9.1.** Create a pedestrian network of pathways throughout the Town Center, connecting retail, services and the light rail station.
  - Work with property owners and developers to break up the large block and/or parcels into smaller pieces, providing walking routes through the sites and connections to the surrounding street grid, as well as consolidating the number of driveways as redevelopment occurs to provide an improved pedestrian environment.

**Goal 10: Rainier Ave. S. is a highly functioning multimodal “complete street” that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier. Continue to develop Martin Luther King Jr. Way S. as a “complete street,” and part of the neighborhood’s network of streets with amenities for pedestrians, bicyclists, and transit riders. A transformed Rainier Avenue S. between S. Bayview St. and Martin Luther King Jr. Way S. that functions as a pedestrian-oriented main street.**

Relevant Policies & Strategies

- **Policy 10.B.** Support actions that improve the pedestrian and transit functions along Rainier Ave. S. between S. Bayview St. and MLK Jr. Way S. so that the section becomes more of a local main street for the North Rainier neighborhood.

### **Urban Design Framework.**

In May of 2010, the North Rainier community and the City of Seattle formed a Town Center action team to assist in the implementation of goals, strategies, and action items identified in the recent neighborhood plan update. In September, this team met to further define this vision and make specific recommendations on how to change the physical form of the neighborhood to make the Mount Baker Town Center more vital, walkable, and economically successful. Based on these discussions, DPD developed a draft Urban Design Framework that provided a blueprint for how the physical elements of the neighborhood plan update can be realized. This document focused on building massing, land uses, building design, streetscape design, and conditions for sustainability. The draft Urban Design Framework was posted for comments in April 2011 and was finalized in September 2011. The Urban Design Framework's analysis and recommendations provide the basis for the proposed rezones and text amendments described in this report.

### **Future Land Use Map Amendment.**

Based on the Goal and Policy revisions to the Neighborhood Plan, changes were also made to the City's Comprehensive Plan Future Land Use Map in 2010. These changes were officially adopted by the City Council through the Comprehensive Plan annual amendment process in Ordinance 123267. The Future Land Use Map changes re-designated several areas within the North Rainier Hub Urban Village from Single-Family to Multi-Family Residential. The proposed rezones would align zoning in the neighborhood with the Future Land Use Map. The State Growth Management Act requires jurisdictions to enact zoning that is consistent with the Comprehensive Plan Future Land Use Map.

## IV. Growth Estimates

To assess the potential benefits and impacts of proposed zoning changes, DPD developed an estimate of additional growth in housing and jobs that could be expected under the proposed zoning. Growth estimates are very difficult to accurately predict as they are driven primarily by market forces including national economic trends, desirability of the location, regional rent rates, regional home prices, construction costs, credit availability, transportation patterns, and other issues. However, the City used available data to create a planning-level estimate for impact analysis. The process used to develop the growth estimate is described below. The proposed zoning change could increase the amount of growth that could occur in the North Rainier Hub Urban Village over the next 20 years by about 120 housing units and 110 jobs.

### How are 20-Year Growth Estimates Calculated?

The Comprehensive Plan identifies 20-year growth targets for each urban center and urban village. The Comprehensive Plan targets were last adopted in 2004, and for the North Rainier Hub Urban Village, the targets anticipated 900 new housing units and 750 new jobs by the year 2024.

The City will be updating growth targets in the Comprehensive Plan in 2015. Based on the higher level of growth forecasted by the State of Washington and agreements within King County, the overall citywide growth targets for Seattle are expected to be approximately 50% higher than those adopted in 2004, and that will likely mean higher targets for each of the urban centers and villages. Assuming the new North Rainier Urban Village target will also grow by 50%, the new 20-year growth targets would be about 1,350 housing units and 1,125 jobs over the 20 years beginning in 2015.

The City also estimates development capacity as the amount of development (housing units and jobs) that could be built under the zoning that is in place and using assumptions about which parcels are most likely to redevelop over time. The rezones proposed for the North Rainier Hub Urban Village will increase the village's overall development capacity from 7,279 housing units and 16,506 jobs to 7,914 housing units and 18,084 jobs. This represents an increase of about 8.7% in housing capacity and 9.5% in job capacity. The large amount of unused zoning capacity that already exists in this area indicates that merely having potential for development in the adopted zoning does not lead directly to actual development activity. However, to take a conservative approach to identifying the potential effects of the proposed zoning, we assumed that increasing the capacity by 8.7% for housing and 9.5% for jobs would increase actual development activity by a similar amount. This implies that over the next 20 years the North Rainier Hub Urban Village could expect about 120 more housing units and 110 more jobs with the proposed zoning in place than it would see under the current zoning. These numbers provided the basis for analyzing the level of impacts the neighborhood could experience due to the proposed rezones.

## **V. Rezone Analysis**

### **Current zoning overview**

The zoning inside the North Rainier Hub Urban Village is a mix of Commercial (C1 and C2), Neighborhood Commercial (NC3), Lowrise (LR2, LR3) and Single-family (SF5000). Properties along the arterials of Rainier Avenue South are generally zoned Neighborhood Commercial (NC3) which allows for mixed-use commercial/residential buildings. To the south, multifamily zoning – Lowrise 2 (LR2) or Lowrise 3 (LR3) provides for a multifamily neighborhood compatible with nearby single-family and commercial areas.

### **Intent of zoning changes**

In general, the proposed rezones increase the allowed density and intensity of development near the light rail station. The intent is to provide for a pedestrian-oriented town center by concentrating commercial and residential growth in the Mount Baker Town Center. In combination with changes to development standards, these changes would encourage concentration of activity in the neighborhood core and set higher standards for the design of new buildings by requiring active ground-level uses, a high degree of transparency in the ground-level facades, limiting auto-oriented uses, and minimizing driveways that interrupt sidewalks. The proposed zoning fully supports the Goals and Policies of the North Rainier Neighborhood Plan.

### **Large Lot Opportunity**

While, most areas would experience minor increases in the height and scale of buildings (mostly increases from 65 feet to 85 feet), DPD is proposing a more substantial height increase for Area B from 65 to 125 feet. The increase in height would work in conjunction with proposed new standards for the area (discussed in the development standards analysis section) that would mitigate the increase in height by requiring building separation and encouraging open space at the ground floor. This height was proposed in recognition of the substantial opportunity that this large site holds for attracting a large employer that could provide jobs that are easily accessible for residents of Southeast Seattle. The size of this parcel and its location next to light rail is fairly unique within the city and thus could hold the potential to attract a large company that desires a place to create an urban campus setting. The higher heights would provide more flexibility for creating open spaces surrounding the buildings. It would also encourage commercial development as development above 85 feet generally requires steel and concrete construction. Such construction tends not to be economically feasible for residential construction outside of the central city, but could be workable for commercial development.

### **Seattle Mixed Zoning**

DPD recommends rezoning a significant portion of the Mount Baker Station Area Overlay to Seattle Mixed. This zone designation can incorporate a broad range of potential future land uses while accommodating existing light industrial activities. The function and locational criteria of Seattle Mixed better matches existing uses such as the Pepsi bottling plant and the UW laundry facility, and is consistent with the community's goal of creating a diverse mixed-use neighborhood with a strong pedestrian orientation.

To promote a high level of pedestrian comfort, DPD recommends designating key streets within the Mount Baker Town Center as Class I pedestrian streets. This designation is used to apply pedestrian supporting requirements including active street-level uses and development standards such as limiting blank walls and requiring windows at street-level.

**Consistency with Rezone Criteria**

The following sections compare elements of the existing proposal with the rezone criteria in Seattle Municipal Code Chapter 23.34.



## Neighborhood-wide Rezone Criteria

### General rezone criteria

The table below analyzes the broad rezone proposal for all nine rezone areas against the general rezone criteria (and includes a Code citation for reference).

Criterion	Met?	Analysis – Rainier-wide
<i>In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (SMC 23.34.008.A.1)</i>	Yes	The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met.
<i>For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (SMC 23.34.008.A.2)</i>	Yes	The proposal would increase the development capacity available in the neighborhood, thus, this criterion is met.
<i>The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (SMC 23.34.008.B)</i>	Yes	A specific analysis of each individual rezone in relationship to criteria for the specific zones is provided in the Zone Specific Criteria section.
<i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i>	Yes	This analysis takes into account the changes to zoning made in the area as part of Station Area Planning, adopted by the City Council in the late 1990s. No future changes are known.
<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (SMC 23.34.008.D.2)</i>	Yes	The North Rainier Neighborhood Plan was adopted in 1999 and its goals and policies were amended in 2010. See page 10 for a listing of specific North Rainier neighborhood plan goals and policies applicable to this rezone.  The rezone proposal is consistent with the

Criterion	Met?	Analysis – Rainier-wide
		North Rainier Neighborhood Plan Goals and Policies.
<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>	Yes	The proposed rezones are in conformance with the North Rainier Neighborhood Plan Update including adopted policies intended to guide future rezones.
<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>	Yes	The natural topography buffers lower intensity residential uses from the higher intensity uses on the valley floor. . The elevation of the valley floor in the rezone area is approximately 80 feet lower than the surrounding valley sides.
<i>Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.2)</i>	Yes	The proposed rezones consider and use the available physical buffers described above.
<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>	Yes	The proposed rezones will maintain the current condition of commercial uses oriented toward Rainier Avenue South and Martin Luther King, Jr. Way South
<i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i>	Yes	All areas within the rezone proposal are within the North Rainier Hub Urban Village.
<i>Negative &amp; positive impacts on the area, including factors such as housing (particularly low-income housing), public</i>	Yes	The rezone proposal will result in an increased capacity for more intensive mixed use structures. This could result in minor

Criterion	Met?	Analysis – Rainier-wide
<p><i>services, environmental factors (noise, air &amp; water, flora &amp; fauna, odor, glare &amp; 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>negative impacts such as an increase in shadowing by new structures, replacement of some existing single-family and smaller scale structures, and some minor increase in local traffic. The area is largely built-out so impacts on natural systems are limited.</p> <p>Minor negative impacts described above would be offset by positive impacts. For instance, new development could enhance vegetative cover by complying with Seattle’s green factor. Since the City’s incentive zoning program for affordable housing will be applied, new affordable housing units are likely to be created.</p> <p>Development resulting from the proposed zoning would increase pedestrian-focused retail activity; enhance the neighborhood’s existing employment opportunities; increase housing opportunities and diversify the area’s housing stock; improve pedestrian safety by improved sidewalks with new development; and allow new residences and businesses in close proximity to the Mount Baker 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>
<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>The proposed zoning change could increase the amount of growth that could occur in the North Rainier Hub Urban Village over the next 20 years by about 120 housing units and 110 jobs (see analysis on p. 13).</p> <p>Existing services are adequate to accommodate an increase of this scale. The North Rainier Hub Urban Village is already served by several arterial roadways, and a full range of existing utility infra-structure. In addition, the rezone proposal will encourage</p>

Criterion	Met?	Analysis – Rainier-wide
		<p>the creation of more pedestrian-oriented shopping that will provide a broader range of goods and services for the surrounding neighborhood and greater North Rainier valley. This will help reduce additional car trips to outlying shopping areas.</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 opening of the Mount Baker light rail transit station that now provides direct access from the Mount Baker Town Center to Downtown, Southeast Seattle and SeaTac Airport. The light rail station represents a significant change in the North Rainier 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 impacts to critical areas are expected to result from the rezone proposal. The area is already a developed urban environment and is mostly flat with limited slopes to the east and west of the valley floor and a limited but extreme slope of 85% on the far east side of the urban village.</p>

**Criteria for Height Limits of Proposed Zone** The table below analyzes the broad rezone proposal for all nine rezone areas against the criteria for setting height limits.

Criterion	Met?	Analysis – North Rainer-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 is 125.’ This height is consistent with the Commercial / Mixed Use designation of the Comprehensive Plan’s Future Land Use Map.</p> <p>The North Rainier Neighborhood Plan Update encourages businesses that serve the needs of the community. The proposal is estimated to create new opportunities for mixed use development. The proposed expansion of the commercial core would likely increase the diversity of available options for locating small and medium scale businesses in the neighborhood.</p>
<p><i>Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered. (SMC 23.34.009.B)</i></p>	<p>Yes</p>	<p>Existing and proposed height limits respond primarily to the context of the urban grid and the major arterial axis of Rainier Avenue S, Martin Luther King, Jr. Way S and S McClellan St. No view blockage will occur from any public view sites protected under SEPA (SMC 25.05.675).</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>The proposal is generally consistent with existing height limits in the area. Existing and proposed height limits are substantially different than the predominant height and scale of existing development which tends to be single-story, automobile-focused development. However, recent development to the south and the introduction of high capacity transit suggest that existing development within the Mount Baker Station Area Overlay is not a good measure of the overall development potential and that future development will be more consistent with actual and proposed zoning.</p>

Criterion	Met?	Analysis – North Rainer-wide
<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>	Yes	Because of its location on the bottom of the Rainier Valley floor height impacts are mitigated by steep slopes and mature trees to the east and west. In addition, Lowrise zoning is a good transition from higher intensity zones to Single-family.
<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>	Yes	The North Rainier Neighborhood Plan Update (2010) and the Mount Baker Urban Design Framework (2011) addressed height and zoning intensities and identified potential rezones for the near- and longer-term. The current rezone proposals are consistent with Rainier Neighborhood Plan Update policies as discussed above.

### Criteria for Station Area Overlay District Expansion

The table below evaluates the expansion of the Station Area Overlay District against locational criteria. See Exhibit B for proposed boundary expansion of the SAOD

Criterion	Met?	Analysis –
<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>	No	The change of zoning to a higher density, mixed-use designation will likely increase pedestrian activity, however currently pedestrian activity at the street-level is low.
<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 existing underlying zoning that provides for a future pedestrian-oriented retail core, especially with support from a growing residential population.
<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 area proposed for inclusion in the station area overlay is within 1,320' of the existing Mount Baker light rail station
<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 area proposed for inclusion in the SAOD is proposed to be rezoned to SM/R 65 allowing medium density residential development in close proximity to the Mount Baker light rail station. The area is also well-served by bus lines that serve the neighborhood along Rainier Avenue S, S McClellan Street and Martin Luther Jr. Way S.
<i>Presence of a commercial or mixed-use area where goods and services are available to the public and where opportunities for enhancement of the pedestrian environment exist (SMC 23.34.089.A.3.b).</i>	Yes	The North Rainier neighborhood core is a destination for shopping, working and dining, exhibiting a range of services that draw both from within the neighborhood and from outside. Although in need of improvement, there is an intact sidewalk system.



Criterion	Met?	Analysis –
<i>Opportunities for new development to access transit, bicycle and pedestrian modes of transportation (SMC 23.34.089.A.3.c)</i>	Yes	The Mount Baker light rail station serves the North Rainier Hub Urban Village. The area is well-served by transit providing north-south connections, including to Downtown. Bus headways are generally conducive to increased transit ridership.  Pedestrian amenities are adequate.
<i>Opportunities for construction of new development that will support transit (SMC 23.34.089.A.3.d)</i>	Yes	The proposed rezones will create significant new opportunities for transit-oriented development.
<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>	Yes	No single-family zoned properties are included.
<i>When a proposal is made to include land within an existing Station Area Overlay District, the land proposed to be added must be contiguous to the Station Area Overlay District, be consistent with the criteria prescribed in subsection A, above, and satisfy the function of and locational criteria for a commercial or multifamily zone designation. (SMC 23.34.089)</i>	Yes	The area proposed for inclusion is contiguous to the Mount Baker Light Rail Overlay District, and meets the function and locational criteria for commercial or multifamily zoning.

### **Rezone of Single-family Zoned Areas**

There are ten parcels where a rezone is proposed from single-family to Seattle Mixed/Residential (Area I as shown on Exhibit A, Page 7). This rezone requires consideration of the rezone criteria for single-family zones (SMC 23.34.010).

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

To allow for consistency between zoning and the Comprehensive Plan Future Land Use Map, The City Council recently adopted an amendment to single-family rezone criteria (SMC 23.34.010.B.2) as part of a rezone proposal for the Roosevelt Hub Urban Village. This amendment enables consideration of rezones of single-family to more intensive zones when an adopted neighborhood plan has designated the area as appropriate for a new designation.

**Criteria for Designation of Multifamily Zones**

The table below analyzes the broad rezone proposal as it relates to the rezones adding new multifamily zones.

Criterion	Met?	Analysis – Area J
<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 23.34.010. 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>  <i>* * *</i></p> <p><i>d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.</i></p>	<p>Yes</p>	<p>The rezone proposal includes an area of existing single family zoning proposed for a multifamily Lowrise 3 (LR3) zone. (Area I on p. 7). The 2010 North Rainier Neighborhood Plan Update and the 2011 Mount Baker Urban Design Framework identified these areas as appropriate for rezone to Lowrise 3. Part 1 of the criterion is met.</p> <p>This area has been re-designated on the City’s Comprehensive Plan Future Land Use Map to Multi-Family Residential. Part 2.d. of the criterion is met.</p>

**Criteria for Designation of Seattle Mixed Zone**

The table below analyzes the broad rezone proposal of numerous sites to Seattle Mixed

Criterion	Met?	Analysis – North Rainier Wide
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	The area is transitioning from manufacturing and larger or auto-oriented commercial uses, to an area more appropriate for residential use.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is currently well served by transit, including bus, electric trolley, and light rail. The existing utility infrastructure can accommodate future growth.
<i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i>	Yes	Lower density residential zones and natural topographic conditions provide separation between the commercial zones and single family residential zones.
<i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i>	Yes	Because it borders on a residential zone, Area C has been identified as being more appropriately zoned Seattle Mixed/Residential.

Criterion	Met?	Analysis – North Rainier Wide
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>N/A</p>	<p>Overall, the height limits are appropriate for the proposed use and intensity. An area of SM/R is proposed to limit the intensity and scale of new development.</p>

## Zone-specific Rezone Criteria

This section of the rezone analysis reviews each of the nine proposed individual rezones (see page 7 for a map showing the ten rezone areas) according to the specific function and locational criteria for the proposed zoning designation. According to the rezone criteria in 23.34.008, the characteristics of the area proposed for rezone should match the locational criteria of the proposed zone better than any other zoning designation.

- A** **Rezone Proposal:** Rezone the existing Neighborhood Commercial (NC3-65) zone to Seattle Mixed (SM-85) for properties located at Rainier Avenue South and South Bayview – see map on page 7.

**Existing Conditions:** This area is primarily surface parking with single-story commercial structures to the west.

The proposed rezone must meet the general function and locational criteria of the SM zone (SMC 23.34.128).

Criterion	Met?	Analysis – Area A
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	The Seattle Mixed zoning designation is consistent with the goal established in the North Rainier Neighborhood Plan Update and Mount Baker Urban Design Framework for concentrated housing, commercial uses and services.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S and S McClellan Street.

Criterion	Met?	Analysis – Area A
<p><i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>Adjacent land use activity includes auto-oriented commercial and light industry.</p>
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	



Criterion	Met?	Analysis – Area A
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>The proposed height of 85’ is consistent with Seattle Mixed zoning and provides for a uniform and pedestrian scale consistent with the goals of the North Rainier Neighborhood Plan Update.</p>
<p><b>Conclusion:</b> The rezone proposal meets all applicable function and locational criteria for the SM zone. DPD determines that Area A meets the function and locational criteria of the SM zone and therefore is appropriate for the proposed SM zone.</p>		

**B** **Rezone Proposal:** Rezone the existing Commercial (C2-65) and Neighborhood Commercial (NC3-65 to Seattle Mixed (SM-125) for the property bounded by South McClellan Street, Martin Luther King Junior Way South, Rainier Avenue South and South Bayview Street.

**Existing Conditions:** The site contains surface parking, a single story warehouse and large format retail structure. The majority of the site is 10-20' below the abutting right of way.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area B
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	The Seattle Mixed zoning designation is consistent with the goal established in the North Rainier Neighborhood Plan Update and Mount Baker Urban Design Framework for concentrated housing, commercial uses and services. Additionally, the Mount Baker station area is in transition from traditional light manufacturing and commercial uses to one where residential use is also appropriate.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is well served by-transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave South and South McClellan Street.

Criterion	Met?	Analysis – Area B
<p><i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>The area provides a transition from the light industrial use (Pepsi bottling facility) to the north.</p>
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	

Criterion	Met?	Analysis – Area B
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>Natural topographic conditions to the east and west provide a buffer to adjacent single-family zoning. Lower adjacent height limits provides a transition to less intense zones.</p>
<p><b>Conclusion:</b> The rezone proposal meets all applicable function and locational criteria of the SM zone. DPD determines that Area B meets the function and locational criteria of the SM zone and therefore is appropriate for the proposed SM zone.</p>		

**C** **Rezone Proposal:** Rezone the existing Neighborhood Commercial (NC3P-65) zone to Seattle Mixed (SM-85) for properties located on Rainier Avenue South between South Mount Baker Blvd. and South Lander Street

**Existing Conditions:** This area contains surface parking areas and single story, auto-oriented retail.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area C
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	The Seattle Mixed zoning designation is consistent with the goal established in the North Rainier Neighborhood Plan Update and Mount Baker Urban Design Framework for concentrated housing, commercial uses and services in a mixed use context. Additionally, the Mount Baker station area is in transition from traditional light manufacturing and commercial uses to one where residential use is also appropriate.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S and S McClellan Street.

Criterion	Met?	Analysis – Area C
<p><i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This area provides a transition from the higher intensity zone to the east.</p>
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	

Criterion	Met?	Analysis – Area C
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity in the Town Center.</p>
<p><b>Conclusion:</b> The rezone proposal meets all applicable function and locational criteria of the SM zone. DPD determines that Area C is therefore appropriate for the proposed SM zone.</p>		

**D Rezone Proposal:** Rezone the existing Commercial (C1-65) zone to Seattle Mixed (SM-85) for properties located at 27<sup>th</sup> Avenue South and South Forest Street

**Existing Conditions:** This area is occupied by a University of Washington laundry facility.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area D
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	Seattle mixed is appropriate for an existing light industrial use in a neighborhood transitioning from traditional manufacturing and commercial uses to a mixture of commercial and residential.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S and S McClellan Street.
<i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i>	Yes	The existing use, light industrial, abuts higher intensity zoning (currently, NC3-65', proposed increase, SM-85')



Criterion	Met?	Analysis – Area D
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity.</p>
<p><b>Conclusion:</b> The rezone proposal meets all applicable function and locational criteria of the SM zone. DPD determines that Area D is therefore appropriate for the proposed SM zone.</p>		

**E** **Rezone Proposal:** Rezone the existing LR3 to Seattle Mixed (SM/R-55/75) for properties located at intersection of South Forest Street and 25<sup>th</sup> Avenue South, south of the Beacon Hill light rail tunnel portal

**Existing Conditions:** This area is a partially wooded vacant site adjacent to the Cheasty greenbelt. The eastern portion of the site was previously used for surface parking.

The proposed rezone must meet the general function and locational criteria of the SM/R zone.

Criterion	Met?	Analysis – Area E
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	<p>The Seattle Mixed zoning designation is consistent with the goal established in the North Rainier Neighborhood Plan Update and Mount Baker Urban Design Framework for concentrated housing, commercial uses and services. Additionally, the Mount Baker station area is in transition from traditional light manufacturing and commercial uses to one where residential use is also appropriate.</p> <p>To complement the desired mixed use neighborhood, a residential emphasis designation is proposed for this location.</p>
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	<p>The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S and S McClellan Street.</p>

Criterion	Met?	Analysis – Area E
<p><i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i></p>	<p>Yes</p>	<p>This zone would provide a transition between the light industrial activity (University of Washington laundry facility) to the east and less intense land use to the west, zoned LR2.</p>
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>Yes</p>	<p>The designation SM/R is proposed at this location to limit non-residential uses.</p>

Criterion	Met?	Analysis – Area E
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>The proposed height for this location is 55’/75’. While this height provides an appropriate transition from the SM-85’ height limit to the east and is buffered by the green belt to the west. 55’/75’ is a standard SM/R height designation.</p>
<p><b>Conclusion:</b> The rezone proposal meets all of the applicable function and locational criteria of the SM zone. DPD determines that Area E is therefore appropriate for the proposed SM zone.</p>		

**F** **Rezone Proposal:** Rezone the existing Neighborhood Commercial (NC3-65) zone to Seattle Mixed (SM-85) for properties located at the intersection of Rainier Avenue South and South Winthrop St

**Existing Conditions:** The area contains the Mount Baker Light Rail station, a surface parking lot, and a single story structure that previously housed a grocery store.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area F
<i>Function. An area within an urban center, urban village, or station area overlay district that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation; (SMC 23.34.128.A)</i>	Yes	The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity.
<i>Transportation and infrastructure capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth; (SMC 23.34.128.B)</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S.
<i>Relationship to surrounding activity. An area that either provides a transition from, or is compatible with, an adjacent neighborhood that is densely developed or zoned for high density mixed use; or an area where a transition to higher density mixed use is desired, either within a larger area characterized primarily by commercial or industrial activity, or within an area where significant investment in public transit infrastructure can accommodate greater density and adequate transition with surrounding areas can be provided; (SMC 23.34.128.C)</i>	Yes	This area provides a transition from the light industrial use (University of Washington laundry facility) to the north.

Criterion	Met?	Analysis – Area F
<p><i>Mix of use. In general, the zone is suitable for a wide range of uses. However, an area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Within these areas, nonresidential uses shall generally be of modest scale or neighborhood-serving in character; (SMC 23.34.128.D)</i></p>	<p>N/A</p>	
<p><i>Height. Height limits of 40 feet, 55 feet, 65 feet, 75 feet, 85 feet, 125 feet, 160 feet, 240 feet, and 400 feet may be applied to land zoned SM. Different heights may be applied to different uses in SM zones to more strongly promote certain development types or particular uses within the zone. A 40 or 55 foot height shall be applied where it is appropriate to limit the intensity and scale of new development. A 65 foot, 75 foot or 85 foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. Generally within urban centers and light rail station areas, a 125 foot, 160 foot, 240 foot, or 400 foot height may be designated for areas where high density, mixed use development is desirable or where development at this height and intensity will serve as transition from areas where greater heights are permitted. (SMC 23.34.128.E)</i></p>	<p>Yes</p>	<p>The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity.</p>
<p><b>Conclusion:</b> The rezone proposal meets all of the applicable function and locational criteria of the SM zone. DPD determines that Area F is therefore appropriate for the proposed SM zone</p>		

**G** **Rezone Proposal:** Change existing Neighborhood Commercial (NC3-65) to Seattle Mixed (SM-85) for properties bordered by Rainier Avenue South, South Byron Street, Claremont Avenue South and Martin Luther King Jr., Way South.

**Existing Conditions:** This area is mix of commercial, single family and multifamily buildings.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area G
<i>A. Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;</i>	Yes	The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity.
<i>B. Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave South.
<i>C. Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity;</i>	Yes	This area provides a transition from the light industrial use (Jorve Roofing) to the west.
<i>D. Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R area non-residential uses shall generally be of modest scale or neighborhood-serving in character;</i>	N/A	

Criterion	Met?	Analysis – Area G
<p><i>E. Height. Height limits of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five (125) feet may be applied to land zoned SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. A one hundred twenty five (125) foot height may be designated to serve as transition from areas where greater heights are permitted.</i></p>	<p>Yes</p>	<p>The proposed height of 85’ is consistent with the SM zone and the goal of higher density and intensity.</p>
<p><b>Conclusion:</b> The rezone proposal meets the applicable function and locational criteria of the SM zone. DPD determines that Area G is therefore appropriate for the proposed SM zone</p>		



**H** **Rezone Proposal:** Change existing Neighborhood Commercial (NC3-65) to Seattle Mixed (SM-65) for properties bordered by Rainier Avenue South, South Byron Street, South Mount Baker Blvd. and the alley located between Rainier Avenue S. and Wetmore Avenue S.

**Existing Conditions:** This area is a mix of commercial and multifamily buildings.

The proposed rezone must meet the general function and locational criteria of the SM zone.

Criterion	Met?	Analysis – Area H
<i>A. Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;</i>	Yes	The proposed height of 65’ is consistent with the SM zone and the goal of higher density and intensity.
<i>B. Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;</i>	Yes	The area is well-served by transit including the Mount Baker Light Rail station that connects the neighborhood to downtown and SeaTac Airport via light rail and bus routes on Rainier Ave S.
<i>C. Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity;</i>	Yes	This area provides a transition the higher intensity SM-85’ zone to the west.
<i>D. Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R area non-residential uses shall generally be of modest scale or neighborhood-serving in character;</i>	N/A	

Criterion	Met?	Analysis – Area H
<p><i>E. Height. Height limits of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five (125) feet may be applied to land zoned SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. A one hundred twenty five (125) foot height may be designated to serve as transition from areas where greater heights are permitted.</i></p>	<p>Yes</p>	<p>The proposed height of 65’ is consistent with the SM zone and the goal of higher density and intensity.</p>
<p><b>Conclusion:</b> The rezone proposal meets the applicable function and locational criteria of the SM zone. DPD determines that Area H is therefore appropriate for the proposed SM zone</p>		

**I** **Rezone Proposal:** Rezone the existing Single-family (SF 5000) zone to Lowrise (LR3) for properties located at the intersection of Claremont Ave. S. and S. Walden St.

**Existing Conditions:** This area is comprised of single and 1 ½ story residential structures, located along unimproved Claremont Ave. S.

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

Criterion	Met?	Analysis – Area I
<i>A. Functions. The dual functions of the LR3 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 to moderate scale residential structures; and</i>	Yes	This zoning will complement the existing and proposed Neighborhood Commercial and Seattle Mixed\Residential zones to the north.
<i>2. accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.</i>	Yes	This area is within the North Rainier Hub Urban Village
<i>B. Locational Criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:</i>		
<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 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>	Yes	The area is located within the North Rainier Hub Urban Village.

Criterion	Met?	Analysis – Area I
<i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;</i>	--	
<i>2. The area is near neighborhood commercial zones with comparable height and scale;</i>	Yes	Because the abutting commercial zone is C1-65' LR3 is more appropriate than SF.
<i>3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;</i>	No	The abutting zoning is LR3.
<i>4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb;</i>	Yes	The S Walden street ROW is 60' and can accommodate two-way traffic and parking on both sides of the street. Claremont Avenue is unimproved but has sufficient ROW to accommodate two-way traffic and parking on both sides of the street.
<i>5. The area is well served by public transit;</i>	Yes	Rainier Ave S to the east and Martin Luther King Way, Jr. South to the west have frequent transit headways. The Mount Baker light rail station is within a ¼ mile.
<i>6. 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;</i>	Yes	The area is one block west of Rainier Avenue S. The intervening block is zoned commercial and is of higher intensity.
<i>7. 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.</i>	Yes	There is a retail district to the north and the Cheasty greenbelt to the west connects to Jefferson Park.

Criterion	Met?	Analysis – Area I
<p><i>C. The LR3 zone is also appropriate in areas located in the Delridge High Point Neighborhood Revitalization Area, as shown in Map A for 23.34.020, provided that the LR3 zone designation would facilitate a mixed-income housing development initiated by the Seattle Housing Authority or other public agency; a property use and development agreement is executed subject to the provisions of Chapter 23.76 as a condition to any rezone; and the development would serve a broad public purpose.</i></p>	<p>N/A</p>	<p>The area is not located in the DHPNRA.</p>
<p><i>D. Except as provided in this subsection 23.34.020.D, properties designated as environmentally critical may not be rezoned to an LR3 designation, and may remain LR3 only in areas predominantly developed to the intensity of the LR3 zone. The preceding sentence does not apply if the environmentally critical area either:</i></p>		
<p><i>1. was created by human activity, or</i></p>	<p>N/A</p>	
<p><i>2. is a designated peat settlement, liquefaction, seismic or volcanic hazard area, or flood prone area, or abandoned landfill.</i></p>	<p>N/A</p>	<p>The area is not in a designated peat settlement, seismic or volcanic hazard area, or flood prone area, or abandoned landfill. It is within a designated liquefaction zone.</p>
<p><b>Conclusion:</b> The rezone proposal meets the function criteria of the LR 3 zone, and meets the majority of the relevant locational criteria. DPD determines that Area I is therefore appropriate for the proposed LR3 zone.</p>		

## VI. Development Standards Analysis

These standards represent the application of existing regulations to new areas as well as the creation of new regulations. The following table outlines each of the proposed changes to development standards and the purpose for each. Together, with the proposed rezones, these development standards are intended to create an environment that supports the vision of the neighborhood plan and update to create a town center that is pedestrian-oriented, vibrant, and livable.

<b>Code Section</b>	<b>Description and Analysis of proposed change</b>
<b>23.48.004: Uses</b>	The proposed changes would apply existing South Lake Union standards to North Rainier. Street-level uses in new buildings on Class 1 pedestrian streets in the North Rainier Hub Urban Village (portions of South McClellan Street and Rainier Ave South as described in Map B) would be limited to the following: general sales and service uses, eating and drinking establishments, entertainment uses, public libraries; and public parks. This standard is intended to encourage uses that will support pedestrian activity.
<b>23.48.009: Floor area ratio</b>	The proposed changes would clarify by amendment that an incentive suffix at the end of zone title modifies base FAR in Seattle Mixed zones. The incentive suffix reduces the base FAR to reflect the fact that property owner would be required to obtain any extra floor allowed by the rezone through providing public benefits. Incentive zoning is discussed in greater detail in chapter VII. This format and process is consistent with other zones, but had not previously been applied in a SM zone.
<b>23.48.011: Extra floor area in Seattle Mixed Zones</b>	The proposed changes describe ways to achieve extra floor area, consistent with City policy, by providing affordable housing and open space in Mount Baker Station Area Overlay. The proposed approach is consistent with other areas of the city and the overall framework contained in Chapter 23.58A; however an edit was required as this is the first application of incentive zoning to a zone with a height limit above 85' outside of South Lake Union. Incentive zoning is discussed in greater detail in Chapter VII.
<b>23.48.012: Upper-level setback requirements</b>	The proposed changes require a building setback of one foot for every two feet in height above 45 feet (but never more than 15 feet) on mapped areas of Rainier Avenue South and South Winthrop Street. These setbacks help to bring light to the street and reduce the perceived bulk of adjacent buildings to create a more pedestrian friendly environment. Upper level setbacks were

<b>Code Section</b>	<b>Description and Analysis of proposed change</b>
	<p>selected for Rainier Avenue South to promote a stronger main retail street character. South Winthrop Street (Cheasty Boulevard) was selected because of its historic status. DPD did not propose these standards on additional streets as they make the development of upper-level floors more difficult, particularly if applied on multiple sides of a block, so were limited to key areas where they would make the biggest difference.</p>
<p><b>23.48.014: Street-level development standards</b></p>	<p>Requires that building facades at street level on Rainier Avenue South and South McClellan Street meet the property line and are mostly transparent. These standards encourage pedestrian-friendly building fronts and eyes on the street as well as concentrating activity along the sidewalk.</p>
<p><b>23.48.024: Screening and landscaping standards</b></p>	<p>Requires structured parking abutting Rainier Avenue South and South McClellan Street to be separated from the street by another use. Surface parking must be buffered by landscape. The intent of these standard is to prevent blank walls and dead space along this pedestrian street.</p>
<p><b>23.58A.040: Bonus floor area for open space amenities</b></p>	<p>Clarifies that mid-block corridors used to achieve extra floor area under incentive zoning should meet downtown amenity standards; the current code doesn't contain any standards for areas outside of Downtown. The Downtown standards are a good fit for the proposed site.</p>
<p><b>23.61.018: Provisions applicable to Mount Baker Station Area Overlay District</b></p>	<p>Describes specific development standards for parcels in area B, a large 13-acre block surrounded by MLK Jr. Way South, Rainier Avenue South, South Bayview Street, South McClellan Street and shown as area B on the rezone map on page 7.</p> <p>Specifically, these standards would establish maximum lot coverage of 80% for structures and surface parking areas and a requirement for an open space corridor through the interior of the site connecting at least 3 adjacent streets. Corridor would not be required to be open to the public; however, it could be used to obtain extra floor area if it is public and meets specific standards for accessibility, landscaping, and size according to the Downtown Amenity Standards. Specific requirements are also included for allowed encroachments, overhangs, allowances for parking, other design standards, and how the internal corridor should be accomplished through incremental development. A single 6-foot-wide sidewalk would be required through the</p>

<b>Code Section</b>	<b>Description and Analysis of proposed change</b>
	<p>corridor to connect the adjacent streets. The sidewalk, like the corridor, would not be required to be public.</p> <p>The proposed standards were calculated to allow a scale of development consistent with what could be achieved if the site had been laid out with streets similar to the surrounding blocks, while allowing for development of the site in a manner consistent with proposed height limit of 125' and the vision of the neighborhood plan for this future town center area. These standards are not anticipated to reduce the overall development potential of the site, but rather divide the parcel into multiple building structures.</p> <p>These standards are intended to mitigate the impacts of buildings and parking lots on this very large lot to ensure a massing and character that will better fit with the surrounding area. Without these standards, the property owner could develop the property with large buildings and parking lots that, given the scale of the block, this would be very monotonous and impact the desired pedestrian-oriented feel.</p>
<p><b>23.84A.048: Definitions -- "Z."</b></p>	<p>Defines Seattle Mixed/Residential as a residential zone. This definition allows it to be located in areas designated as residential on the Future Land Use map.</p>



## **VII. Application of Incentive Zoning**

In December of 2008, the City Council adopted Ordinance 122882 creating a new Chapter 23.58A in the Land Use Code that establishes a specific mechanism for the provision of affordable housing through incentive zoning. In December of 2011, the City Council adopted Ordinance 123770 amending Chapter 23.58A to clarify the process for applying incentive zoning to new rezones. Under the provisions of Chapter 23.58A, the City can require that additional floor area beyond current zoning be allowed contingent on the provision of certain public benefits by the developer.

The proposal making new height contingent on provision of affordable housing and open space is consistent with policies and strategies included in the 2010 Neighborhood Plan Update as well as overall City policy for applying incentive zoning when increasing development capacity when rezoning areas to implement planning and policy initiatives.

Calculation of the public benefits required on each site will be based on the Floor Area Ratio (FAR) used on the site. FAR is a factor used to regulate the amount of floor area allowed in a building based on the area of the development site (for example a floor area ratio of 2 could allow a two-story building that occupies the entire site or a four-story building that occupies half the site). Under incentive zoning, each zone will have a base FAR that can be achieved without providing public benefits and maximum FAR that can be achieved if public benefits are provided. Base FARs were set consistent with the FAR currently allowed on the site. In some zones, the reduced base FAR will be indicated with incentive suffix at the end of zone title which modifies the base FAR. The incentive suffix reduces the base FAR to reflect the fact that property owner would be required to obtain any extra floor allowed by the rezone through providing public benefits. For example, the area zone LR3 is being rezoned to SM/R 55/75 (2.0). The maximum FAR in LR3 is 2.0. The new SM/R 55/75 (2.0) designations indicates that while the zoning is SM/R55/75 any floor area that exceeds an FAR of 2.0 must be obtained by providing public benefits through the incentive zoning program.

Future development using the additional floor area allowed through this rezone would be required to comply with incentive zoning provisions in place at the time of permitting. Under this proposal, the extra floor area allowed through this rezone could only be obtained by providing public benefits through the incentive provisions described in the Seattle Municipal Code Chapter 23.58A. Where the height limit is 85 feet high or less, extra height can be achieved by providing affordable housing. Affordable housing benefits can be achieved by providing affordable on-site, providing affordable housing off-site, or through payment in-lieu. Where the height limit is greater than 85 feet, the public benefits required would be split between affordable housing and open space benefits. For residential developments, 60 percent of the total extra floor area would be achieved by providing affordable housing and the remaining extra floor area would be achieved through provision of public open space. For commercial development, 75 percent of the total extra floor area would be achieved by providing affordable housing and the remaining extra floor area through provision of public open space. Open space benefits can be obtained by providing

public open space on-site meeting specific standards detailed in the Downtown Amenity Standards document.

Under the current zoning proposal, proposed floor area increases are generally small in proportion to existing heights (mostly 65 feet to 85 feet) and base heights are generally sufficient to allow substantial development without using incentive provisions. In addition, market rents for new construction in Southeast Seattle are generally comparable with rent limits (80% of AMI) that apply to any units produced in accordance with incentive zoning requirements for affordable housing. Based on these conditions, it is anticipated that making additional height contingent on provision of affordable housing will not have significant unanticipated economic impacts on development in the area. DPD recommends that all additional floor area capacity under the current rezone proposal be contingent on the provision of affordable housing and open space.

## **VIII. Recommendations**

DPD recommends adoption of the proposed rezones and Land Use Code amendments. This proposal would increase heights around the new light rail station to encourage additional development and support a vibrant, pedestrian-friendly environment. At the same time, it would implement a number of new development standards, such as upper-level setbacks, street-level use requirements, and façade requirements, that in concert with additional people on the street will help further develop this environment into an attractive, well-designed pedestrian-oriented center.

It would also provide special guidance for a 13-acre contiguous block to potentially attract a large company or development that could provide significant employment opportunities for local residents, while implementing additional design standards and incentive zoning provisions that will help ensure that the scale and massing of this development fits within the town center. Overall, this proposal will carry out the goals and policies of the North Rainier Neighborhood Plan and the City's Comprehensive Plan by directing growth to the Mount Baker Town Center in a manner that will foster economic vitality, support transportation investments, and create a vibrant, culturally relevant gathering area, with appropriate transitions to surrounding lower density neighborhoods and encouraging affordable housing.

## **Appendix A: Mount Baker Town Center Urban Design Framework**