

3.3 Aesthetics

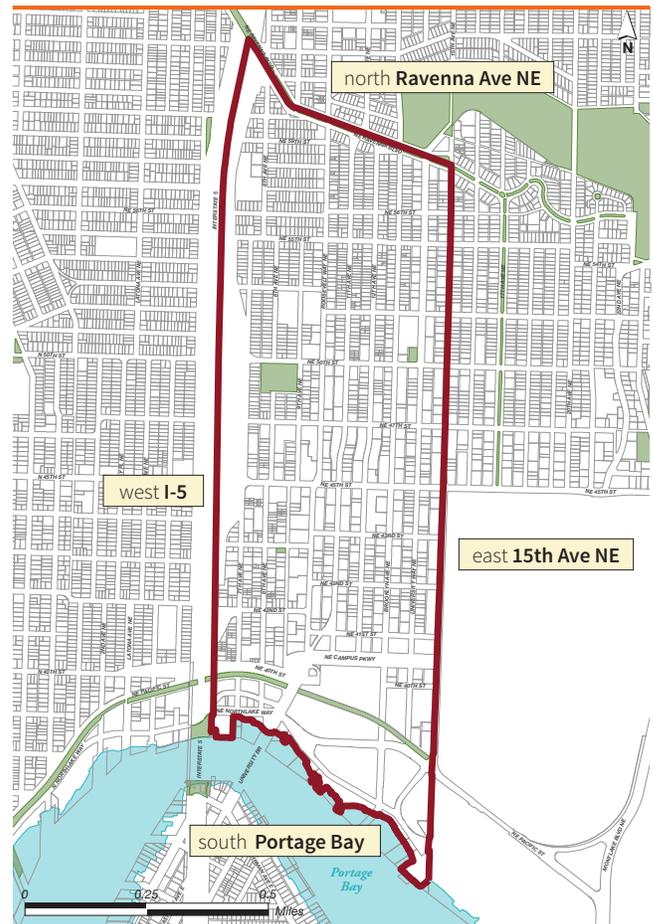
The aesthetics chapter illustrates and describes the physical character of the study area and its immediate surroundings. Three dimensional modeling has been incorporated into the analysis to illustrate potential impacts. Illustrations based on the visual model provide representative views of potential development under No Action (Alternative 3) and two action alternatives that would intensify development around the neighborhood core (Alternatives 1 and 2). All three alternatives would achieve a common planning estimate for growth, described in Chapter 2. The alternatives differ in building form and geographic distribution of growth throughout the study area. Representations for each alternative include selected viewpoints, shadow studies and potential light and glare impacts.

3.3.1 Affected Environment

Area Context

The University District sits north of downtown Seattle and Capitol Hill, east of the Wallingford Neighborhood, south of the Roosevelt Neighborhood and west of the Laurelhurst Neighborhood. These areas are all urban in character with primarily low-rise and single-family residential and commercial structures. The study area within the University District is bounded by Interstate 5 to the west, Lake Washington Ship Canal and Portage Bay to the south, University of Washington main campus and 15th Avenue NE to the east and southeast, and NE Ravenna Boulevard to the north, as shown in Figure 3.3-1.

Fig. 3.3-1
U District Study Area Boundaries



Source: City of Seattle, 2013

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

Most of the U District study area is designated by the City of Seattle as part of the University Community Urban Center and, as such, is a neighborhood with high potential to accept growth and density. The University Community Urban Center includes two urban villages (University District Northwest and Ravenna) as well as the University of Washington campus. The majority of the U District study area is located in the University District Northwest Urban Village. (See Figure 3.3–2.)

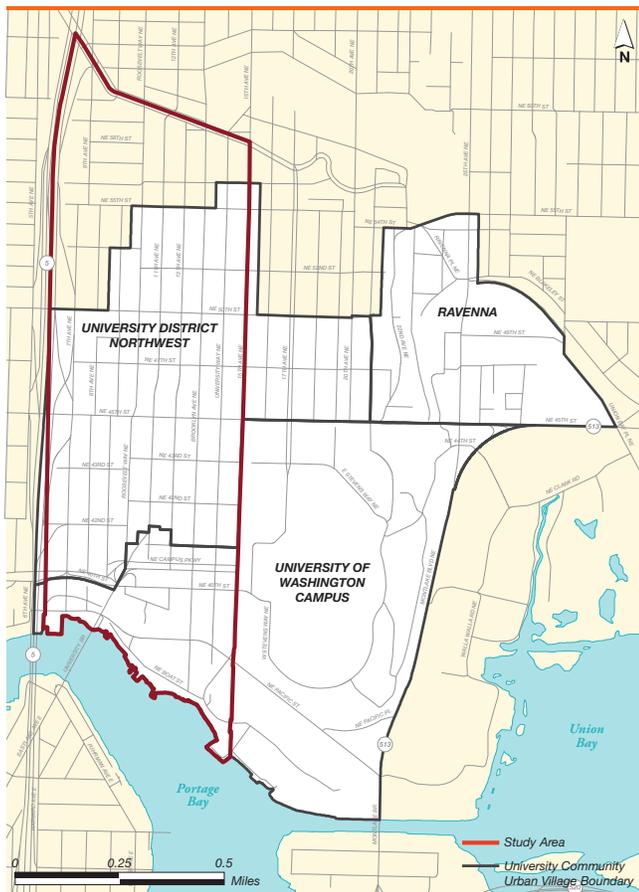
The street network in the University District is generally orthogonal with long, narrow rectangular lots in a north-south orientation. In the north/south direction, most of these blocks range from 400 to 600 feet in length and have no provisions for mid-block pedestrian connections. In the east-west direction, block lengths are about 220 feet. (See Figure 3.3–3.)

NE 45th Street provides access to Interstate-5 (I-5) and is the main east-west connector and gateway to and from the University District. It is characterized by commercial use at the street level. This street carries high traffic volumes and also serves as a transit corridor. Sidewalks are narrow and street trees and landscaping treatment along the sidewalk is not continuous. NE 50th Street is another east-west connector that provides a soft boundary between the commercial core area to the south and the lower intensity commercial and residential area to the north. On the north-south orientation, the Ave (University Way NE), Brooklyn Avenue NE, 15th Avenue NE, Roosevelt Way NE, 11th Avenue NE and 12th Avenue NE serve as thoroughfares. Roosevelt Way NE is a one-way street heading south and 11th Avenue NE is a one-way street heading north.

The study area contains three designated Neighborhood Green Streets:

- ▶ Brooklyn Avenue NE, extending through the study area
- ▶ NE 43rd Street, from I-5 to the west edge of the UW campus
- ▶ NE 42nd Street, from I-5 to the west edge of the UW campus

Fig. 3.3–2 U District Study Area with the University Community Urban Center and Village Designations



3.3.1 Affected Environment

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Neighborhood Green Streets are generally defined as a street right-of-way that, through a variety of design and operational treatments, give priority to pedestrian circulation and open space over other transportation uses.¹

Current bus routes serve University Way NE, Roosevelt Way NE, 15th and 11th Avenue NE traveling north-south and on NE 45th and 50th Streets in the east-west direction. Bike lanes are prevalent throughout the study area with on-street lanes, sharrows, signed bicycle routes and unsigned connectors.

Street rights-of-way with north-south orientations are 60 feet wide with the exceptions of Brooklyn Avenue NE (south of NE 45th Street), which is 70 feet wide, as well as 15th Avenue NE and the Ave (north of NE 50th Street), which are both 80 feet wide. In the east-west direction, NE 45th Street is 70 feet wide. Sidewalks are present and are continuous throughout the study area.

NEIGHBORHOOD CHARACTER

The study area's identity is largely defined by its proximity to the University of Washington and the residents and businesses that are affiliated with this institution. In general, the U District is an eclectic mix of residential and commercial development with building styles that range from late Victorian to early 20th century brick buildings to contemporary structures. Building heights are generally low- to mid-rise, with the notable exceptions of a few high-rise towers. Structures that stand out due to their size or features include: UW Tower, Hotel Deca, University Plaza Condominiums, the new developments in the UW West Campus, the steeples of the Blessed Sacrament Church and The Church of Jesus Christ of Latter-day Saints, and the red brick buildings of the University of Washington.

NE 50th Street provides a soft northern boundary to the core area, with primarily single-family and low-rise multifamily developments extending to the north. Most apartments in this area are used for student housing.

¹ Seattle Rights-of-Way Improvements Manual, Section 6.2 Green Streets, accessed online January 2014.

Basic Green Streets Design Principles

Emphasize pedestrians and open space over other street functions

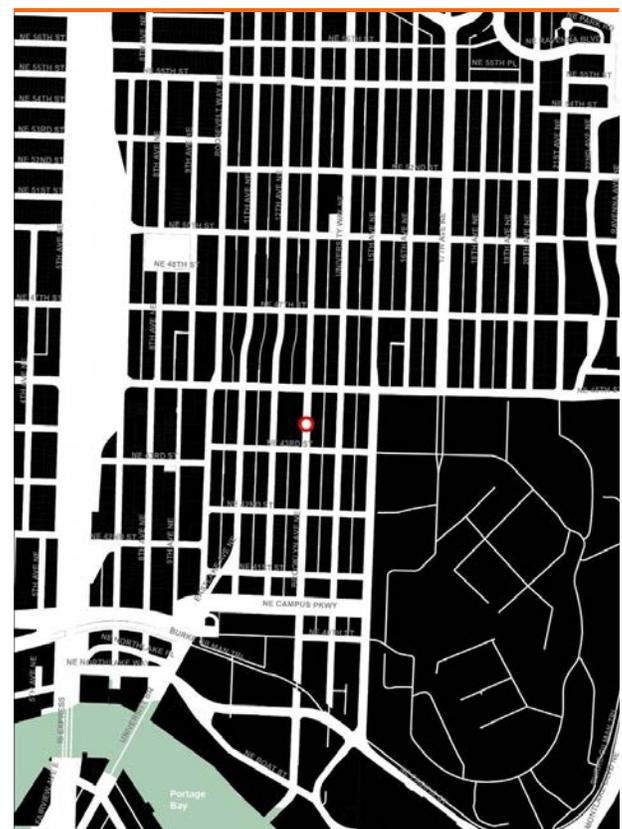
Complement and enhance adjacent land uses

Keep traffic speeds and volumes low

Respond to site specific conditions

Seattle Right-of-Way Improvements Manual, Sec. 6.2.4

Figure 3.3–3: Block pattern



Source: City of Seattle Department of Planning and Development Existing Conditions Report, 2012

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

The exceptions to the residential character are the Roosevelt Way NE and University Way NE commercial corridors.

Roosevelt Way NE is an active southbound thoroughfare with low-rise commercial uses, multi-family housing, single-family housing, and the public library. It runs from the Roosevelt Neighborhood and connects to the north slope of Capitol Hill. In the north study area, both Roosevelt Way NE and University Way NE are characterized by primarily low-rise commercial structures.

At the corner of NE 50th Street and the Ave, a former elementary school now serves as a community center with many service-oriented programs and events. The University Heights Community Center is a Seattle landmark listed on the National Register of Historic Places. The Seattle Parks and Recreation Department is redeveloping the south parking lot into public open space for the neighborhood. The area is accessed from NE 50th and NE 52nd Streets.

In the central core, generally between NE 50th and NE 41st Streets, development consists primarily of mid-rise commercial and multifamily structures. This area also contains the tallest buildings in the study area, including the 24-story University Plaza Condominiums, the 22-story UW Tower and the 16-story Hotel Deca. There are several at-grade surface parking lots in the area bounded by NE 45th and 47th Streets, University Way NE, and Roosevelt Way NE. South of NE 41st Street, the development pattern consists of a dense mix of University buildings, multifamily, commercial and light industrial uses.

The corridors of University Way NE, Brooklyn Avenue NE, Roosevelt Way NE, NE 45th Street, and NE 50th Street are characterized by commercial uses. Auto dealerships are located along Roosevelt Way NE between NE 50th and NE 45th Streets.



Blessed Sacrament Church



Univeristy Heights Community Center

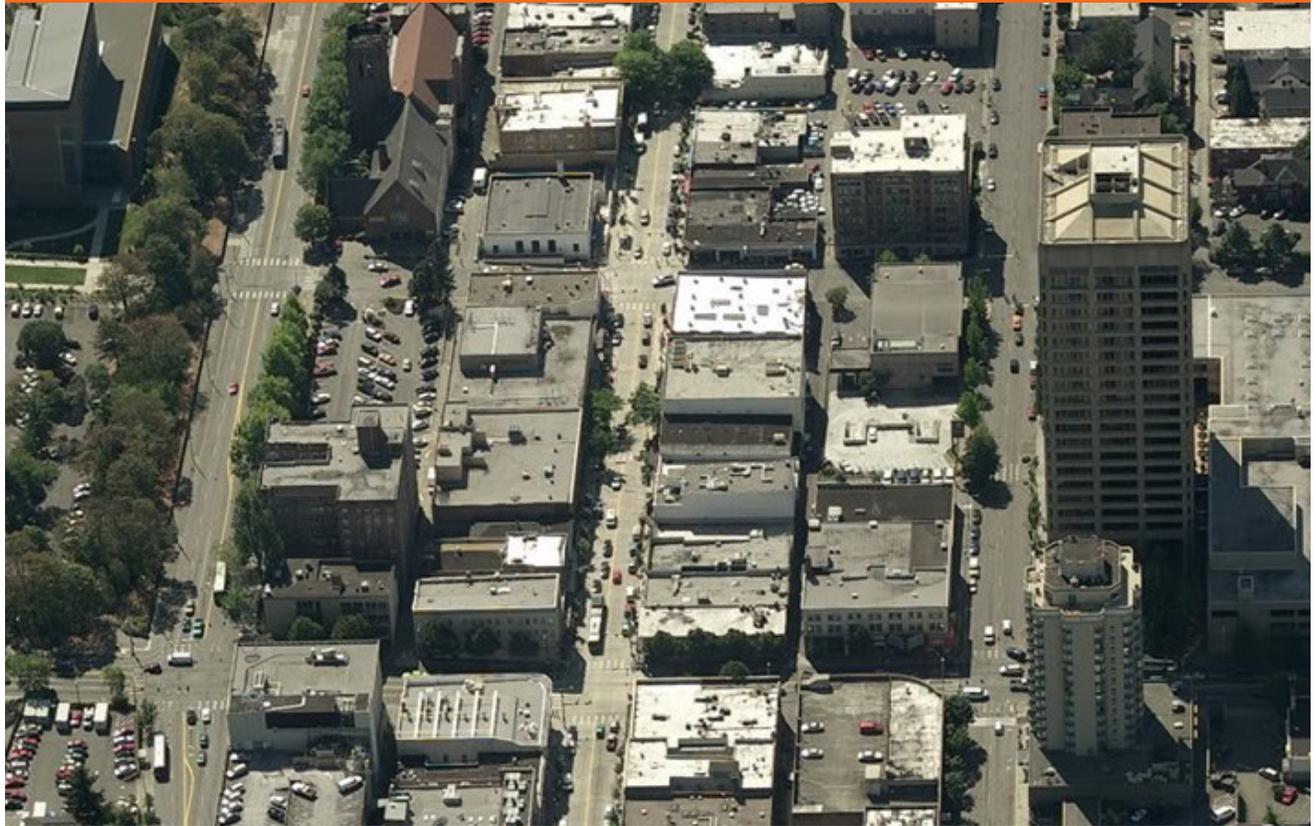


The Ave—University Bookstore

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

Figure 3.3-4: Aerial view of the Ave looking south



As shown in Figure 3.3-3, the study area contains many alleys. For the most part, these alleys are used for overhead utility infrastructure and for service and delivery access to existing buildings.

The Ave (University Way NE) is a lively continuous retail corridor from NE Pacific Street in the south to NE Ravenna Boulevard in the north. Home to a diverse mix of locally owned and independent businesses in low-rise buildings, it has a distinctive character with narrow storefronts that establish a pedestrian retail street. Recent street improvements (from NE Campus Parkway to NE 50th Street) have added such amenities as benches, plantings and additional lighting. North of NE 50th Street, the right-of-way is wider with angled off-street parking.

South of 45th, the topography slopes down toward the Portage Bay such that taller buildings in this area appear less conspicuous.



The Ave looking south from NE 47th St



The Ave looking north from NE 43rd St

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

The new underground light rail station, scheduled to open 2021, will be located at Brooklyn Avenue NE between NE 45th Street and NE 43rd Street.

The half-mile walkshed surrounding the future U District station extends from I-5 on the west to the UW campus on the east and from NE 52nd Street in the north to NE Pacific Street in the south.

To the south of the core area, NE 41st Street is a soft edge with primarily UW affiliated low- and mid-rise housing and low-rise commercial. The study area is bounded on the east and south by the UW campus. This campus area is being redeveloped with streetscape improvements, and new residential and student life facilities that are regulated by the UW Campus Master Plan. Recent improvements with wider entrances at street intersections along 15th Avenue NE help to welcome the community onto campus.

University buildings west of 15th Avenue NE relate to the urban grid and have visual and physical connections to the street network, with entrances and transparent facades along the street. New mid-rise University housing is located along NE Campus Parkway. This housing generates pedestrian traffic north to the future U District Station and the commercial node on the Ave. (See Figure 3.3-6 and Figure 3.3-7.)

HEIGHT, BULK AND SCALE

It is the City’s policy to regulate the height, bulk and scale of development in relation to the neighborhood, surrounding structures and topography to create a reasonable transition between the various zones. *[T]he height, bulk and scale of development projects should be reasonably compatible with*

Figure 3.3-5: **Rendering of U District Station**



Source: Sound Transit, 2013

Figure 3.3-6: **University Parkway Streetscape**



Figure 3.3-7: **UW Poplar Hall**



3.3.1 Affected Environment

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment re-designations set forth in SMC Sections 23.60.060 and 23.60.220, and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

—Seattle Municipal Code (SMC) 25.05.675 G2a

For the most part, development within the study area ranges between low-rise to mid-rise, up to about 85 feet. These structures include single-family, low- and mid-rise residential, low- and mid-rise commercial, mid-rise medical, a fire station and churches. Commercial uses are along the main arterials and residential zones are typically along non-arterial streets. The study area core contains some high-rise buildings (up to about 320 feet) which were developed under prior zonings standards.

North of NE 50th Street, buildings are predominantly single-family with heights under 35 feet. Exceptions to this single-family residential character are found along 15th Avenue NE, the Ave and Roosevelt Way NE. 15th Avenue NE has a mix of single-family and low-rise multifamily structures with heights under 35 feet. Development along the Ave is primarily low-rise commercial with a number of new mixed-use developments under construction in the area south of NE Ravenna Boulevard. Development along Roosevelt Way NE is a mix of low-rise commercial developments, townhomes and low-rise residential.

The core of the study area contains the largest mix of structure heights. There are several high-rise buildings including the UW Tower at 320 feet, University Plaza Condominiums at over 220 feet, Hotel Deca at 170 feet and a number of other buildings that range between 65 and 100 feet. These taller buildings stand out in contrast to the lower rise buildings around them.

South of NE 41st Street development consists primarily of single-family homes, townhomes and four- to six-story mid-rise buildings to the edge of the University of Washington West Campus.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

VIEWSHEDS

The City of Seattle Municipal Code Section 25.05.675 P contains SEPA policies related to public view protection, stating:

(i)t is the City’s policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors...

—SMC 25.05.675 P2a.i.

Designated viewpoints are identified in Attachment 1 to that section of the code. All potential designated viewpoints were assessed from various points within the study area. Due to its location and topography, the study area does not impact views from the viewpoints designated in Attachment 1 to the features identified in SMC 25.05.675, above. Therefore, viewsheds are not further discussed in this EIS.

Seattle’s SEPA regulations do not protect specific views from private property, but they do encourage reducing private view impacts through height, bulk and setback controls in the Land Use Code.

HISTORIC LANDMARKS

It is also the City’s policy

to protect public views of historic landmarks designated by the Landmarks Preservation Board and, which, because of their prominence of location or contrasts of siting, age, or scale are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City.

—SMC 25.05.675 P2b

There are eight designated structures² in the University District that meet one or more of the City’s designation criteria (SMC 25.12.350). Additional information on historic landmarks is provided in Section 3.4 of this EIS.

SCENIC ROUTES

City of Seattle Ordinances #97025 (Scenic Routes identified by the Seattle Engineering Department’s Traffic Division) and #114057 (Scenic Routes

² University District Historic Survey Report, prepared by Caroline Tobin and Sarah Sodt, September 2002

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

identified as protected view rights of way by the Seattle Mayor’s Open Space Policies Recommendation) identify specific scenic routes throughout the City from which view protection is to be encouraged. In the study area, I-5, NE 40th Street from I-5 to 15th Avenue NE and 15th Avenue NE from NE 40th Street to NE 45th Street are designated as scenic routes. (See Figure 3.3–8.)

Interstate-5

Views toward the study area from I-5 at the Universtiy Bridge are primarily of low- and mid-rise development. Existing tall towers, including the UW Tower and University Plaza Condominiums and others, are notable amid the lower buildings. (See Figure 3.3–17.0.) Views from I-5 at NE 45th Street are similar, with a few tall towers standing out from the overall low- to mid-rise development pattern. (See Figure 3.3–16.0.)

NE 40th Street from I-5 to 15th Avenue NE

Traveling east on NE 40th Street from I-5 the views are of trees and shrubs to the north and UW buildings to the south. Continuing to the east, the street runs under Eastlake Avenue NE, and development consists primarily of mid-rise UW facilities. At 15th Avenue NE, the street intersects with the main entrance to the UW Campus. Buildings on this street generally range from 5 to 11 stories, although there are some lower-rise buildings. (See Figure 3.3–9 and Figure 3.3–10.)

Figure 3.3–8: **Scenic Routes in North Seattle**

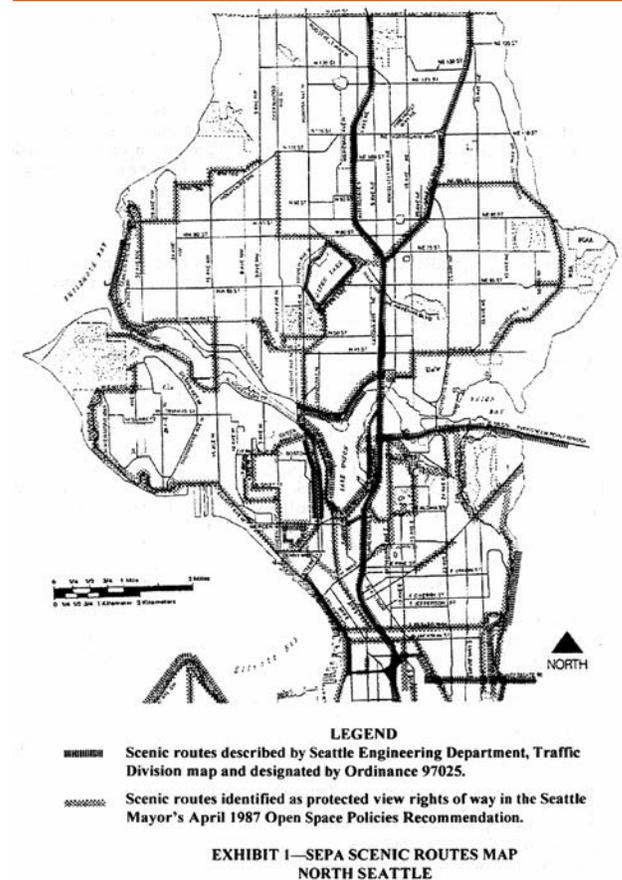


Figure 3.3–9: **NE 40th Street approaching Eastlake Avenue NE**



Figure 3.3–10: **NE 40th Street at 15th Avenue NE**



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

15th Avenue NE from NE 40th Street to NE 45th Street

15th Avenue NE heading north from NE 40th Street is a two-way arterial with bus, car and bicycle traffic. The main UW campus is to the east with University buildings to the west until NE 45th Street and the end of the campus. There is a pedestrian bridge over 15th Avenue NE north of NE Campus parkway that connects the UW campus on either side of 15th Avenue NE. From north of NE 41st Street to NE 45th Street, UW campus buildings east of 15th Avenue NE are recessed into the campus and a short continuous wall defines the edge of the property. (See Figure 3.3–11 and Figure 3.3–12.)

Figure 3.3–11: **Campus Parkway at 15th Avenue NE**



Figure 3.3–12: **15th Avenue NE at NE 42nd Street**



SHADOWS

It is the City of Seattle’s SEPA policy to “minimize or prevent light blockage and the creation of shadows on open spaces most used by the public” (SMC 25.05.675 Q2). The concern is the impact to these public places in terms of topography, the built environment and vegetation.

The study area topography is shaped like an inverted bowl with NE 45th Street at the center. It has a gentle slope to the southwest towards the freeway and a steeper slope that runs north-south. The surrounding neighborhoods (Wallingford, University Park, Laurelhurst, Roosevelt and Portage Bay) are at higher elevations.

In areas of the City outside Downtown, City policy (SMC 25.05.675 Q2a) indicates that the following areas are to be protected:

- ▶ Publicly owned parks;
- ▶ Public schoolyards;
- ▶ Private schools which allow public use of schoolyards during non-school hours; and
- ▶ Publicly owned street-ends in shoreline areas.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

Within the study area, the particular areas that could meet the City’s criteria for minimizing or preventing light blockage and the creation of shadows include:

University Heights Open Space—University Way NE and NE 50th Street
 This new open space will be a multi-use community asset for public use. Located in the southeast parking lot of the historic University Heights Elementary School, this site will include seating areas, landscaping and a half-court basketball court.

Christie Park—corner of 9th Avenue NE and NE 43rd Street
 This small neighborhood pocket park features small grassy nooks and a half-court basketball area surrounded by three to four story buildings to the west, north and east and single-family development to the south.

University Playground—corner of 9th Avenue NE and NE 50th Street
 This 2.7-acre active park features tennis courts, a baseball diamond, playground, exercise equipment and bathroom facilities. Residential development, consisting primarily of single-family structures, surrounds this park.

Peace Park—NE 40th Street and NE Pacific Street
 This green space is bounded by Burke Gilman Trail to the south, 7th Avenue NE to the west, Eastlake Avenue NE to the east and NE 40th Street to the north.

Two additional parks, Northlake Park and North Passage Park, are located along the Portage Bay shoreline at the south boundary of the study area. Because none of the alternatives propose any change in this area, there is no potential for shadow impacts. Therefore, these two parks are not discussed further in the shadow analysis.

As described in the Municipal Code,
(t)he analysis of sunlight blockage and shadow impacts shall include an assessment of the extent of shadows, including times of the year, hours of the day, anticipated seasonal use of open spaces, availability of other open spaces in the area, and the number of people affected.”
 —SMC 25.05.675 Q2c

In areas outside Downtown, if analysis indicates that a proposed project would substantially block sunlight from protected open spaces
at a time when the public most frequently uses that space... (the City) ...may condition or deny the project to mitigate the adverse impacts of sunlight blockage.
 —SMC 25.05.675 Q2d

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.1 Affected Environment

Appendix F contains shadow diagrams depicting probable shading cast by proposed development from each of the alternatives for two days of the year: autumnal equinox (approximately September 21) and winter solstice (approximately December 21), when the sun is at its lowest altitude. The analysis shows shadows cast at three times of day: 9:00 am, noon and 3:00 pm. For this analysis, maximum building height and bulk of surrounding development was modeled in order to identify worst case impacts.

Seattle’s SEPA regulations do not protect private property from specific view impacts, but they do encourage reducing private shadow impacts through height, bulk, and setback controls in the Land Use Code.

LIGHT AND GLARE

The University District has typical urban lighting sources including street lights, building lights, vehicle headlights, signage and security lighting.

There are a number of auto dealerships along Roosevelt Way NE that produce bright artificial lighting. The future U District Station will also have additional illumination that would help identify the station and its entrances. Major arterials are well-lit corridors including NE 45th Street, NE 50th Street, Roosevelt Way NE, University Way NE and 15th Avenue NE. Pedestrian scale light fixtures provide additional lighting on the Ave at the central core. The mixture of commercial and residential uses does not appear to create any significant sensitivity to nighttime light exposure.

3.3.2 Significant Impacts

In this section, the impacts of the three alternatives to the aesthetic character of the U District study area are considered. In order to assess impacts, representative development under each alternative has been identified based on a review of the City’s planning estimates for growth, historic development trends and a recent assessment of market potential based on an analysis prepared by Heartland.³ These assumptions are described in Chapter 2 and include the following:

- ▶ All three alternatives will meet a common planning estimate for growth, described in Chapter 2.

³ U District Urban Design Framework Support Analysis Memo, Heartland, June 2013

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

- ▶ Likely development sites were identified based on the Potential Development Map, U District Urban Design Framework, June 2013.
- ▶ Modeled growth should show the maximum height and FAR allowed under each zoning scenario.
- ▶ All projects will take advantage of the ability to develop ground level retail and ground-related housing without including this area in calculation of the development's FAR.
- ▶ A range of residential, commercial, mid-rise and high-rise development could occur and should be represented.
- ▶ On-site structured parking is assumed to be below grade.
- ▶ New public open space is not shown because of the amount and location of open space is not known and would be speculative.

While these assumptions provide a basis for this analysis, actual development could occur on other properties based on individual development decisions that differ from these assumptions.

For reference, the alternatives are briefly characterized below. For a complete description, please see Chapter 2 of this EIS.

Floor area ratio is the ratio of the total square feet of a building to the total square feet of the property on which it is located.

Alternative 1	High-rise development in the core up to 160 feet. Compared to Alternative 2, buildings are more closely spaced and taller buildings extend further north and south of the core. Building heights of 125 feet to 160 feet would be allowed along University Way NE.
Alternative 2	High-rise development in the core up to 340 feet. Compared to Alternative 1, greater spacing between towers and development would be more focused in the core, with few zoning changes to the north and south. Maximum building heights on University Way NE would be between 65 feet to 85 feet.
Alternative 3	Existing zoning to remain, allowing a continuation of the existing low-rise and mid-rise development pattern. Development would generally be dispersed throughout the study area.

Methodology

It is recognized that the assessment of aesthetic impacts is subjective and can vary between individuals based on perspectives and preferences. In order to provide a common basis for the discussion in this impact section, the analysis assumes Alternative 3 No-Action as the baseline and evaluates impacts in terms of significant impacts to this baseline.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Impacts Common to All Alternatives

All of the alternatives would result in a denser urban environment in the core of the study area and, to varying degrees, surrounding the core. All alternatives would retain the single family residential areas in the north of the study area as well as the existing University of Washington MIO and industrial area in the south of the study area. All three alternatives would continue to allow for mix of residential and commercial uses in the study area.

On the following pages Figures 3.3–14 through 3.3–17 illustrate multiple aerial views of each alternative. The perspectives show views from:

1. Roosevelt Way NE looking south
2. NE 45th Street looking west from 17th Avenue NE
3. NE 45th Street at I-5 looking east
4. Looking northeast from I-5 at the University Bridge

For comparison purposes, the existing development pattern is shown for each view. The alternatives show representative development based on the assumptions described above.

AREA CONTEXT

Alternatives 1 and 2 are similar in that they both propose greater height and density in the core of the study area, generally the area north of the UW campus and south of NE 50th Street. The difference between the two alternatives is largely one of scale. Comparatively, Alternative 2 allows for significantly taller development in a more tightly clustered pattern, while Alternative 1 would result in a development pattern with lower building heights, but more dispersed throughout the neighborhood. Under both scenarios, the core would appear more densely developed, with taller and bulkier buildings, compared to the No Action Alternative. Overall, the development pattern anticipated by either alternative would reinforce the highly urban character of development in the U District study area and is not considered a significant impact.

Alternative 3, No Action, would result in a continuation of existing development patterns.

NEIGHBORHOOD CHARACTER

All alternatives would result in a greater amount of development. Although differing in scale, the character of the study area under either of the action

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

alternatives will be of increased urbanization with a greater density of buildings. Residents and employees of these buildings will create a more urban environment, with related increases in pedestrian and vehicular traffic. This transition would be focused primarily around the core, with Alternative 2 focused the most tightly and Alternative 1 slightly more dispersed.

In general, the character of the Ave would also become more urban, with taller buildings and more intensive development under both action alternatives. However, the alternatives differ in their development character—specific impacts to the Ave are described in the discussion of each alternative, below.

Under Alternatives 1 and 2, along designated Green Streets—Brooklyn Avenue NE, NE 42nd and NE 43rd streets—landscaped setbacks would create linear park-like environments. In addition, widened sidewalks along NE 45th and NE 50th streets would help offset the anticipated tower heights while providing safer pedestrian circulation. (See Figure 3.3–13.)

Overall, the two action alternatives would reinforce the urban character of the core and preserve the existing single-family character at the north end of the study area. Specific differences between the alternatives are described in the discussion of each alternative.

Under Alternative 3, a continuation of existing development trends under existing zoning would also result in a more urban and intensely developed pattern in the study area, but in a more dispersed manner and to a significantly lesser degree than as contemplated under the action alternatives.

Figure 3.3–13: Examples of extra wide sidewalks and landscaping



HEIGHT, BULK AND SCALE

Both action alternatives increase the allowable building height and scale for the neighborhood with more mid-rise buildings and high-rise towers ranging from 125 to 340 feet. Under Alternative 1 and 2, floor plates on towers 160 feet or less would be limited to 24,000 SF above the podium. For taller buildings, bulk would be reduced by limiting floorplate size as height increases; the maximum floor plate would be limited to 24,000 SF above the podium and 11,000 SF above 120 feet.

To the north, both alternatives would retain predominately single-family and low-rise residential except around Roosevelt Way NE and the Ave.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Note: On these and the following six pages, the tan buildings represent potential new development under the various alternatives.

Figure 3.3–14.0: **Roosevelt Way NE looking south—Existing Conditions**



Figure 3.3–14.1: **Roosevelt Way NE looking south—Alternative 1**



3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–14.2: Roosevelt Way NE looking south—Alternative 2



Figure 3.3–14.3: Roosevelt Way NE looking south—Alternative 3



FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	

Figure 3.3–15.0: NE 45th Street looking west from 17th Avenue NE—Existing Conditions



Figure 3.3–15.1: NE 45th Street looking west from 17th Avenue NE—Alternative 1



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Figure 3.3–15.2: NE 45th Street looking west from 17th Avenue NE—Alternative 2



Figure 3.3–15.3: NE 45th Street looking west from 17th Avenue NE—Alternative 3



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.3.2 Significant Impacts
APPENDICES	3.5 Transportation
	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–16.0: NE 45th Street at Interstate-5 looking east—Existing Conditions



Figure 3.3–16.1: NE 45th Street at Interstate-5 looking east—Alternative 1



3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–16.2: NE 45th Street at Interstate-5 looking east—Alternative 2



Figure 3.3–16.3: NE 45th Street at Interstate-5 looking east—Alternative 3



FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	

Figure 3.3–17.0: Looking northeast from Interstate-5 at the University Bridge—Existing Conditions

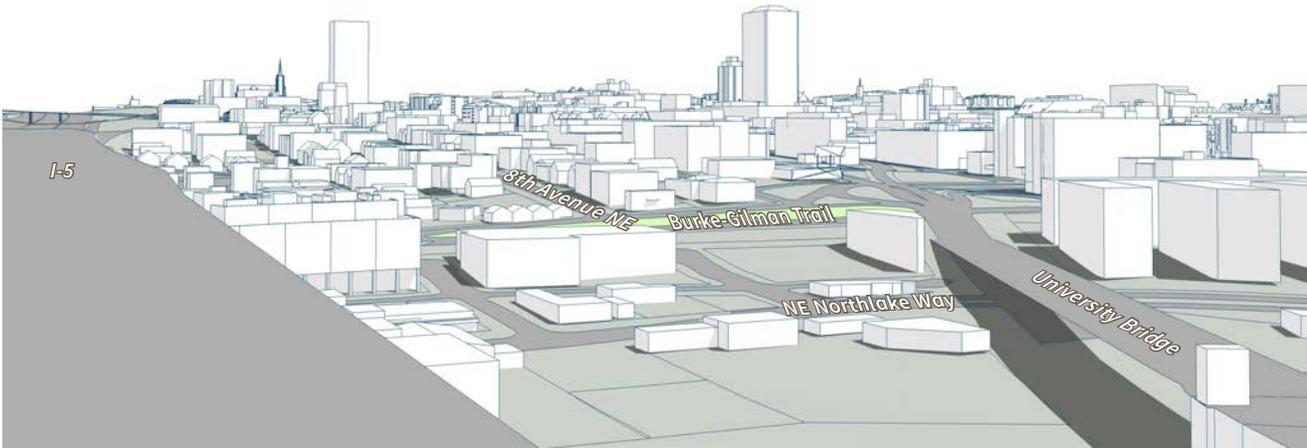


Figure 3.3–17.1: Looking northeast from Interstate-5 at the University Bridge—Alternative 1



3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–17.2: Looking northeast from Interstate-5 at the University Bridge—Alternative 2

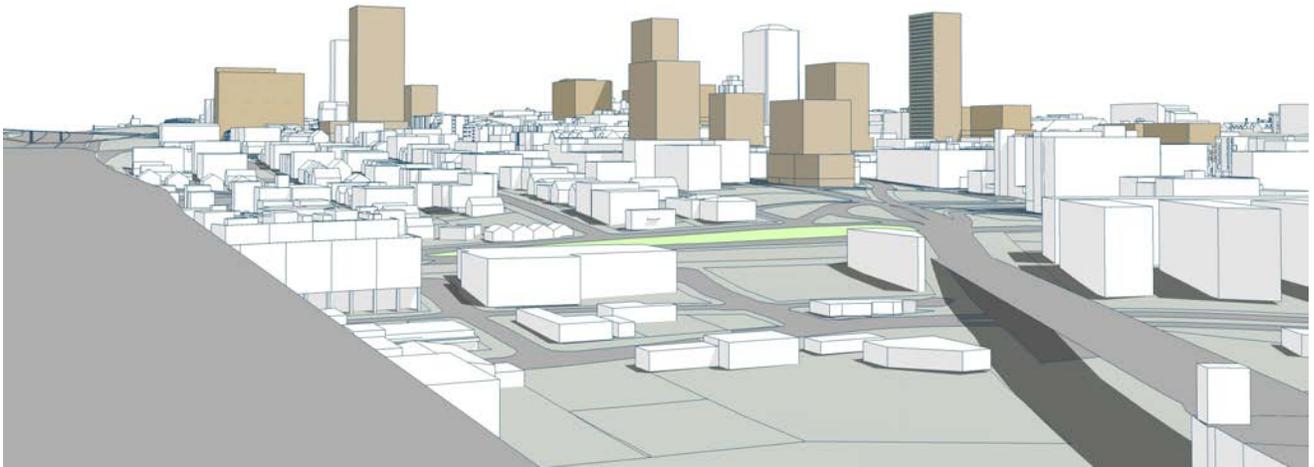


Figure 3.3–17.3: Looking northeast from Interstate-5 at the University Bridge—Alternative 3



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

It should be noted that there are some specific differences between the alternatives in how single family and low-rise zoning in this area is treated; these differences are described in the discussion of each alternative, below. In this area, building heights along Roosevelt Way NE would generally be between 40 and 65 feet and on the Ave a maximum of 65 feet.

Under Alternative 3, a continuation of existing development trends under current zoning would result in new development height, bulk and scale similar to that found today. To the extent that new development maximizes development potential under current zoning, some new development may be slightly larger and/or taller than existing buildings on adjacent parcels.

SCENIC ROUTES

All three alternatives would result in blockage of private views, due to increased development in the study area. Given the variables of where and how development will occur, it is not possible to predict specific impacts. Generally, taller buildings under Alternatives 1 and 2 would create more view blockage for the existing three highrise buildings in the core of the neighborhood. Midrise buildings spread throughout the neighborhood would tend to block views from more existing lowrise and midrise buildings in the neighborhood.

Impacts to the scenic route are evaluated based on changes to the character of development immediately adjacent to the corridor and views to development in the larger area. Please see the discussion under each of the alternatives.

SHADOWS

Increased shade and shadow would result from all three alternatives due to the increased amount of development in the study area. Generally, the infill development on undeveloped or under-developed sites would increase the local shadows on streets and adjacent properties.

Comparison of the alternatives reveals slight differences in the impacts to the noted public parks in the study area. The location and extent of shadows vary and are described in each alternative. Diagrams can be found in Appendix F. For this analysis, maximum building height and bulk of surrounding development was modeled in order to identify worst case impacts.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Overall, impacts are typical of an urbanizing area changing from lower intensity development to that of more intensive development. Generalized impacts to each of the parks in the study area are briefly described below.

University Heights Open Space. Under all alternatives, development to the north, east and west of the University Heights Open Space would result in shadows during some daylight hours.

Christie Park. Under all alternatives, development to the southwest of Christie Park would create shadows on portions of the park.

University Playground. Development surrounding University Playground will increase in all alternatives and result in shade and shadow impacts.

Peace Park. Because development can only occur along Roosevelt Way NE to the east of Peace Park, no increased shade or shadow impacts are expected under any of the alternatives.

All three alternatives would result in increased shading to private property, due to increased development in the study area. Given the variables of where and how development will occur, it is not possible to predict specific impacts. Generally, taller buildings under Alternatives 1 and 2 would create longer shadows in the core of the neighborhood. Development under existing zoning in Alternative 3, spread out across the neighborhood, would typically be larger than the surrounding buildings; this development would tend to cast shadows on immediate neighbors.

LIGHT AND GLARE

More buildings would increase the amount of artificial illumination within the study area and would increase with the density of development. Because the U District study area is already a highly urbanized area with commensurate levels of light, increased lighting under any of the alternatives is not expected to result in significant impacts.

Alternative 1

Alternative 1 would allow an increase in building heights up to 160 feet with development focused around the study area core and U District Station. Compared to Alternative 2, development would be lower in height and more dispersed.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

AREA CONTEXT

Alternatives 1 and 2 would result in increased development intensity and density, but differ in scale and, consequently, impacts to the surrounding context. Compared to Alternative 2, Alternative 1 would result in a built skyline that is lower in height and more spread out into the surrounding neighborhood to the north, east and west. When viewed from I-5, new high-rise and mid-rise development would be a visible change to the skyline, although to a lesser degree than under Alternative 2.

NEIGHBORHOOD CHARACTER

As redevelopment occurs, it is anticipated that under-developed and vacant lots would develop to the zoning permitted under the proposed zoning. Although new development would be focused in the core area, growth would also be distributed to the north and south. The character of the study area would be one of continued urbanization.

North of NE 50th Street, changes to study area character would be limited, but would be greater than under Alternative 2. In general, increased building heights along the commercial corridors of Roosevelt Way NE and University Way NE would allow more intensive development along these corridors, compared to the other alternatives.

In the study area core, increased building heights would result in a more urban high-rise character. However, proposed development heights would remain below the height of existing high-rise towers. UW Tower and University Plaza Condos would continue to be notable and stand out above the surrounding development. (See Figure 3.3-21.1 and Figure 3.3-23.1.)

Along University Way NE, increased building heights up to 160 feet would match development in the core area to the west. To help reduce building bulk, 10 foot setbacks on buildings above 65 feet are proposed. In addition, a minimum of 60 feet would be required between towers.

South of NE 41st Street, mixed-use development with a maximum building height of 125 feet will transition to the UW campus. In this area, UW development of student facilities and housing on NE Campus Parkway contribute to increased activity and vitality in the study area. No changes to existing zoning are proposed in this area.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

HEIGHT, BULK AND SCALE

To the north of the core area, proposed zoning would allow a combination of low- and mid-rise, neighborhood commercial (NC3) along the University Way NE and Roosevelt Way NE corridors. Along these commercial corridors, permitted building heights would range from 40 to 65 feet along NE Ravenna Boulevard to 85 feet south of NE 55th Street on the University Way corridor. Building heights would transition up to 125 feet immediately south of NE 50th Street.

As discussed, the tallest building heights are permitted around the core of the study area and U District Station. Building heights would range from 125 to 160 feet with a more dense configuration of buildings than permitted under Alternative 2.

To the south, building height transitions from 160 feet to 125 feet at NE 42nd Street to NE 41st Street on the east and NE 40th Street on the west adjacent to the UW West Campus edge. At a maximum height of 125 feet, building heights east of Roosevelt Way NE would be similar to the maximum 105-foot building heights in the UW MIO. West of Roosevelt Way NE, building heights would rise above the UW MIO maximum building heights of 45 to 65 feet.

Mid-rise multifamily would be permitted along I-5 in the southwest, with up to a 40 foot increase over the existing permitted building height.

Street-level views shown in Figures 3.3–18 through 3.3–22 illustrate existing and potential development under all three alternatives. In these images, existing buildings are depicted in white and potential development are shown shaded in color.

FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	



Figure 3.3–18.0 **Existing Conditions on the Ave** (University Way NE) looking north from NE 41st Street



Figure 3.3–18.1 **Alternative 1 on the Ave** (University Way NE) looking north from NE 41st Street



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Note: On these and the following eight pages, the colored buildings represent potential new development under the various alternatives.

Figure 3.3–18.2 **Alternative 2 on the Ave** (University Way NE) looking north from NE 41st Street



Figure 3.3–18.3 **Alternative 3 on the Ave** (University Way NE) looking north from NE 41st Street



FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	



Figure 3.3–19.0 **Existing Conditions on the Ave** (University Way NE) looking south from NE 47th Street



Figure 3.3–19.1 **Alternative 1 on the Ave** (University Way NE) looking south from NE 47th Street



3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–19.2 **Alternative 2 on the Ave** (University Way NE)
looking south from NE 47th Street



Figure 3.3–19.3 **Alternative 3 on the Ave** (University Way NE)
looking south from NE 47th Street



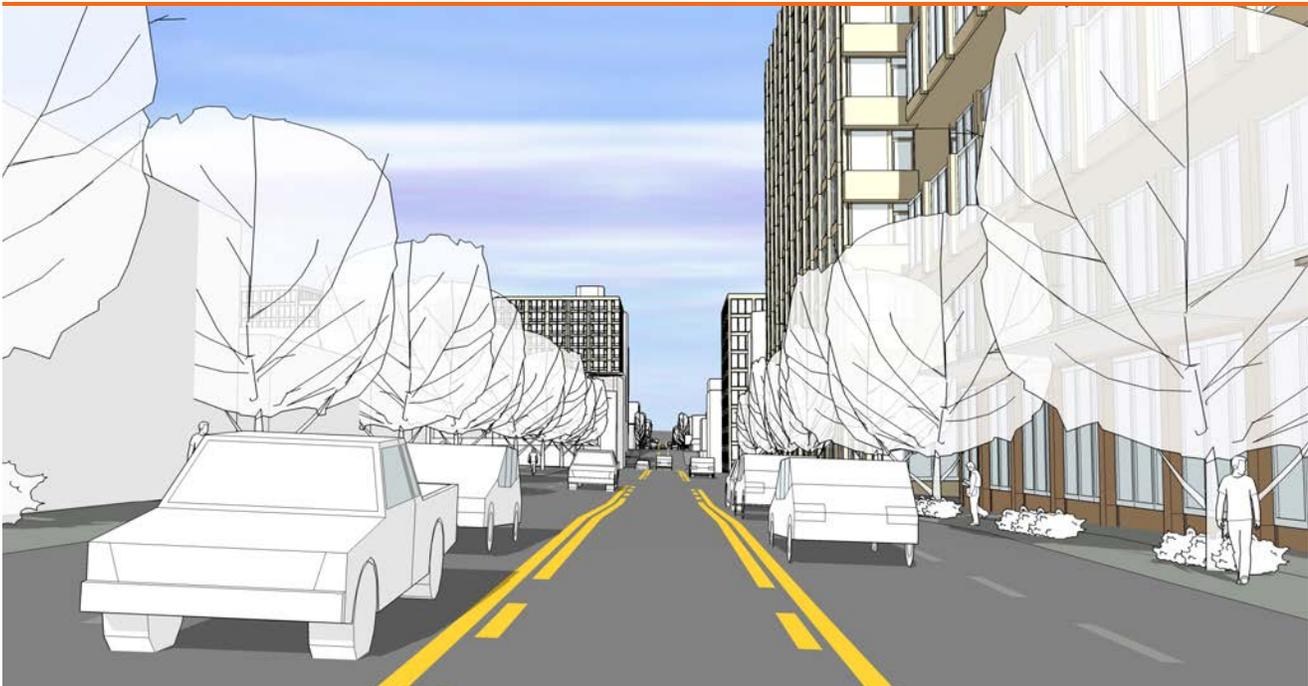
FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	



Figure 3.3–20.0 **Existing Conditions on NE 45th Street**
looking east from 7th Avenue NE



Figure 3.3–20.1 **Alternative 1 on NE 45th Street**
looking east from 7th Avenue NE



FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Figure 3.3–20.2 **Alternative 2 on NE 45th Street**
looking east from 7th Avenue NE

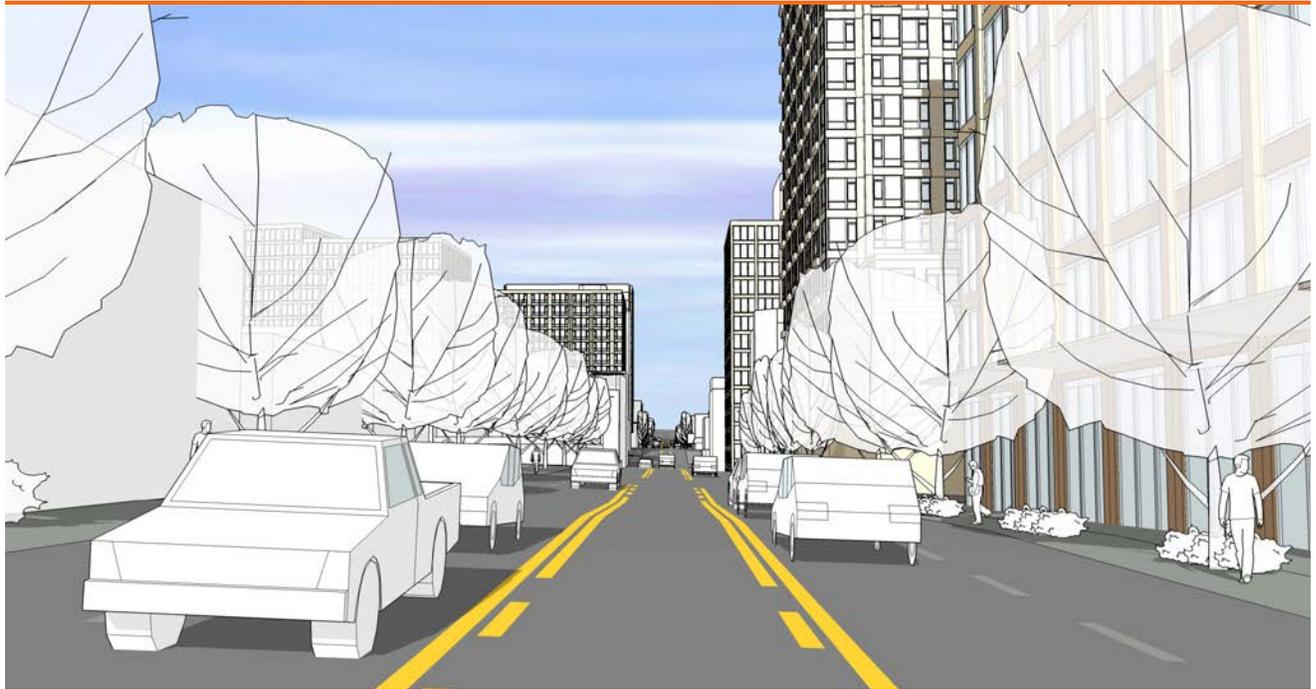


Figure 3.3–20.3 **Alternative 3 on NE 45th Street**
looking east from 7th Avenue NE



FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	



Figure 3.3–21.0 **Existing Conditions on NE 45th Street**
looking west from 15th Avenue NE



Figure 3.3–21.1 **Alternative 1 on NE 45th Street**
looking west from 15th Avenue NE



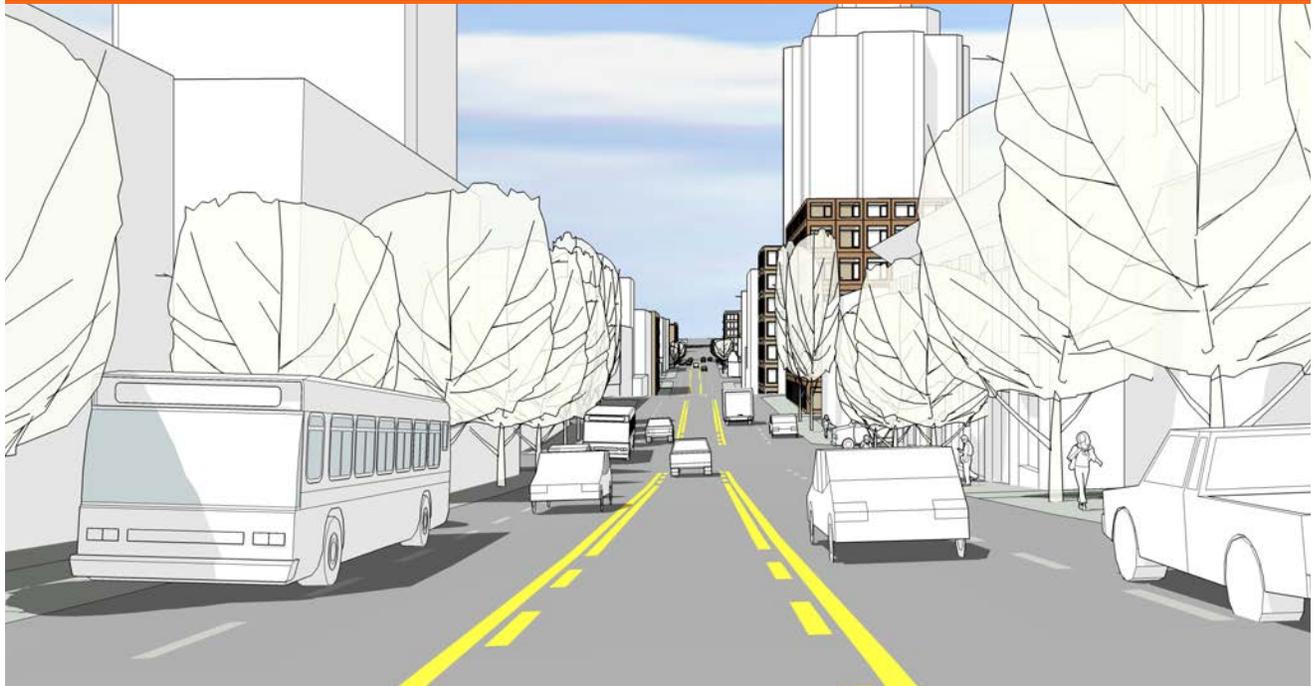
3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–21.2 **Alternative 2 on NE 45th Street**
looking west from 15th Avenue NE



Figure 3.3–21.3 **Alternative 3 on NE 45th Street**
looking west from 15th Avenue NE



FACT SHEET	3.1 Land Use/Plans & Policies	
1. SUMMARY	3.2 Population, Housing, Employment	
2. ALTERNATIVES	3.3 Aesthetics	
3. ANALYSIS	3.4 Historic Resources	3.3.2 Significant Impacts
4. REFERENCES	3.5 Transportation	
APPENDICES	3.6 Greenhouse Gas Emissions	
	3.7 Open Space & Recreation	
	3.8 Public Services	
	3.9 Utilities	



Figure 3.3–22.0 **Existing Conditions on Brooklyn Ave NE**
looking north from NE 40th Street

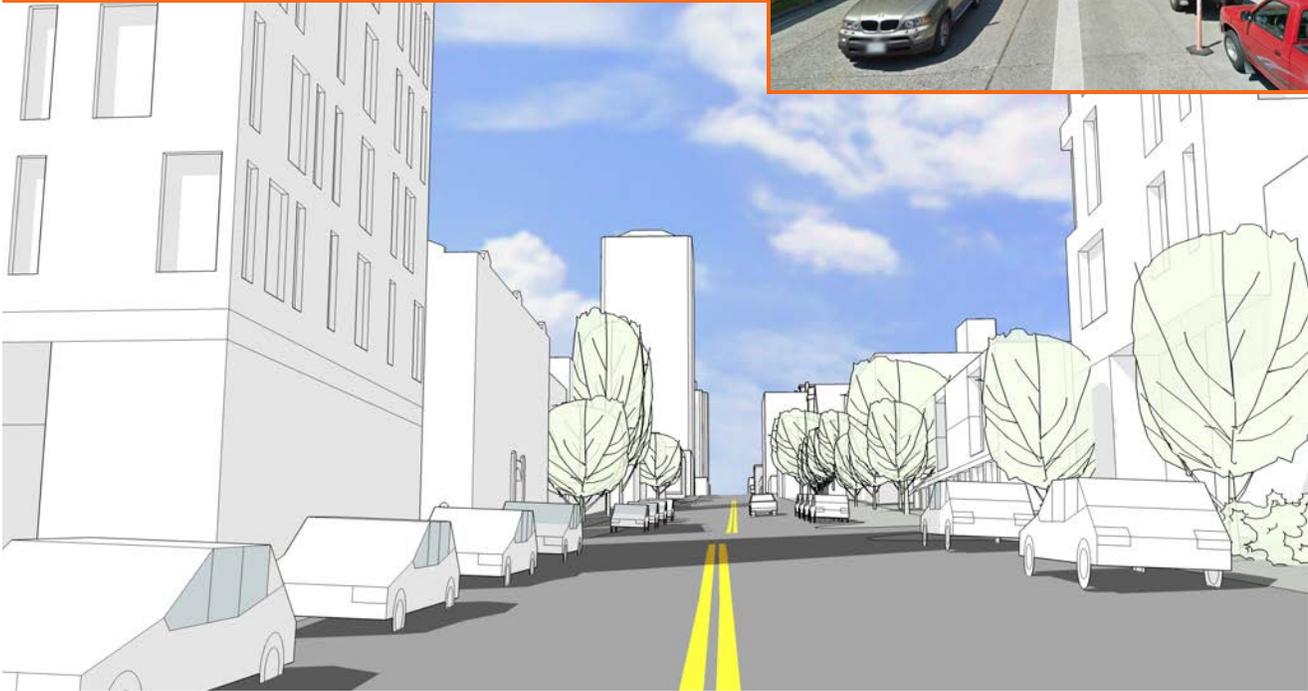


Figure 3.3–22.1 **Alternative 1 on Brooklyn Ave NE**
looking north from NE 40th Street



3.3.2 Significant Impacts

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

Figure 3.3–22.2 **Alternative 2 on Brooklyn Ave NE**
north from NE 40th Street



Figure 3.3–22.3 **Alternative 3 on Brooklyn Ave NE**
north from NE 40th Street



FACT SHEET
1. SUMMARY
2. ALTERNATIVES
3. ANALYSIS
4. REFERENCES
APPENDICES

3.1 Land Use/Plans & Policies
 3.2 Population, Housing, Employment
3.3 Aesthetics
 3.4 Historic Resources
 3.5 Transportation
 3.6 Greenhouse Gas Emissions
 3.7 Open Space & Recreation
 3.8 Public Services
 3.9 Utilities

3.3.2 Significant Impacts

UNIVERSITY WAY NE—LOOKING NORTH FROM NE 41ST STREET

From this perspective, new high-rise development would frame the west side of the street. The proposed development standard of a 10-foot setback above 65 feet is visible and intended to reduce the appearance of scale from the street-level. The upper level setback is intended to mimic the building heights of existing development in the surrounding vicinity. At 65 feet, this setback is taller than existing development across the street, but consistent with the existing NC3P-65 zoning along this corridor.



Ref. Figure 3.3–18.1, p. 28

UNIVERSITY WAY NE—LOOKING SOUTH FROM NE 47TH STREET

From this perspective, new high-rise development would frame both sides of the street. Although building heights in this location could rise to 160 feet, the height of development on the west side of the street is limited by the proposed floor area ratio so that maximum building height is not achieved.



Ref. Figure 3.3–19.1, p. 30

NE 45TH STREET—LOOKING EAST FROM 7TH AVENUE NE

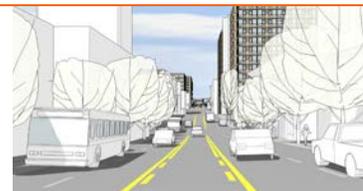
In the foreground, new development would replace an existing parking lot. Overall, new development would frame the NE 45th Street corridor. Compared to Alternative 3, a widened sidewalk would improve the pedestrian environment and street character.



Ref. Figure 3.3–20.1, p. 32

NE 45TH STREET—LOOKING WEST FROM 15TH AVENUE NE

In this view, high-rise towers are visible in the distance. In this area, widened sidewalks are found along new development. However, due to the location of the existing and assumed development pattern, this change is not easily discernible.



Ref. Figure 3.3–21.1, p. 34

BROOKLYN AVENUE NE—LOOKING NORTH FROM NE 40TH STREET

Looking north of NE 40th Street, new development is visible in the distance. In this area, widened sidewalks are found along new development. Similarly, an upper level 10-foot setback above 40 feet is intended to help reduce the apparent scale of new buildings from street-level. However, due to the location of the existing and assumed development pattern, these changes are not easily discernible in this view.



Ref. Figure 3.3–22.1, p. 36

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

As shown in these representative street views, Alternative 1 is unlikely to result in significant incompatibilities in height bulk or scale with adjacent development.

SCENIC ROUTES

Along I-5, views toward the study area would be of continued urbanization at greater intensity and density. Although new development would be taller than currently permitted, the existing towers would remain notable in the skyline. Compared to Alternative 2, development would appear more dispersed, but lower on the skyline.

On the local streets, Alternative 1 would allow development at heights greater than is currently permitted. To the north of NE 40th Street, between I-5 and the University Bridge, heights could range from 85 feet to 125 feet. West of 15th Avenue NE, between NE 42nd Street and NE 45th Street, development of up to 160 feet would be permitted. These changes would result in the potential for increased density and intensity immediately along the scenic route. However, this change would be an incremental intensification of the existing urban character along the scenic route. Existing topography and development do not currently permit views to more distant scenic views. For these reasons, no significant impacts to the scenic route are anticipated.

SHADOWS

Appendix F contains shadow diagrams depicting probable shading cast by proposed development. Impacts specific to each of the noted parks are described below. For this analysis, maximum building height and bulk of surrounding development was modeled in order to identify worst case impacts.

University Heights Open Space. Proposed zoning to the north, east and west would result in the potential for a 20-foot increase in development height. To the south, the proposed zoning would allow a maximum of 125 feet, compared to the existing zoning maximum building height of 65 feet. During the fall months, this open space will experience limited shadows in the northeast corner in the morning hours and to the south half of the park after 3:00 pm. During the winter months, afternoon shadows will cover the entire park.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Christie Park. Around Christie Park, zoning would change from LR3 (with a maximum building height of 40 feet) to a mixed use designation with a maximum building height of 160 feet. At noon in the fall months, the south half of this space will be covered in shadow and will be completely covered by 3:00 pm. In the winter months, the entire park will be in shadow all day.

University Playground. As proposed by Alternative 1, zoning surrounding University Playground will change from LR1 (30 feet) to LR3 (40 feet) for potential development on the north, south and west sides. To the east, zoning changes from NC3 65 to mixed use with a maximum height of 125 feet. During the morning hours throughout the winter, this space will experience additional shadows in the northeast corner of the park.

Peace Park. Under this alternative there will be no change to the zoning to the west, south and east of Peace Park. To the north, proposed zoning would change from LR3 to MR and Mixed Use up to 125 feet. There will be no shadow impacts to this space under Alternative 1.

LIGHT AND GLARE

Taller buildings will have more light exposure and visibility to the surrounding neighborhoods. There will be a proportionate increase in artificial illumination with increased development. These new structures will have building lights, security lighting, signage and parking. This illumination will be visible from I-5 and the UW West Campus.

Since development under this option is more dispersed than Alternative 2, illumination will also be more dispersed. Artificial illumination from the new structures will be visible from the UW West Campus with similar intensity as the other existing structures.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Alternative 2

Development under proposed Alternative 2 creates the tallest potential building heights and density concentrated around U District Station.

AREA CONTEXT

Alternatives 1 and 2 would result in increased development intensity and density, but differ in scale and, consequently, impacts to the area context. Compared to Alternative 1, Alternative 2 would result in a built skyline that is higher and more concentrated around the study area core. When viewed from I-5, new high-rise and mid-rise development would be a visible change to the skyline to the greatest extent of any of the alternatives.

NEIGHBORHOOD CHARACTER

As redevelopment occurs, it is anticipated that under-developed and vacant lots would develop to the height permitted under the proposed zoning. New development would be focused in the core area and the study area character would be one of continued urbanization, particularly in the core.

Alternative 2 proposes fewer changes to zoning in the area north of NE 50th Street, including no changes to the existing single-family zoning. In this area, proposed changes under Alternative 2 are focused on areas along Roosevelt Way NE, University Way NE and an area immediately north of NE 50th Street. Along NE 50th Street, the proposed mixed use zone—with a maximum building height of 240 feet—would adjoin proposed LR, NC and MR zones with maximum building heights of 40 to 85 feet.

In the study area core, proposed maximum development heights, at 340 feet, would meet or exceed the height of the existing high-rise towers. These existing towers would blend into the increased skyline height in the core area. In order to mitigate building bulk and intensity, upper level setbacks and a minimum 100 feet between towers would be required.

Along the Ave, increased building heights up to 85 feet would be lower than building heights in the core and about 20 feet taller than permitted under existing zoning. Compared to Alternative 1, Alternative 2 would retain a building height and scale that is closer to existing conditions. However, it should be noted that development heights immediately west of this corridor could be 155 to 255 feet higher than permitted along the Ave. In addition, in

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

the area between NE 43rd and NE 45th streets, the corridor would be bordered to the east and west by potential development heights that could be 215 to 255 feet higher than the maximum 85-foot height limit along the Ave.

South of NE 41st Street, mixed-use development with a maximum building height of 340 feet will rise above the structures on the UW campus. East of Roosevelt Way NE, maximum building heights would be 235 feet higher than the existing UW MIO maximum height of 105 feet. West of Roosevelt Way NE, this difference is greater, with the 340 height limit adjoining a maximum building height of 45 feet to 65 feet in the UW MIO.

HEIGHT, BULK AND SCALE

North of NE 50th Street, permitted development height and bulk would remain largely unchanged, except in specific small areas. No significant impacts to height bulk or scale are anticipated in this area.

Alternative 2 proposes the tallest towers at the core, rising up to 340 feet in the central core, with a minimum 100 feet separation between towers. In addition a small area of mixed use zoning with a maximum building height of 300 feet is located on the west side of 15th Avenue NE between NE 45th Street and NE 42nd Street. To provide a transition to the lower scale development north of NE 50th Street, zoning in the area between NE 47th and NE 50th Streets ranges from the existing low-rise zoning east of Roosevelt Way NE, to a maximum height of 240 feet west of Roosevelt Way NE to Brooklyn Avenue NE, to a maximum height 85 feet east of Brooklyn Avenue, including the Ave.

UNIVERSITY WAY NE—LOOKING NORTH FROM NE 41ST STREET

The view from this perspective is very similar to Alternative 1. The primary difference is that the upper-level setback is lower, at a height of 45 feet, compared to 65 feet under Alternative 1. As with Alternative 1, the upper level setback is intended to mimic the building heights of existing development in the surrounding vicinity. At 45 feet, this setback is more similar than Alternative 1 to the existing development across the street. However, it is lower than the building heights permitted by the existing NC3P-65 zoning along this corridor. Because Alternative 2 focuses more growth in the core, it does not show distant new development on the east side of University Way NE that is visible under Alternative 1.



Ref. Figure 3.3-18.1, p. 29

3.3.2 Significant Impacts

UNIVERSITY WAY NE—LOOKING SOUTH FROM NE 47TH STREET

The view from this perspective is very similar to Alternative 1. However, development in Alternative 2 is built to the full permitted height of 85 feet, so rises higher than comparable development in Alternative 1. In both cases, development would frame both sides of the street.



Ref. Figure 3.3–19.1, p. 31

NE 45TH STREET—LOOKING EAST FROM 7TH AVENUE NE

The view from this perspective is very similar to Alternative 1. New development would replace an existing parking lot and frame the 45th Street corridor. Compared to Alternative 3, a widened sidewalk would improve the pedestrian environment and street character.



Ref. Figure 3.3–20.1, p. 33

NE 45TH STREET—LOOKING WEST FROM 15TH AVENUE NE

Similar to Alternative 1, new development is visible in the distance. In this area, widened sidewalks are required in front of new development. However, due to the location of the existing and assumed development pattern, from to this view the change is not easily discernible.



Ref. Figure 3.3–21.1, p. 35

BROOKLYN AVENUE NE— LOOKING NORTH FROM NE 40TH STREET

Looking north of NE 40th Street, a new tower is visible in the distance. Because new development is more distant, finer-grain changes, such as widened sidewalks and upper-level setbacks are not easily perceived.



Ref. Figure 3.3–22.1, p. 37

As shown in these representative street views, the increased building heights anticipated under Alternative 2 are unlikely to result in significant incompatibilities in height bulk or scale with adjacent development.

SCENIC ROUTES

Along I-5, views toward the study area would be of increased urbanization, with taller buildings and greater intensity and density of development. New development would be similar in height to the existing towers, which would blend into the new skyline. Compared to Alternative 1, development would be taller, but more focused around the core of the study area.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

On the local streets, development potential along a portion of the designated scenic route along NE 40th Street would remain unchanged. However, on the north side of NE 40th Street, between 8th Avenue NE and University Bridge, maximum building heights of 340 feet would be permitted. Compared to the other alternatives, this is the largest change in building heights along the corridor. However, because this development potential is limited to a relatively small area and does not result in impacts to distant scenic views, no significant impacts to this portion of the scenic route are anticipated.

Along 15th Avenue NE, proposed zoning under Alternative 2 would increase maximum building heights from 65 feet to 300 feet. However, because this development potential is limited to a relatively small area and does not result in impacts to distant scenic views, no significant impacts to this portion of the scenic route are anticipated.

SHADOWS

Appendix F contains shadow diagrams depicting probable shading cast by proposed development. Potential shade impacts under Alternative 2 are similar to those for Alternative 1. They are specifically described below.

University Heights Open Space. To the west, proposed zoning changes from LR3 (40 feet) to MR (85 feet), while to the east LR3 (40 feet) changes to NC3P 85 feet. Area to the north of this open space will remain LR2 (up to 40 feet). During the fall months, this space will experience shadows to the northeast and southeast corners during the morning hours, the south end of the space will be shaded by noon and all but the northwest tip will be covered by 3:00 pm. During the winter months, this space will be entirely covered in shadow.

Christie Park. Around Christie Park, the proposed zoning would allow a significant increase in building height, from LR3 (40 feet) to a maximum of 340 feet. In the morning hours, this park will be covered in shadow in the fall months and in the afternoon in the winter months.

University Playground. Zoning at the immediate surroundings of University Playground will remain unchanged under this alternative. However, development of towers to 240 feet in height to the east would cast shadows in the morning hours during the fall and winter months.

Peace Park. There will be no change to the zoning west, south and east of Peace Park. However, to the north, the zoning will change from LR3 to Mixed

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Use up to 340 feet. Since most of the proposed development occurs on the north side of the park, no shadow impact is anticipated.

LIGHT AND GLARE

This alternative would permit the tallest buildings, therefore the most light exposure and visibility to the surrounding neighborhoods and I-5. As with Alternative 1, there will be a proportionate increase in artificial illumination with increased development. These new structures will have building lights, security lighting, signage and parking.

As in Alternative 1, artificial illumination will be visible from the UW west campus with similar intensity as the other existing structures.

Alternative 3 (No Action)

Alternative 3 would retain the existing zoning for the entire University District neighborhood.

AREA CONTEXT

Development is dispersed throughout the study area with no concentration of density. No significant change to the area context is anticipated with regard to future development of the neighborhood under current zoning.

NEIGHBORHOOD CHARACTER

No significant change to neighborhood character is anticipated with future development under current zoning. Over time, the neighborhood would become more urban, but retain its current low- and mid-rise character. Development will be dispersed throughout the study area and density will not be increased at the core and the transit center area.

HEIGHT, BULK AND SCALE

Because the entire neighborhood would retain current zoning, Alternative 3 would not have an impact on height bulk and scale. Because many of the existing buildings are not developed to maximum building height under current zoning, some increase in heights is likely with new development. However, heights of new buildings would be roughly equivalent to those in the existing development and would remain lower than those in Alternative 1 and 2.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

UNIVERSITY WAY NE—LOOKING NORTH FROM NE 41ST STREET

Compared to the action alternatives, growth would not be concentrated in the core area. Consequently, more development may occur in other areas, such as University Way NE. In this view, new development would frame both sides of the street with maximum building heights of 65 feet. This would more clearly define the corridor with a reduced view of the sky compared to Alternatives 1 and 2.



Ref. Figure 3.3–18.3, p. 29

UNIVERSITY WAY NE—LOOKING SOUTH FROM NE 47TH STREET

This view would be very similar to the action alternatives. The primary difference is that development on west side of the street is noticeably lower in height and scale than shown under the action alternatives. New development, however, would rise higher than the adjoining existing development to the north.



Ref. Figure 3.3–19.3, p. 31

NE 45TH STREET—LOOKING EAST FROM 7TH AVENUE NE

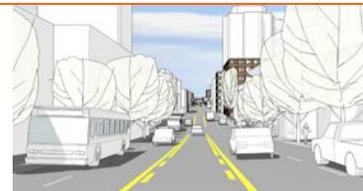
The view from this perspective would be very similar to the action alternatives. The primary differences are lower development heights on the north side of the street than either action alternative and sidewalk widths adjacent to new development would not benefit from the widening shown in the action alternatives.



Ref. Figure 3.3–20.3, p. 33

NE 45TH STREET—LOOKING WEST FROM 15TH AVENUE NE

The Hotel Deca would rise above adjoining new mid-rise development. Compared to the action alternatives, relatively little change is visible from this perspective.



Ref. Figure 3.3–21.3, p. 35

BROOKLYN AVENUE NE—LOOKING NORTH FROM NE 40TH STREET

Compared to the action alternatives, new building heights are lower and relatively little change is visible from this perspective. Under Alternative 3, existing zoning and setbacks, street level character and pedestrian experience are maintained.



Ref. Figure 3.3–22.3, p. 37

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.2 Significant Impacts

Under Alternative 3, existing zoning and setbacks, street level character and pedestrian experience are maintained.

SCENIC ROUTES

Along I-5, views toward the study area would be of continued low- and mid-rise development, similar to what is currently occurring in the study area.

Along local streets, very little new development is anticipated along this corridor and views along the scenic route should not be affected.

SHADOWS

Development under Alternative 3 would result in some increased shade and shadow as described below.

University Heights Open Space. As with Alternatives 1 and 2, this space will experience shadows to the northeast and southeast corners during the morning hours in the fall months. The extreme south end of the space will be shaded by noon in the fall months. During the winter months, this space will be entirely covered in shadow except for the morning hours in the north third of the park.

Christie Park. This park will experience limited increases in shading except for the winter months in the afternoon when the space will be entirely in shadow.

University Playground. Zoning at the immediate surroundings of University Playground will remain unchanged under this alternative. Potential development to the east side would cast shadows in the morning and late afternoon hours during the winter months.

Peace Park. Zoning of the area surrounding the of Peace Park will remain unchanged under this alternative. No shadow impacts are anticipated to affect the site.

LIGHT AND GLARE

Alternative 3 has the most dispersed development pattern and less height, compared to the action alternatives. Illumination will increase proportionate to development and be dispersed throughout the study area.

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.3 Mitigating Measures

Height, Bulk and Scale

Potential approaches for mitigation of height bulk and scale are outlined below including recommendations contained within SMC 25.05.665:

- ▶ Limiting the height of the development
- ▶ Modifying the bulk of the development
- ▶ Modifying the development's facade including but not limited to color and finish material
- ▶ Reducing the number or size of accessory structures or relocating accessory structures including but not limited to towers, railings, and antennae
- ▶ Repositioning the development on the site
- ▶ Modifying or requiring setbacks, screening, landscaping or other techniques to offset the appearance of incompatible height, bulk and scale

In addition to the above, the U-District Urban Design Framework includes recommendations to ease height, bulk and scale impacts to the neighborhood. Recommendations include:

- ▶ Careful consideration when transitioning from high density at the core to low density areas at the north
- ▶ High-rise separation to reduce the appearance of bulk
- ▶ Mid-block pedestrian access to improve east/west connection through long blocks
- ▶ Upper level setbacks to open up views
- ▶ Development standards to encourage modulations to break up large facades
- ▶ Control the height of the lower portion of high-rise to maintain a lower-scale street edge in key locations
- ▶ Establish standards for building width to avoid monotony along a block face
- ▶ Limit the footprint of the tallest buildings for slimmer building form
- ▶ To enhance pedestrian environment, all buildings, including high-rise structures should focus design details on high quality materials in the first 30 feet above grade

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.3 Mitigating Measures

- ▶ Street level setbacks for wider sidewalks
- ▶ Widening sidewalks at intersections to increase pedestrian visibility to drivers
- ▶ Landscaping and street trees
- ▶ Creation of open spaces as development incentives

Views from Scenic Routes

Impacts to private views could be reduced through height, bulk, and setback controls as part of any future zoning.

No mitigation is required or proposed to address impacts to the designated scenic route.

Shadows

Seattle's SEPA policies outline shadow possible mitigation strategies including:

- ▶ Limiting the height of development
- ▶ Limiting the bulk of the development
- ▶ Redesigning the profile of the development
- ▶ Limiting or rearranging walls, fences or plant material
- ▶ Limiting or rearranging accessory structures, i.e., towers, railings, antennae
- ▶ Relocating the project on the site

In addition to the above, the following are recommended to alleviate the impacts from shadows:

- ▶ High-rise separation to reduce shadow
- ▶ Rearranging tower orientation
- ▶ Upper level setbacks in certain locations

FACT SHEET	3.1 Land Use/Plans & Policies
1. SUMMARY	3.2 Population, Housing, Employment
2. ALTERNATIVES	3.3 Aesthetics
3. ANALYSIS	3.4 Historic Resources
4. REFERENCES	3.5 Transportation
APPENDICES	3.6 Greenhouse Gas Emissions
	3.7 Open Space & Recreation
	3.8 Public Services
	3.9 Utilities

3.3.3 Mitigating Measures

Light and Glare

SMC 25.05.675 K2d authorizes the City to employ measures to mitigate adverse light and glare impacts, including the following:

- ▶ Limiting the reflective qualities of surface materials that can be used in the development
- ▶ Alternative building material and lighting techniques
- ▶ Limiting the area and intensity of illumination
- ▶ Limiting the location or angle of illumination
- ▶ Limiting the hours of illumination
- ▶ Providing landscaping

In addition to the above, additional measures that can be employed include:

- ▶ Install screening, overhangs, or shielding to minimize spillover lighting impacts, particularly near residential areas
- ▶ Shield exterior lighting fixtures away from nearby residential uses
- ▶ Include pedestrian-scaled and pedestrian-oriented lighting for safety along sidewalks, parking areas, street crossings and building access points

3.3.4 Significant Unavoidable Adverse Impacts

With the proposed mitigation, no significant unavoidable adverse impacts to aesthetics, scenic routes or light and glare are anticipated. Under all scenarios, the University Playground, Christie Park and the University Heights Open Space will experience increased shade and shadow from surrounding development. Among the alternatives, these impacts will be greater under Alternatives 1 and 2.