

Crown Hill Urban Village Zoning Comparison

<i>UV Feature</i>	<i>BEFORE Boundary Expansion and Upzoning</i>	<i>AFTER Boundary Expansion and Upzoning</i>	<i>Comments</i>
Size	123 acres (excluding rights-of-way)	277 acres (excluding rights-of-way)	Boundary expansion will increase the size of Crown Hill Urban Village by 125%.
Zoning Types & Relative Sizes	64% Single Family (SF) 21% Commercial (C) & Neighborhood Commercial (NC) 13% Lowrise Multi-family (LR) 2% city-owned	53% Residential Small Lot (RSL) 23% Neighborhood Commercial (NC) 23% Lowrise Multi-family (LR) 1% city-owned	Single Family Zoning will be eliminated and replaced largely with Residential Small Lot (RSL) zoning. Commercial zoning will be eliminated and replaced with Neighborhood Commercial.
Building Types	Commercial zones: auto-oriented commercial Neighborhood Commercial zones: commercial, residential or mixed use Lowrise zones: apartments, cottage housing, rowhouses, townhouses Single Family zones: single family house with or without ADU or DADU, duplex, triplex	Neighborhood Commercial zones: mixed use: commercial/residential Lowrise zones: apartments, rowhouses, townhouses, condominiums Residential Small Lots (RSL): cottages, attached townhouses, stacked housing	See examples provided by Seattle’s Office of Planning and Community Development at www.crownhillurbanvillage.org
Building Height Limits	Commercial zones: 40’ Neighborhood Commercial: 40’ Lowrise 3 zones: 40’ Lowrise 1 & 2 zones: 30’ Single Family zones: 30’	Neighborhood Commercial zones: 75’ (~7 story) for NC-75 55’ (~5 story) for NC-55 Lowrise 3 zones: 50’ (~5 story) Lowrise 2 zones: 40’ (~4 story) Lowrise 1 zones: 30’ (~ 3 story) Residential Small Lots (RSL): 30’	Height limits for buildings surrounding 15 th north of 83 rd and surrounding Holman will increase to 75 feet, or approximately the height of a 7 story building. Buildings in Residential Small Lot zones will maintain the same height limits as are currently in place in Single Family zones. Possible departures approved during design review could allow some buildings to be taller than their category (NC-55, NC-75, ...) implies. (Same as now.)

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Single Family Zoning	78 acres	194 acres of currently SF-zoned land in the expanded UV <ul style="list-style-type: none"> • 77% (149 acres) will be upzoned to RSL • 23% (45 acres) will be upzoned to LR or NC 	Numbers of Single Family households in the expanded urban village affected by upzoning: <ul style="list-style-type: none"> • 284 households for SF to LR, NC • ~950 households for SF to RSL
Pedestrian Friendliness	<p>Pedestrian zone exists only along 15th between 83rd and 87th with another tiny zone at 80th.</p> <p>No pedestrian zone along Holman.</p>	Continuous pedestrian zone along 15 th /Holman will extend throughout the UV except for a partial block at the UV's southern tip.	<p>Pedestrian zones encourage a safer pedestrian-oriented, retail shopping district:</p> <ul style="list-style-type: none"> • <u>Street-level uses</u> are limited to pedestrian-oriented nonresidential uses that have the potential to animate the sidewalk environment, such as retail, entertainment, restaurants, and personal services. Drive-in or drive-thru businesses are prohibited. • <u>Surface parking</u> is prohibited adjacent to principal pedestrian streets. • <u>Parking access</u> must be from an alley or side-street if feasible, otherwise a two-way curb cut on the principal pedestrian street is allowed
Commercial Zoning along 15 th and Holman	<ul style="list-style-type: none"> • North of 87th: Zoning is C1, automobile-oriented commercial • Between 87th & 83rd: Zoning is NC3 • South of 83rd: Zoning is NC2 	<ul style="list-style-type: none"> • North of 87th: All auto-oriented commercial (C1) zoning will be eliminated and replaced Neighborhood Commercial NC2 zoning. • Between 87th & 83rd: Zoning remains NC3 • South of 83rd: Zoning remains NC2 	The busy area north of 87 th on Holman is currently zoned for <i>auto-friendly</i> business: single-story big box stores with large parking lots, drive-thrus, etc. This will change to Neighborhood Commercial Pedestrian zoning, which is typically limited to <i>pedestrian-oriented retail</i> on the ground floor, with residential units above.

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Commercial Zoning along 16th	<p>There is only a tiny amount of commercial zoning on the East side of 16th, which is predominantly SF-zoned, with some LR at 85th and C1 at 87th.</p> <p>Abutting the East side of 16th, the NC zone West of 15th is currently 85' deep and includes only the lots facing 15th, which restricts building size.</p>	<p>The East side of 16th between 80th and 89th will be NC-zoned.</p> <p>This widens the NC zone West of 15th to include all lots between 15th and 16th, making the zone 197' deep.</p>	<p>Increasing the NC zoning depth to a full block accommodates larger buildings, increasing the viability of development and providing space for more potential uses.</p> <p><u>Potential Impacts:</u></p> <ul style="list-style-type: none"> Increasing to full block zoning is attractive to developers, and may encourage faster redevelopment in the blocks between 15th and 16th north of 80th. Street level spaces must be designed to be feasible for small businesses.
Commercial Zoning on Mary	Commercial zoning on the West side of Mary is located north of 85 th plus a half block south of 85 th .	Continuous NC zoning on the West side of Mary will extend south to 80 th .	The additional NC area widens the NC zone East of 15 th to the full block between 15 th and Mary.
Height Transitions	The current building height limit in commercial (C and NC) zones is 40'. In most areas, SF zoning (with a 30' limit) directly abuts these commercial zones.	Height limits in NC zones will be 55' and 75', creating the need for transitional lowrise (LR) zones in between NC and RSL, where the limit is 30'.	The addition of transitional Lowrise zoning will affect many current SF properties along 16 th and on Mary. Near 85 th , it will also affect many SF properties on 14 th , 13 th , and 12 th .
Business District	Business district is currently an eclectic mix of big box stores, auto friendly drive thru businesses and single story retail.	Larger UV population will potentially support a greater number and variety of local businesses, producing a more robust and vibrant business district that brings in more pedestrian friendly business.	<p>A vibrant business center is dependent on increased walkability and transit access since parking is likely to become scarcer.</p> <p><u>Potential Impact:</u> Existing small, local businesses may be displaced in redevelopment.</p>

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Parking	No parking is currently required for any development inside an urban village.	In LR and NC zones inside an urban village: <ul style="list-style-type: none"> • No parking is required for <i>residential</i> uses where frequent transit service is within ¼ mile. • Minimum parking requirements for <i>all</i> uses is reduced by 50% where frequent transit service is within ¼ mile. • Bus stops for the RapidRide D Line qualify as having frequent transit service. 	One quarter mile from a D Line bus stop (where no/reduced parking applies after rezoning) extends as far east as 12 th and as far west as 20 th . With increased density from upzoning, parking will become scarcer and improved transit will be essential to basic mobility.
Infrastructure and Transit	<ul style="list-style-type: none"> • The UV floods and lacks sidewalks north of 85th. • Buses are slow and overcrowded. • Police response is the slowest in the city. • Schools are overcrowded. 	Infrastructure and transit improvements are currently not tied to growth and density for rezoned communities, though the Seattle Comprehensive plan does emphasize areas of rapid growth as “priority areas” for infrastructure consideration.	No currently planned upgrades of Infrastructure and transit to meet the current demands No definitive plan to meet those needs in the future.
Community Planning	<p>CHUV has not had a neighborhood plan since 1998, when it was part of Ballard.</p> <p>There are no current building design guidelines, plan or other basic guidelines to inform zoning.</p>	There is no neighborhood planning tied to growth for CHUV.	Community planning and design guidelines that inform zoning and direct development will lead to a more livable community for everyone.