

The City of Seattle is proposing

# Station Area Overlay District and Rezones for the McClellan Light Rail Station Area

The Overlay and rezones are intended to help achieve the neighborhood's vision for a mixed-use town center

## Background and Intent of Overlay & Rezones

This pamphlet summarizes the intent and features of the Station Area Overlay District (SAOD) and rezones. These actions help to achieve the intent of the North Rainier Valley Neighborhood Plan and McClellan Station Area Planning recommendations. The legislation is intended to accomplish a number of goals that are part of the neighborhood's long-term vision regardless of when light rail service starts.

### North Rainier Valley Neighborhood Plan Recommendations for the Station Area

The North Rainier Valley Neighborhood Plan, adopted in 1998 by City Council Resolution #29976, seeks to establish a town center to concentrate the highest density growth around the light rail station and promote a range of housing and commercial activities which add to the neighborhood's vitality. Specific recommendations relating to changes in the Land Use Code include:

**C-1.2** Amend land use and zoning designations as needed to facilitate transit-oriented development. Explore changing general commercial zoning (C1 and C2) to allow for more residential or mixed-use projects.

**C1.5.2** Ensure attractive new buildings by preparing general urban design and site-specific development guidelines.

**C3.2.2** Designate all streets within the Town Center as key pedestrian streets.

### Concept-Level Recommendations for the McClellan Station Area

The Concept-Level Station Area Planning Recommendations, adopted in September 2000 by City Council (Resolution #30165), include the following actions for changes to the Land Use Code:

- Establish a Station Area Overlay to prevent development for automobile-oriented uses.



New zoning will encourage mixed-use development near the future light rail station.

- Ensure protection of existing single family residential areas while encouraging housing and retail development near the station.
- Ensure sensitive transition from higher density mixed-use and multifamily residential to single family areas.

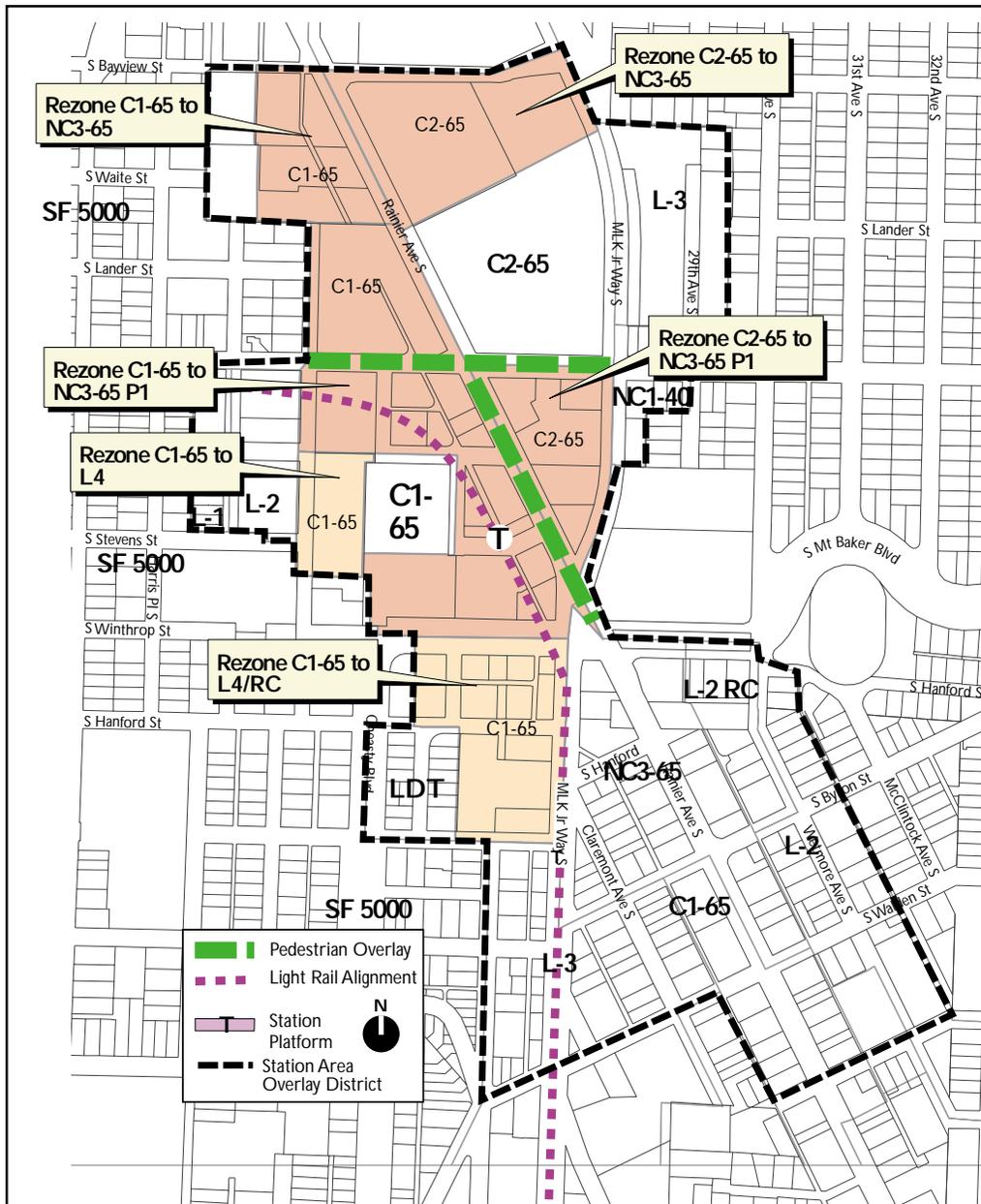
The elements of the SAOD and rezones, when taken together, are intended to discourage auto-oriented development and increase opportunities for mixed-use town center development near the future light rail station.

The City will not develop any property in the McClellan Station Area. This proposal is intended to set a zoning framework for property owners who may redevelop their property in ways that balance neighborhood desires with their own goals.

While market and site conditions will be major factors in determining the pace and extent of redevelopment in the neighborhood, this proposal is intended to help the neighborhood achieve its vision for the McClellan Town Center.



# Rezone & Overlay District Boundaries



## Existing Zones

### General Commercial (C1-65)

An auto-oriented, primarily retail-service commercial area, serving surrounding neighborhoods and larger community or citywide clientele with a wide range of commercial services, including retail, offices and business support services; residential use is also permitted.

**Height Limit:** 65 feet

## Proposed Zones

### Neighborhood Commercial (NC3-65)

A pedestrian-oriented shopping district serving both surrounding neighborhood and larger community or citywide clientele with a wide range of retail businesses as well as offices and business support services. Residential use is also permitted.

**Height Limit:** 65 feet

### Lowrise 4 (L4 and L4/RC)

Moderate density multifamily development in neighborhoods already characterized by moderate density residential structures. RC designation allows for some limited commercial use.

**Height Limit:** 37 feet

## Kinds of buildings that are allowed in these zones...



**General Commercial**  
(existing zone)



**Neighborhood Commercial**



**Lowrise 4**



# Rezone Recommendations

| Action   | Intent <small>(see page 1 for City Council's adopted Neighborhood Plan and Station Area Planning policy direction for these actions)</small>   |
|--|--|
| <p>Rezone the area generally bounded by S Bayview St. at the north, Martin Luther King Jr. Way to the east, S Winthrop St. at the south, and 25th Ave. S to the west, from Commercial 1 and Commercial 2 (C1 and C2) to Neighborhood Commercial 3 (NC3). Retain the existing 65 foot height limit.</p> | <p>The rezone from C to NC would implement the North Rainier Valley Neighborhood Plan Goal C-1 and Policy C-1.2.</p>   |
| <p>Rezone the area between 25th / 26th Aves S and S Forest / S Winthrop Sts from C1-65 to L-4.</p>   | <p>The McClellan Town Center market analysis concluded that lowrise housing is a more viable use than commercial development at this location. This recommendation responds to community interest in a transition from commercial to single family residential zoning.</p> |
| <p>Rezone the area between S Winthrop / S Horton and MLK Jr Way / 27th Ave S from C1-65 to L-4/RC.</p>   | <p>The McClellan Town Center market analysis concluded that lowrise housing is a more viable use than commercial development at this location. This recommendation responds to community interest in a transition from commercial to single family residential zoning.</p> |
| <p>Add a Pedestrian 1 Overlay District (P1) to portions of Rainier Ave S, S McClellan St, S Forest St, and S Stevens St.</p>   | <p>The P1 designation would be consistent with the Key Pedestrian Street recommendations of the North Rainier Valley Neighborhood Plan (C-3.2.2) and will help to create a street environment that is more conducive to walking and using transit.</p>                     |

## Overlay District Features

### Supporting Existing Businesses

All existing legal businesses and uses would be allowed to remain and maintain existing structures and sites. For areas of the city where the real estate market may not support new development in the near future, the Station Area Overlay District will allow for a one-time expansion of certain existing businesses made “non-conforming” by the Overlay District. This is an effort to help maintain the viability of businesses that are already established in the SAOD until the market makes redevelopment a more attractive option.

### Shared Parking Provisions

The Station Area Overlay District will allow buildings to provide off-site residential parking by leasing parking on nearby sites. This helps lower the cost of new housing by reducing the amount of on-site parking an individual building must construct and pooling off-site parking resources at in the area.

The Station Area Overlay District will allow parking for residential and non-residential uses to be located on a lot in the SAOD and within comfortable walking distance of the site to which it is accessory. Off-site parking will not be allowed outside of the SAOD and the number of required parking spaces will not be reduced.

### Prohibited Uses

All existing legal businesses and uses would be allowed to remain and maintain existing structures and sites. The following types of new development will be prohibited in the Station Area Overlay District:

|   |  |                                      |                             |
|---|--|--------------------------------------|-----------------------------|
| Principal use long-term non-residential parking | General manufacturing  | Warehouse                            | Vessel repair               |
| Drive-in businesses                             | Sales, service & rental of commercial equipment & construction materials | Outdoor storage                      | Marine service station      |
| Vehicle repair                                  | Sale of heating fuel   | Sales & rental of motorized vehicles | Salvage & recycling         |
| Towing services                                 | Mini-warehouse   | Dry storage of boats                 | Spectator sports facilities |
| Car wash  |  | Sales & rental of large boats        | Wholesale showroom          |
| Heavy commercial services                       |  |                                      | Work-release centers        |



