

STATION AREA OVERLAY DISTRICT

From Vision to Reality: Neighborhood Centers in Station Areas

Light Rail Stations Create and Support Neighborhood Town Centers



Lively Neighborhood Centers with Shops, Open Space and Housing

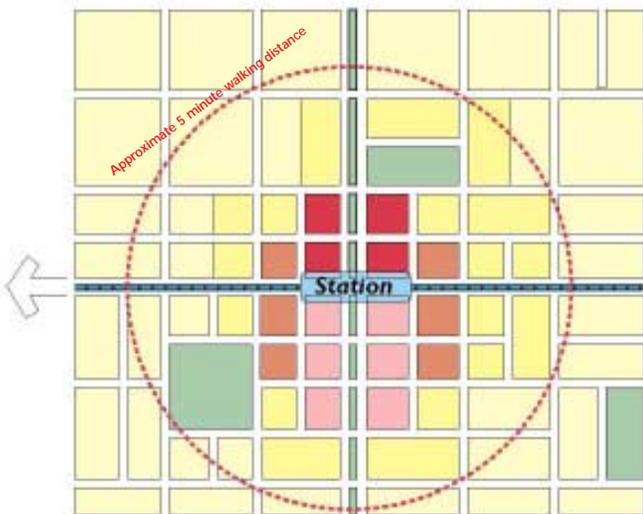


Efficient, Reliable Transit is a Short Walk from Home



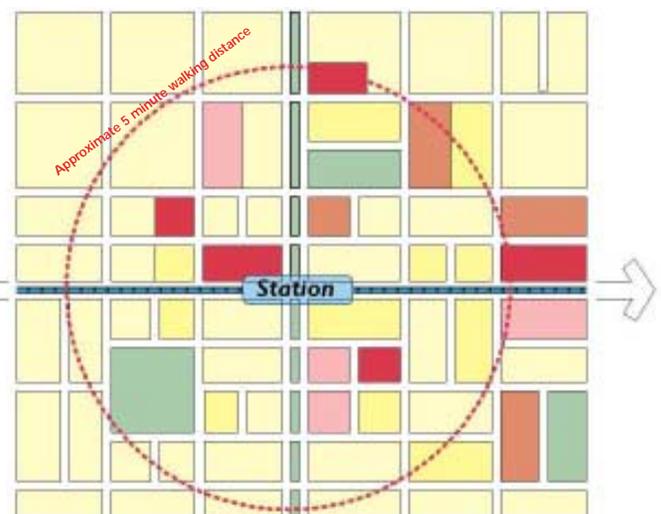
Transit Stations are Neighborhood Landmarks and Gathering Spaces

Change the Land Use Code in Station Areas to Protect Single Family Neighborhoods and Support Walking and Transit Use



A Compact Land Use Pattern Around a Station is Desirable Because it:

- Supports a town center concept
- Concentrates higher density land uses in the center of the neighborhood and away from single family areas
- Encourages walking and transit use
- Minimizes the distance between transit, housing, shopping and jobs



A Dispersed Land Use Pattern Around a Station is not Desirable Because it:

- Does not support a town center concept
- Spreads higher density land uses throughout the neighborhood
- Encourages driving and discourages walking and transit use
- Results in greater distances between transit, housing, shopping and jobs



STATION AREA OVERLAY DISTRICT

Changes in the Overlay Proposal

THE PROPOSED STATION AREA OVERLAY DISTRICT PROPOSAL HAS BEEN MODIFIED SINCE BEEN MODIFIED SINCE AUGUST 2000. HERE'S WHAT HAS CHANGED:

Original Proposal: August 2000

Overlay Boundaries

- Maps a Station Area Overlay District boundary for 8 station areas.
- Includes single family zoned properties.
- Add provisions to the Land Use Code's General Rezone Criteria so that when Council evaluates a proposed rezone they would:
 - 1) Consider Station Area Planning recommendations when rezones are proposed within a 1/2 mile of a proposed light rail station.
 - 2) Allow consideration of midrise zoning.

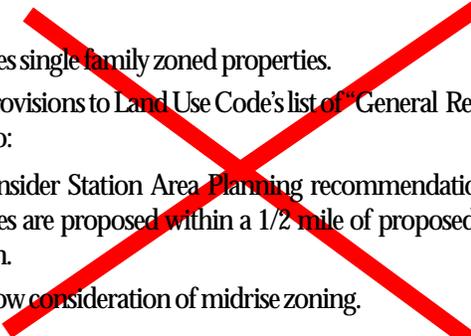
Urban Design

- Removes 64% upper level lot coverage limitation.
- Allows Single Purpose Residential uses outright in a Commercial Zone (no conditional use permit is needed).

Land Use Provisions

- All existing legal businesses and uses are allowed to remain and maintain existing structures and sites.
- The following uses will be prohibited within the SAOD:
 - Long-term non-residential parking
 - Drive in business
 - Vehicle repair
 - Towing services
 - Car wash
 - Heavy commercial services
 - General manufacturing
 - Sales, service & rental of commercial equipment & construction materials
 - Sale of heating fuel
 - Mini-warehouse
 - Warehouse
 - Outdoor storage
 - Sales & rental of motorized vehicles
 - Dry storage of boats
 - Sales & rental of large boats
 - Vessel repair
 - Marine service station
 - Salvage & recycling
 - Spectator sports facilities
 - Wholesale showroom
 - Work-release centers

What was removed...

- 
- Includes single family zoned properties.
 - Add provisions to Land Use Code's list of "General Rezone Criteria" to:
 - 1) Consider Station Area Planning recommendations when rezones are proposed within a 1/2 mile of proposed light rail station.
 - 2) Allow consideration of midrise zoning.

No Change.

No Change.



...and added

Current Proposal: March 2001

Overlay Boundaries

- Overlay boundaries include commercial and multifamily zoned properties only, with the exception of Beacon Hill where a small number of single family zoned properties are included in the Overlay and proposed to be rezoned by the North Beacon Hill Neighborhood Plan.

- Maps a Station Area Overlay District boundary for 8 station areas.
- Overlay boundaries include commercial and multifamily zoned properties only, with the exception of Beacon Hill where a small number of single family zoned properties are included in the Overlay and proposed to be rezoned by the North Beacon Hill Neighborhood Plan.

Urban Design

No Change.

- Removes 64% upper level lot coverage limitation.
- Allows Single Purpose Residential uses outright in a Commercial Zone (no conditional use permit is needed).

Land Use Provisions

- A one time expansion of certain existing businesses made non conforming by the SAOD in areas that will not support new development in the near future.
- Clarify intent to prohibit only principal use, long-term non-residential parking.
- Allow parking for residential and non-residential uses to be located on a lot in the SAOD and within comfortable walking distance of the lot to which it is accessory.

- All existing legal businesses and uses are allowed to remain and maintain existing structures and sites.
- The following new uses will be prohibited within the SAOD:
 - Principal use long-term non-residential parking
 - Drive in business
 - Vehicle repair
 - Towing services
 - Car wash
 - Heavy commercial services
 - General manufacturing
 - Sales, service & rental of commercial equipment & construction materials
 - Sale of heating fuel
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- A one time expansion of certain existing businesses made non conforming by the SAOD in areas that will not support new development in the near future.
- Allow parking for residential and non-residential uses to be located on a lot in the SAOD and within comfortable walking distance of the lot to which it is accessory.



STATION AREA OVERLAY DISTRICT

Pedestrian-Oriented Versus Auto-Oriented Uses



SUPPORTING EXISTING BUSINESSES

All existing legal businesses and uses are 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.

HELPING NEW BUSINESSES CHOOSE THE BEST LOCATION

Many businesses thrive in pedestrian-oriented neighborhoods. Other businesses depend on car and truck traffic.

Active neighborhood centers, where many people walk or use transit, are less convenient to access by car or truck because of the high level of pedestrian activity. Because the light rail station areas are intended to serve pedestrians, bicyclists and transit users, businesses that depend on car and truck traffic are better suited to locations outside of station areas.



PROHIBITED USES

The following types of **new businesses** will be prohibited in the Station Area Overlay District:



- Principal use long-term non-residential parking
- Drive-in businesses
- Vehicle repair
- Towing services
- Car wash
- Heavy commercial services
- General manufacturing
- Sales, service & rental of commercial equipment & construction materials
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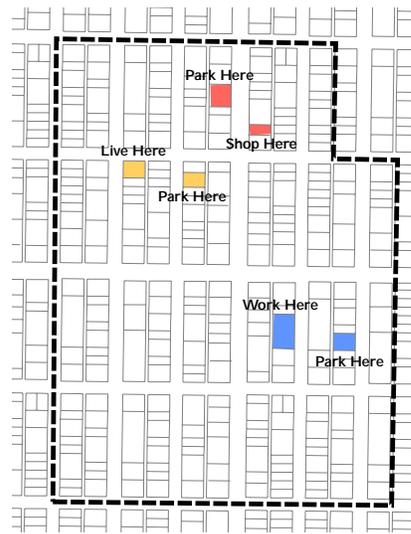
EXPLAINING THE OVERLAY: PARKING PROVISIONS

Off-Site Residential Parking

Currently, non-residential buildings can provide off-site parking to satisfy their parking requirements. These accessory parking lots need to be within a comfortable walking distance of the building.

The Station Area Overlay District will extend this provision to residential buildings and allow off-site residential parking to be leased 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 combining off-site parking resources in the area.

Off-site parking will not be allowed outside of the overlay district and the total number of parking spaces a building must provide will not be reduced.



Parking for residents, employees and shoppers can be provided on off-site lots within the Station Area Overlay District.

Commuter Parking

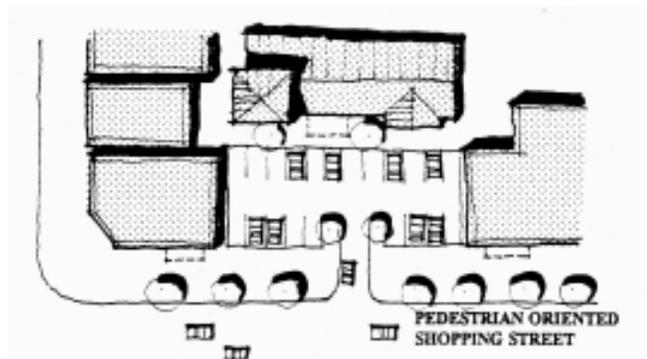
The Station Area Overlay District will prohibit principal use long-term non-residential parking. This will prohibit new Park & Rides and commuter parking facilities within the overlay district. Long-term commuter parking and Park & Rides do not encourage neighborhood activity or transit-oriented development.

Short-term parking for business districts and long-term parking for residents, businesses and employees will still be allowed. The intent of the overlay district is to balance the neighborhood parking needs of residents, visitors, shoppers and employees.

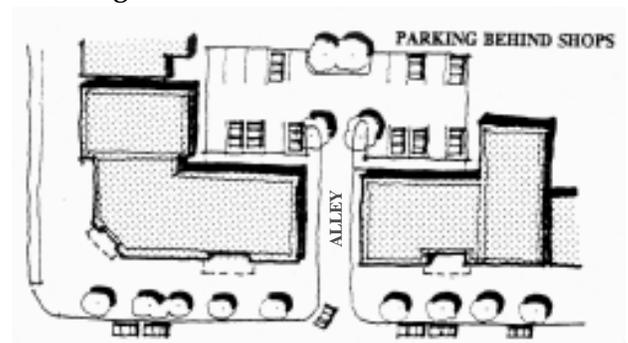
Location & Access to Parking

To promote transit-oriented development and a pedestrian environment within station areas, the Station Area Overlay District will prohibit building parking in

front of buildings. Parking can be located behind or beside the building, or could be built within or beneath the building.



Parking lots along the full length of the streetfront are prohibited in the Station Area Overlay District



Parking lots can be located behind shops and offices, away from the pedestrian streetfront.



EXPLAINING THE OVERLAY: LOT COVERAGE

Removing the 64% Upper-Level Lot Coverage Limits

Currently, Seattle's Land Use Code reduces the area of a lot that can be developed for housing on upper-floors (64% of the lot footprint for residential buildings in commercial zones—there is no limit for the size of upper-levels for commercial buildings).

By reducing this “64% upper-level coverage limit” imposed on residential buildings in station areas, we can help promote additional housing and encourage flexibility to address bulk and scale concerns through the Design Review Program. The Cascade and Belltown neighborhoods are examples of parts of the city where this coverage limit has already been removed.



Example of new development in the Cascade neighborhood without an Upper-Level Coverage Limit. The Design Review Program addresses bulk and scale issues during the design and permitting process.

Other Setbacks and Code Requirements Remain in Place

Existing requirements for building setbacks will still apply where residential buildings in commercial zones border residential zones. These required setbacks, along with lowrise buildings' yards and setbacks, provide transitions between buildings in different zones.

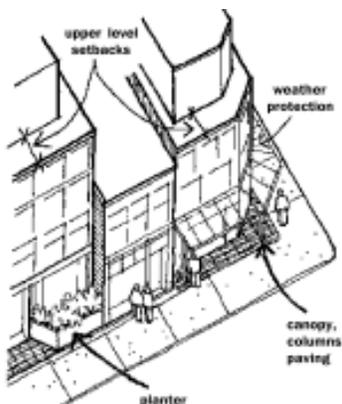
Example of transitioning using upper-level setbacks. Existing building setback requirements still apply where residential buildings in commercial zones border residential zones.



Using the Design Review Program

The Design Review Program is required for new development and was established after the 64% upper-level coverage limits were put in place. Design Review provides an additional way to address and modify the bulk and scale of new buildings during the design and permitting process.

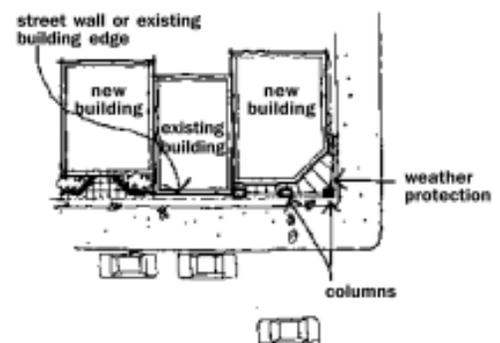
Architectural features such as bays, courtyards, and building details reduce the appearance of the bulk and scale of new buildings, and give apartments and townhomes access to light and air. In this way, Design Review addresses one of the main goals of the old, rigid 64% upper-level coverage limit.



The Design Review Program follows adopted design guidelines. These design guidelines offer a flexible tool to allow new development to respond better to the distinctive character of its surroundings.

Design guidelines address issues such as:

- scale
- height
- bulk
- site planning
- materials
- pedestrian environment



EXPLAINING THE OVERLAY: ALLOWING SPR

Housing Flexibility with Single-Purpose Residential (SPR)

Single-purpose residential structures are apartment or condominium buildings in commercial zones. These buildings could include housing at the street-level, either permanently or until the market is ready to support shops or businesses. When the market can support more commercial development, the street-level of these buildings could be converted to commercial use.

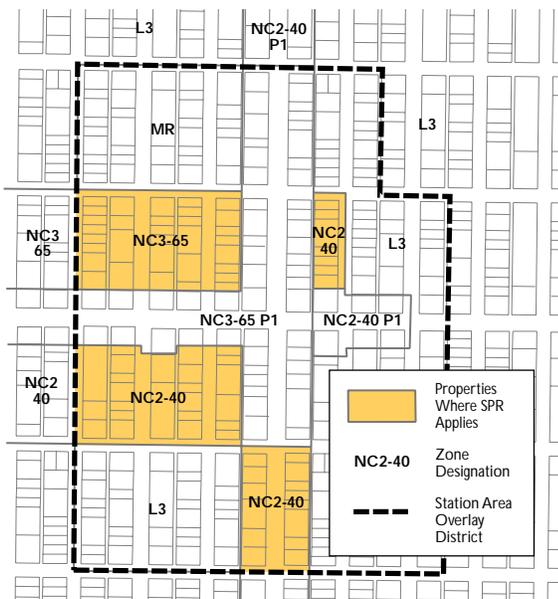
The SPR proposal provides flexibility and acknowledges market realities for developing either housing or businesses on the ground floors of buildings (on commercially zoned property on the edges of the neighborhood business district). SPR structures will not be allowed on lots in pedestrian designated (i.e., P1 or P2 overlay) zones.

Examples of Buildings That Could Be Built with SPR



Examples of buildings which could have housing or shops on the first floor. Street-level residential spaces in SPR structures can be converted to commercial space when the market is ready.

Where Would Single Purpose Residential Be Applied?



Single-Purpose Residential structures would be allowed on commercially zoned properties within the Station Area Overlay District, except for properties zoned with a pedestrian designation (i.e., P1 or P2 overlay).

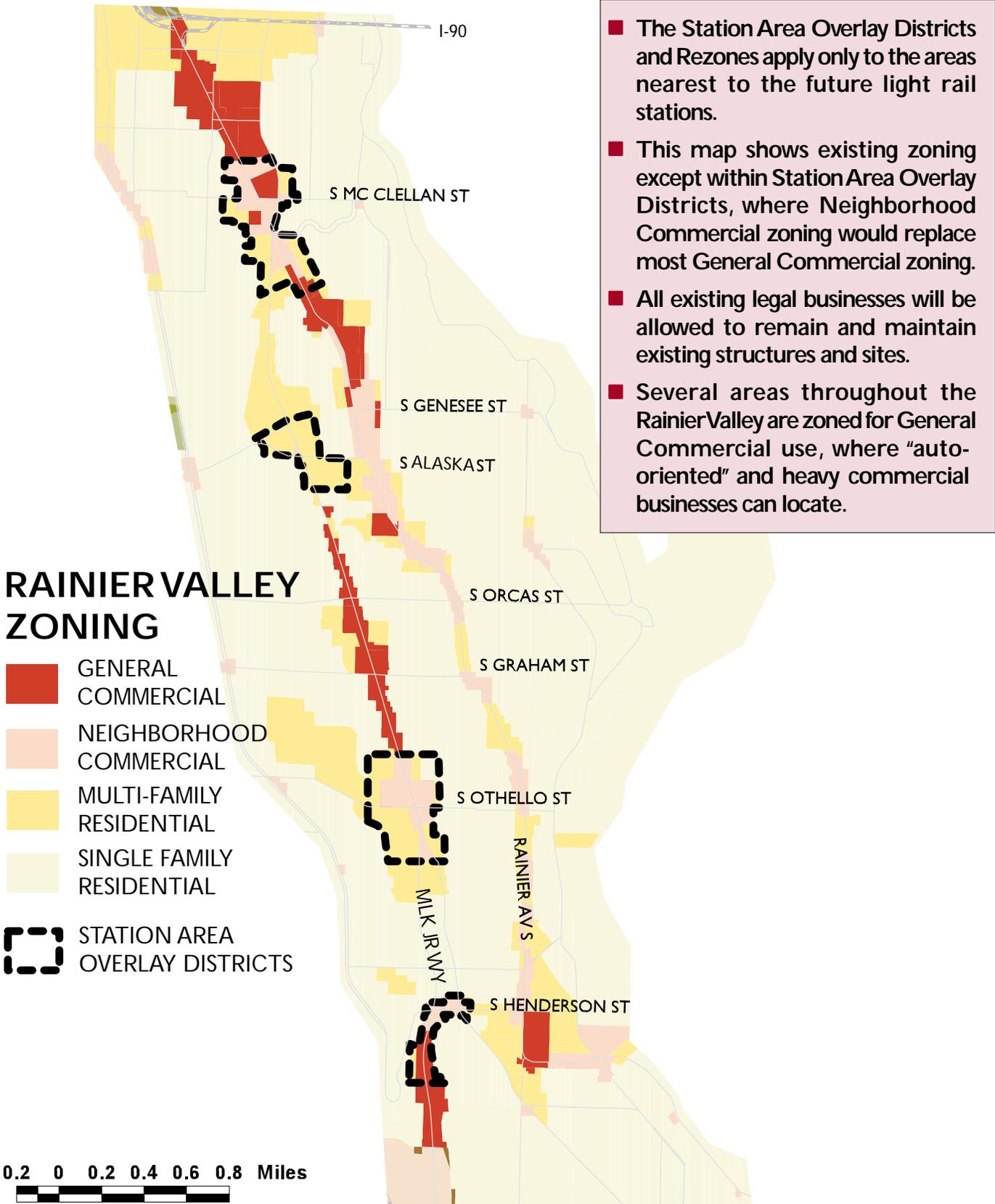
The purpose of a P designation is to encourage a retail and pedestrian-oriented shopping district where non-auto modes of transportation are strongly favored. P designations restrict street level uses to pedestrian friendly commercial uses and preclude SPR development.

This map illustrates where SPR would be allowed in a hypothetical station area.



STATION AREAS IN CONTEXT

Where does the Overlay District apply in the Rainier Valley?

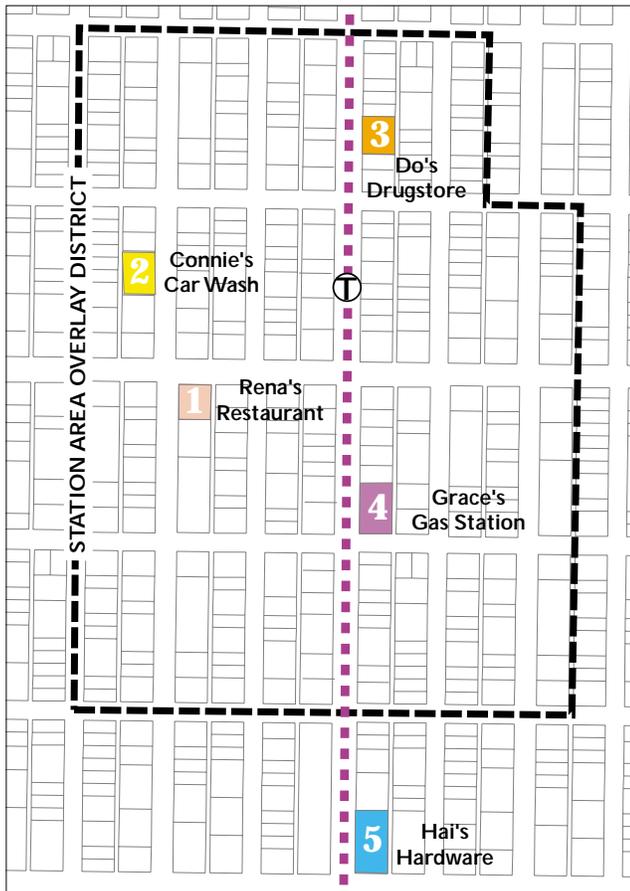


- The Station Area Overlay Districts and Rezones apply only to the areas nearest to the future light rail stations.
- This map shows existing zoning except within Station Area Overlay Districts, where Neighborhood Commercial zoning would replace most General Commercial zoning.
- All existing legal businesses will be allowed to remain and maintain existing structures and sites.
- Several areas throughout the Rainier Valley are zoned for General Commercial use, where "auto-oriented" and heavy commercial businesses can locate.

THE OVERLAY AND AFFECTED BUSINESSES

How does the Overlay affect “non-conforming” businesses?

Below are five examples of how the Station Area Overlay District relates to businesses that are **IMPACTED BY SOUND TRANSIT**, businesses made “**NON-CONFORMING**,” or both.



Rena's Restaurant is in the Station Area Overlay District (SAOD), and the business is permitted in the SAOD.

- Rena's Restaurant is not affected by the SAOD. If Rena decides to make any modifications to her building, she must comply with the zoning of the site.

Connie's Car Wash is in the SAOD, and the business is made non-conforming by the SAOD.

- Connie's Car Wash will be “grand-fathered in” and could remain at that location indefinitely. The Car Wash will become a non-conforming use.
- Connie may maintain her business, and she may also be able to expand her business, as long as she complies with the zoning of the site.

Do's Drugstore is in the SAOD, is permitted in the SAOD, but is impacted by Sound Transit.

- Do can rebuild his business at the same location if the remaining property is large enough for the business. He must comply with the zoning of the site.
- Do can rebuild his business at another location in the vicinity, as long as he complies with zoning and development standards of the new site. He may choose to do this if the impact to his existing location does not allow him to rebuild on that site, or if another location is better suited to his business.

Grace's Gas Station is in the SAOD, is made non-conforming by the SAOD, and is impacted by Sound Transit.

- The impact to Grace's Gas Station is considered “cause beyond the control of the owner.”
- Grace can rebuild her business at the same location if the remaining property is large enough for her business. She must comply with the zoning of the site.
- Grace can rebuild her business at another location in the vicinity, (as long as she complies with zoning of the new site), although she may not be able to rebuild her business at another location within the Station Area Overlay District. She may choose to do this if the impact to her existing location does not allow her to rebuild on that site, or if another location is better suited to her business.

Hai's Hardware is not in the SAOD, but Sound Transit must acquire part of his property.

- The impact to Hai's Hardware is considered “cause beyond the control of the owner.”
- Hai can rebuild his business at the same location if the remaining property is large enough for his business.
- Hai can rebuild his business at another location in the vicinity, as long as he conforms to zoning at the new site. He may choose to do this if the impact to his existing location does not allow him to rebuild on that site, or if another location is better suited to his business.

