

Land Use Code Amendments

City Council Study Session
February 25, 2013

Overlay* – Organized by Code Section

- ▶ General Sections and Definitions
- ▶ Required Light Rail Permits
 - Who can apply
- ▶ Citizen Advisory Committee Involvement in Permitting
- ▶ Development Standards
- ▶ Design Guidelines
- ▶ Administrative Modification Process

* Separate Ordinance for Conformance Amendments

Council Direction

- ▶ **Leadership Group Draft** provided at February 19 Council meeting established as new baseline for the Overlay.
- ▶ Staff amendments incorporated into **Attachment A Draft**;
 - Clarifications on who may apply related to permit packaging
 - Clarifying edit on treatment as a transition area
 - Clarifying edit on eligibility for CAC membership
 - Clarification for measurement for required setback and separation
- ▶ Final consideration and adoption of the LRT Overlay
 - Additional conformance amendments to Part 20.25B to ensure consistency (pink paper)

Tonight's Discussion Materials

- ▶ **“Leadership Group Draft (Baseline)”** Overlay developed by Councilmembers and discussed at February 19th Study Session
- ▶ **“Attachment (Alternatives)”** Options included in tonight's Agenda Packet
- ▶ **“Leadership Group Draft (Alternative)”** Overlay developed by Councilmembers modifying the “Baseline” draft. Provided in tonight's Council Desk Packets – (Light Blue Paper)
- ▶ **Alternative Language by Topic Area:**
 - Who may Apply
 - Development within landscape screening area
 - Structure separation
- ▶ **Conformance Amendments** -- Correction to Section 8 “Who May Apply” for consistency (works with any alternative) – (Pink paper)

Who May Apply

Who may apply for permit

Leadership Group Draft
(Alternative) (Light Blue)

- Requires formal initiation of negotiations with property owners to acquire property prior to permit application submittal
- Clarifies that no work under the scope of a permit can commence until all necessary property interests are acquired

Alternative 1 (Gray paper)

- Requires initiation of appraisal process for impacted properties, rather than “initiation of negotiations”

Alternative 2 (Tan paper)

- Require formal initiation of negotiations only for those properties that are necessary for actual construction of the project subject of the permit
- All other properties would require Board authorization to acquire properties

Citizen Advisory Committee

CAC Scope/Weight

Leadership Group Draft
(Alternative) (Light Blue)

Clarifies standing of CAC recommendations and limits modifications allowed by Director

Development Standards

Setback -- Landscaping

Leadership Group Draft
(Alternative) (Light blue)

- Creates new section defining “Measurement”
- Allows setback from edge of easement where with agreement property owner landscaping within an easement on private property.

Development w/in Screening
Area (Peach paper)

- Allows for station platform and shelters to be located within 30' setback area

Development Standards

Structure Separation

Draft Baseline
(Council Packet Attachment A)

- Minor amendment to February 19th Leadership Group Draft for consistency and clarity.

Leadership Group Draft
(Alternative) – Light Blue Paper

- Maintains a 60' structure setback for primary residential structures and RLRT

Alternative 1 – Orange Paper

Allows with the property owner's written consent that separation may be reduced to a minimum of 30 feet.

Development Standards

Landscape Maintenance

Leadership Group Draft
(Alternative) (Light blue)

- Requires that RTA maintain landscaping within landscape setback
- Allows RTA to enter into maintenance agreements with private property owners

Next Steps

- ▶ Seeking final action by Council on Land Use Code Overlay for Regional Light Rail Transit and Conformance Amendments

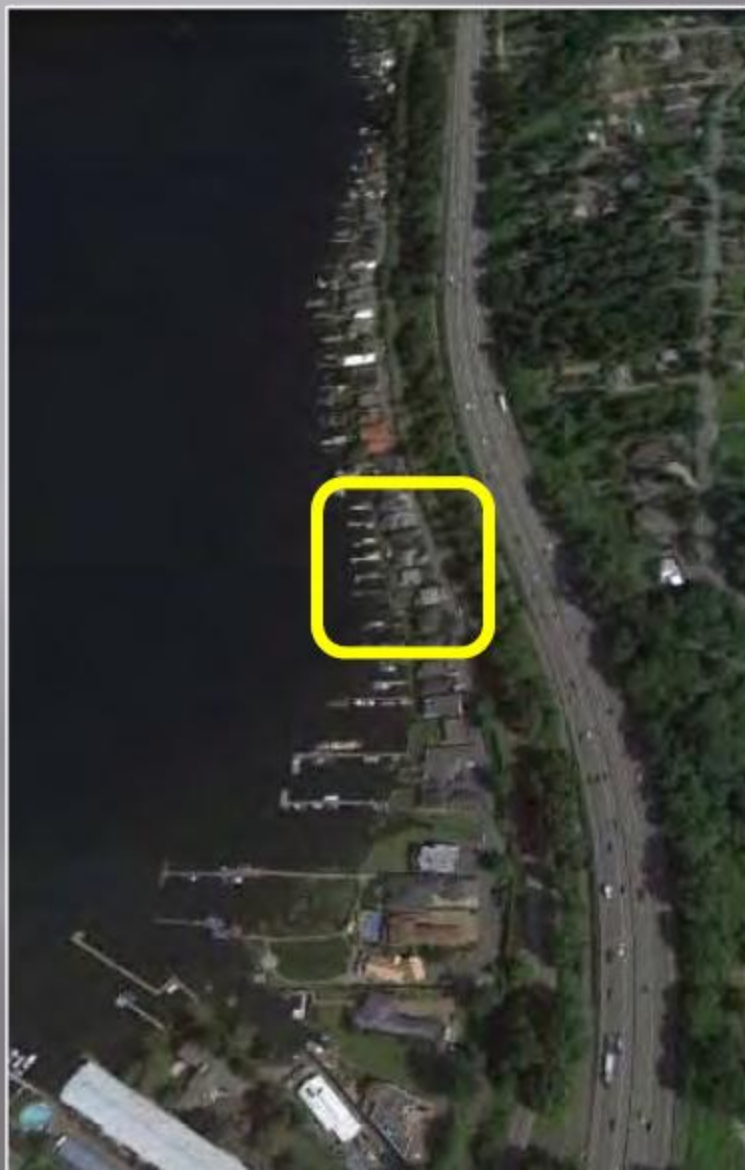
ANALYSIS OF SETBACK AND BUFFER DEPTHS

February 22, 2013

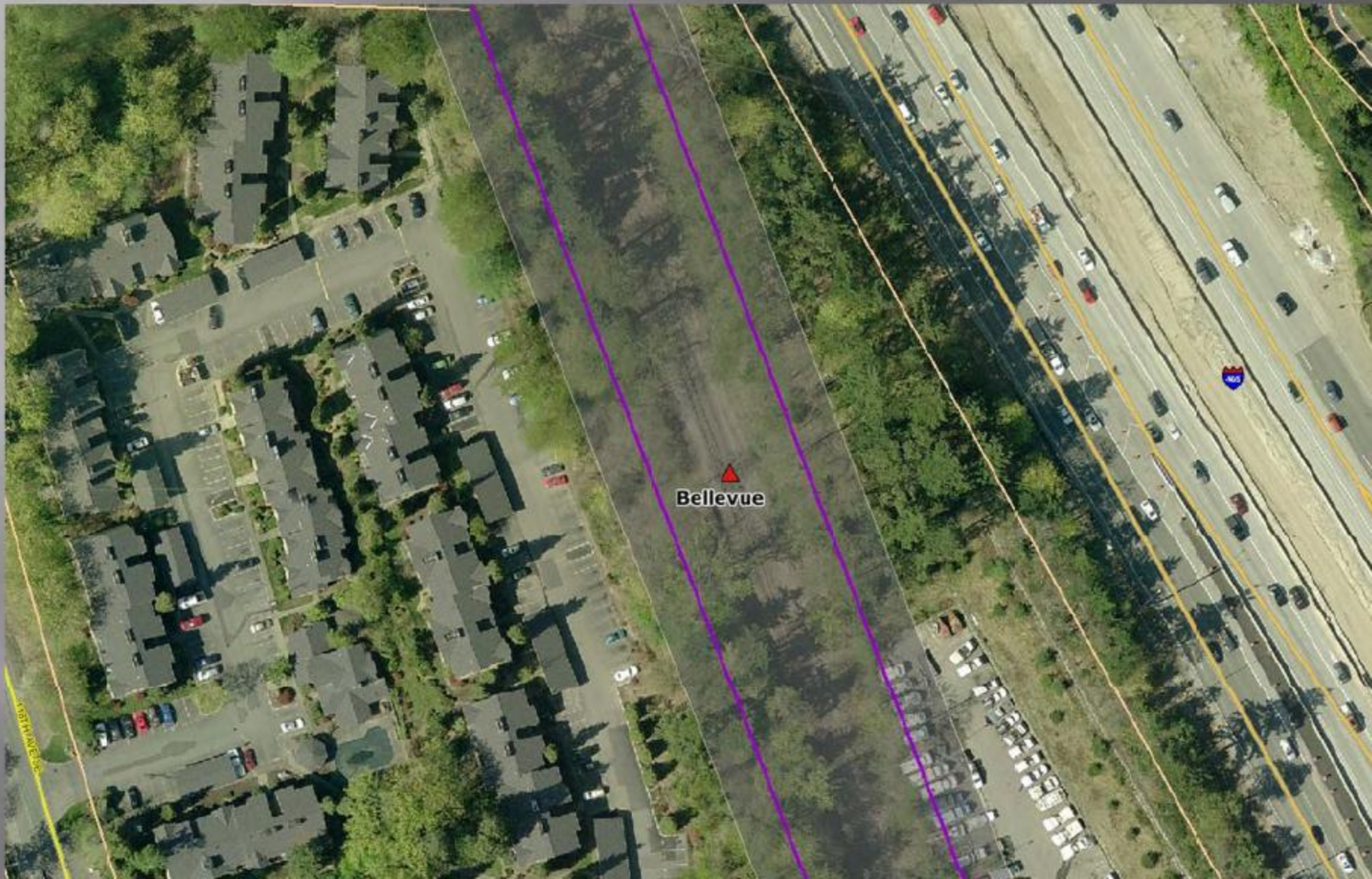
Bellevue arterials: Here are a couple of examples along 148th Ave. NE near 13th Place where homes are about as close as they get to the road. Again, there is about a 30' buffer from the street to the property line, and a 30' setback from the property line to the structure. Except for rare examples there is a 60' depth between the arterial and structures.



This is adjacent to the BNSF corridor at the Bellevue/Renton city line. The closest homes to the railroad track are 65' away, and this is where they are geographically trapped between the railroad and the lake. Note that the houses were built after the railroad.



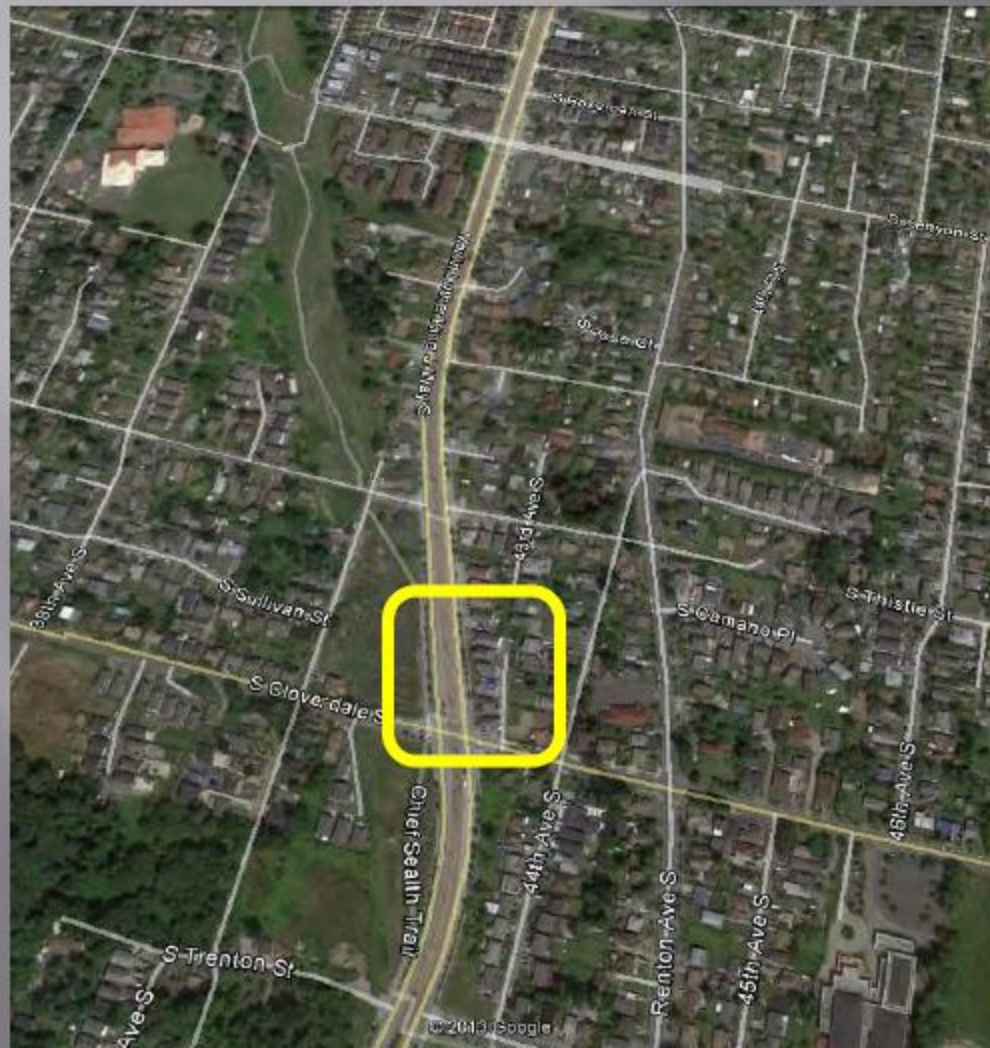
This is adjacent to the BNSF corridor at the south portion of the B7 segment (near I-90). There is more than 30' from the track to the property line of the railroad, and no structure is within 30' of the rail corridor.



The final portion of the B7 segment. Again, only garages are within 30' of the rail corridor property, and the rail line itself is more than 60' from any inhabited structure.



In Seattle, the only at grade portions of the light rail line are located in the middle of the road, and while there are areas with inadequate buffers, the distance from structure to track is still 60', even in the tightest spots.



The buildings at Holly Park, a SHA project built in 2005 in conjunction with the light rail line, are set back 60' from the tra

