

**Department of Planning and Development**

**Light Rail Parking Concept Summary – Draft, for discussion purposes only**

May 27, 2010

Proposal	Provisions	Situations aided
<p>Intent: promote rail ridership, encourage use of vacant properties and provide economic return until the development market returns.</p> <p>Would apply to SE Seattle areas with rail service: N. Beacon, Mt. Baker, Columbia City, Othello &amp; Rainier Beach Stations.</p> <p>Proposal would allow:</p> <ul style="list-style-type: none"> <li>• Use of existing surface parking areas in a Station Area Overlay District (SAOD) as commuter and customer parking; and</li> <li>• Use of extra parking or vacant portions of a lot as commuter and customer parking for land related to existing institutions within walking distance of a light rail station.</li> </ul>	<ul style="list-style-type: none"> <li>• Commuter or customer parking would be permitted as an interim use for a maximum period of 3 years. Ability to apply would end on 12-31-2012.</li> <li>• Standards include:               <ul style="list-style-type: none"> <li>○ Limited to 40 spaces per lot;</li> <li>○ No principal structures may be demolished;</li> <li>○ Parking surface may be gravel;</li> <li>○ Landscaping may be in removable planters;</li> <li>○ Shielded lighting required;</li> <li>○ Drainage, grading and other environmental codes would apply.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• An existing stand alone parking lot that is underused or a vacant lot in a SAOD.</li> <li>• An existing legally established business with a parking area that isn't needed for the business in a SAOD.</li> <li>• An existing lot with vacant space or unused parking associated with an institution use, such as a church, in any zone, within ¼ mile of a light rail station.</li> </ul>