



MEMORANDUM #3

DATE: November 13, 2008

TO: Kirk Jones, PE, SDOT
David Vjarro, PE, SDOT

FROM: Dave Rodgers, PE

RE: Parking Review
Burke Gilman – 11th Avenue NW to Hiram Chittenden Locks
SvR Project No. 06031

This memorandum was prepared, as requested, to provide an updated review of the parking in the vicinity of the preferred route of the Burke Gilman Trail extension, from 11th Avenue NW to the Hiram Chittenden Locks.

The City of Seattle (City) Right of Way and City of Seattle Property, along the preferred route of the Burke Gilman Trail extension, from 11th to Hiram Chittenden Locks, outside the traveled right of way, is characterized by a railroad franchise, formal and informal driveways, parking, truck loading/unloading, businesses and a contractor laydown area. Most of the uses of the Right of Way are unorganized and not expressly approved or permitted by the City. This Project will organize sections of the Right of Way, which will change the way the Right of Way is utilized. This memorandum specifically addresses parking.

In order to get an idea of the parking uses, a site walk was conducted to count the actual cars along the alignment. Due to the unorganized nature of most of the parking, the density depends on the efficiency of the drivers parking that particular day. In some sections, cars are parked perpendicular one day and parallel the next. This study is meant to identify an order of magnitude change rather than an absolute change.

The parking can be broken down into 5 basic areas of parking patterns, each listed below.

11th Avenue NW to 15th Avenue NW along NW 45th Street

This section currently has a mixture of diagonal, parallel and perpendicular parking. The parking on the south side, in the Right of Way, will be replaced with the trail and drainage improvements. The parking on the north side will become parallel. The parking use in this section appears to be a mixture of commuting workers, deliveries, customers and long term business vehicle storage. The parking is utilized mostly during weekday business hours. The 14th Avenue boat ramp area is immediately adjacent to the Project and is currently underutilized on weekdays. A portion of the area on Shilshole, between 14th Avenue NW and 15th Avenue NW, is currently occupied by RV's and live aboard busses.

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15th Avenue NW to 17th Avenue NW along Shilshole Avenue NW

The south side of the Right of Way, immediately west of the bridge, has an unauthorized signed parking area. The area up against the building will be replaced with the reconfiguration of the loading docks and the installation of the trail. This area appears to be used by commuting workers, customers and delivery trucks. Approximately nine vehicles park on the south side of the 17th intersection, which will not be impacted by the trail. Two vehicles can park on the east side of 17th, just north of Shilshole. This will be signed 'no parking' to assist with existing truck movements in this area. These are currently signed 'two hour' parking. The parking spaces along this whole section are utilized primarily during weekday business hours.

17th Avenue NW to NW Vernon Street along Ballard Avenue NW

The parking along this section is signed 'on street' parking. There will be minimal improvements to this corridor beyond signage and minor striping. The goal is to keep all of the parking along this section. Through the review process, a parking spot on Vernon may be removed for vehicular signal operation. The parking in this area appears to be primarily customer parking with some commuting workers parking during the day, and restaurant/nightlife parking in the evening. The parking along this section is utilized almost 24 hours a day, 7 days a week. There is a pay lot at the northeast corner of Vernon and Shilshole that has fluctuating use.

NW Vernon Street to 24th Avenue NW

This section is utilized for parallel and perpendicular parking, depending on the specific area. During weekday business hours, the majority of the spots appear to be commuting workers for the shipyards and other adjacent businesses. During evenings and weekends, the majority of parking appears to be used by restaurant/bar clientele and employees. This parking is also heavily utilized for Ballard Market parking. The parking from the Vernon intersection, west along the south side of Shilshole, to the proposed hotel driveway, will be signed 'no parking'. A private triangular parking area just east of 24th has several cars partly parking on City of Seattle Property, straddling the property line. The trail will either move these cars onto private property, or may require parking reconfiguration along the southern property line. There are plans for construction of a new hotel, west of 24th and south of the trail. Improvements to 24th Avenue NW, adjacent to the hotel project, will add a few parking spots by converting parallel parking to diagonal parking. The perpendicular parking, from the proposed hotel drive to 24th along Shilshole, will not be revised by the trail project.

24th to Chittenden Locks along “Almost 54th”

This section is comprised of City of Seattle Property, as opposed to the Right of Way. From 24th to 26th, parking is minimal due to existing truck movements and material and equipment storage. There is some parallel parking on the south side, immediately west of 24th. This area is not being impacted by the trail. The section from 26th to 28th is not accessible to through traffic under current or future improvements. From 28th to the Locks, there is a mixture of parking for commuting workers, clients, users of the climbing gym and the Lock Spot. All of this parking adjacent to the railroad will be removed with the trail improvements; the number of vehicles parked here varies throughout the day.

There is the potential for a temporary trail alignment along Market Street, which is not intended to displace parking along Market Street. If the temporary alignment along Market is implemented, due to an ongoing construction project, parking may be temporarily displaced in order to accommodate the construction of the building.

Street Section	2007 Count	Preferred Route	Approximate Displaced Vehicles
45 th Avenue NW (11 th to 46 th)	117	39	78
Shilshole Avenue NW (46 th to 17 th)	12	12	0
Ballard Avenue NW (17 th to Vernon)	94	92	2
Shilshole Avenue NW (Vernon to 24 th)	126	92	34
Triangular Parking	26	21	5
NW Market Street (24 th to 28 th)	60	60	0
Rail Corridor (28 th to Ballard Locks)	48	31	17
TOTAL	483	347	136

Summary

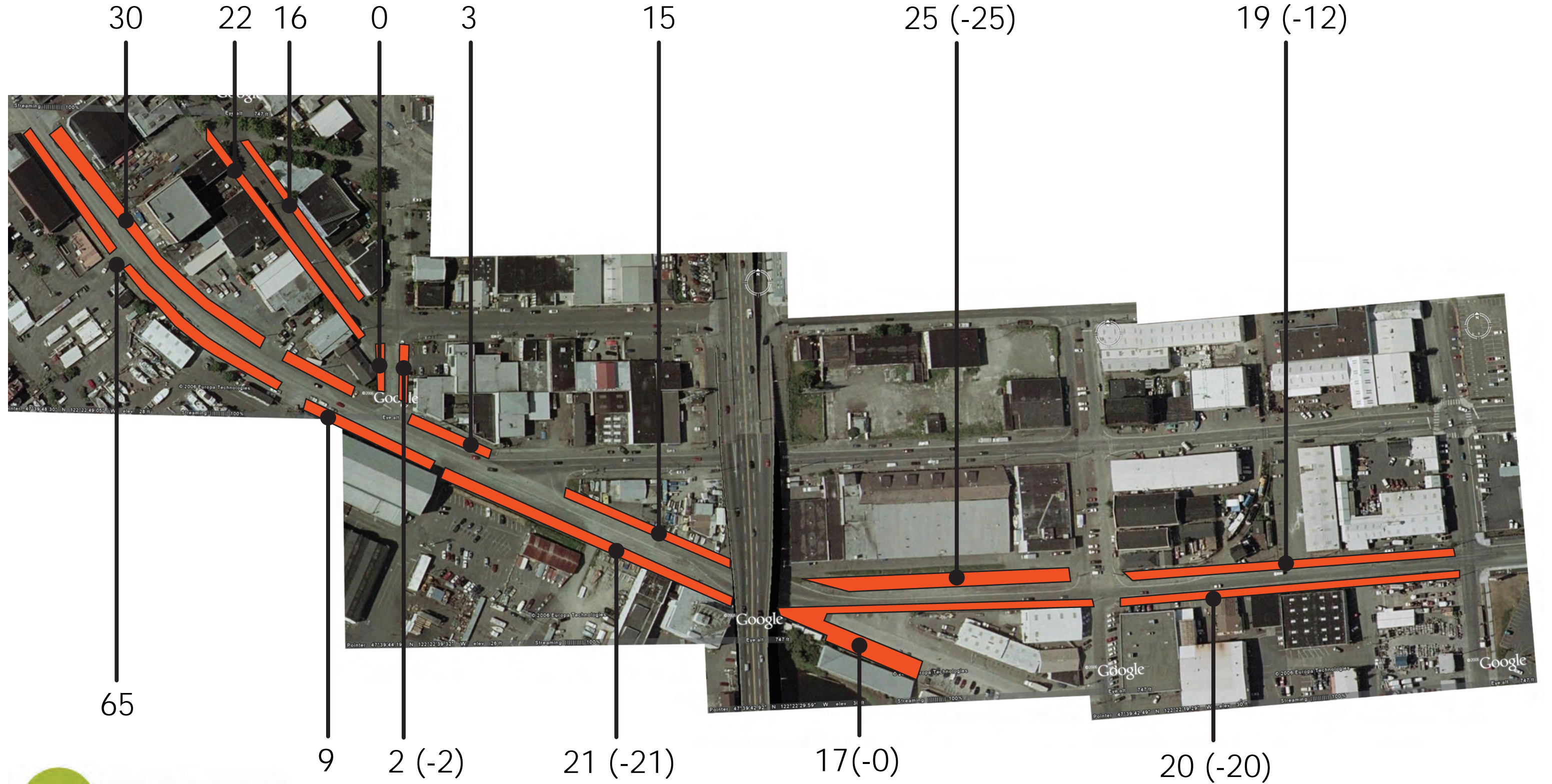
Over the entire length of the Burke Gilman Trail Extension, from 11th Avenue NW to Hiram Chittenden Locks, construction will eliminate some areas used for parking, which would normally accommodate approximately 140 vehicles (using average mid week day parking counts from May 2007). No parking loss on Market Street or Ballard Avenue is expected. There will be improvements to parking efficiency along 24th Ave NW with future angle back in parking, and along Shilshole near 14th Ave NW with perpendicular parking. In the long term, as density in the Ballard area increases, the City expects the creation of commercial parking facilities to address the increasing demand for parking. While there will be a net loss of free on street parking along portions of the trail, better parking management and enforcement along Shilshole between 14th and 15th will provide additional parking in that area to offset some of the loss due to the project between 11th and 17th. Improvements to 24th Ave NW, by the hotel and the added access drive, will offset some of the loss due to trail improvements between Vernon and 24th. Also, during the weekend and evenings, there are currently on street parking areas available easterly of Vernon on Shilshole and other streets. Public and private parking lots in the vicinity, on most days/evenings, can accommodate vehicles that are displaced from closed parking areas near 28th to the Locks. Any potential spill-over parking from these areas is anticipated to remain within the commercial/ industrial area and not anticipated to directly impact nearby residential streets.

Attachments

Attachment A – Raw average data presented on Aerial.

BURKE GILMAN TRAIL

average parking counts



in combo
with redevelop.

BURKE GILMAN TRAIL

average parking counts

