

**BURKE-GILMAN TRAIL MISSING LINK PROJECT**

# Parking Discipline Report

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Draft Environmental Impact Statement  
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## ABBREVIATIONS

ADA	Americans with Disabilities Act
BGT	Burke-Gilman Trail
BGT Missing Link	Burke-Gilman Trail Missing Link
City	City of Seattle
CSO	combined sewer overflow
IDAX	IDAX Data Solutions
RPZ	Restricted Parking Zone
SDOT	Seattle Department of Transportation
Sound Transit	Central Puget Sound Regional Transit Authority
SOV	single-occupancy vehicle
SPU	Seattle Public Utilities



## EXECUTIVE SUMMARY

This Parking Discipline Report describes the existing conditions for publicly available on-street and off-street parking within and surrounding the Burke-Gilman Trail Missing Link (BGT Missing Link) study area and analyzes the potential impacts of project construction and operation on these resources. Existing conditions, impacts, and mitigation for all other aspects of transportation are evaluated in a separate Transportation Discipline Report.

The study area for the BGT Missing Link parking analysis is the area bounded by the Lake Washington Ship Canal to the south, 9<sup>th</sup> Ave NW to the east, NW 50<sup>th</sup> St/Tallman Ave NW/NW 58<sup>th</sup> St to the north, and 32<sup>nd</sup> Ave NW to the west.

For purposes of this analysis, the affected environment is assumed to consist of all publicly available on-street and off-street parking spaces in the study area in 2015. In addition, on-street passenger and commercial loading spaces were identified. The 2015 on-street parking inventory in the study area includes 3,107 on-street spaces and 882 off-street spaces.

Parking utilization in the study area varies between paid and unpaid parking, and between different time periods. Data were collected on weekdays as opposed to weekends, because weekdays capture both parking occupancy from daytime employers and evening retail businesses. Although weekend counts were not conducted, they are expected to be similar to weekday counts over the larger study area with fluctuations occurring in some parts of the study area (e.g., weekend utilization higher in central commercial portion and lower in industrial areas than weekdays). Also, using weekday counts is consistent with the two previous Ballard parking studies. Overall, utilization for on-street parking is similar throughout the day. For off-street parking, utilization is higher during the morning peak period than the afternoon peak period. Parking utilization for non-paid parking is consistently moderate throughout the day. Parking utilization for paid parking varies dramatically throughout the day and is low in the morning and very high later in the evening. A minimum of 958 on-street spaces and 348 off-street spaces were available in the study area during each time period inventoried.

Construction activities for the Build Alternatives would temporarily affect on-street parking throughout the study area. The amount of parking affected would vary by stage and will be determined once construction staging plans are finalized.

The Build Alternatives would permanently remove between 103 and 261 on-street parking spaces. In some instances, unregulated parking within the public right-of-way that has historically been used for private businesses will no longer be available. This parking was accounted for in the parking supply and parking removal counts, even though it is technically unregulated, because it is important to comprehensively document all parking impacts. Overall, the loss of these on-street parking spaces represents approximately 3 to 8 percent of the on-street parking supply, which is approximately 3 to 7 percent of all parking in the study area.

The proposed removal of on-street parking in the study area does not conflict with City of Seattle (City) policies outlined in the Seattle Comprehensive Plan (2005, amended 2015). In this plan, Goal TG17 notes that mobility is the primary purpose of the arterial street system, and policy T42 states that it is the City's general policy to replace short-term, on-street parking eliminated by a project only when the parking loss would result in a concentrated and substantial amount of on-street parking loss. This project would not remove parking spaces in a concentrated or substantial manner. City policy prioritizes other uses of street space over parking. The removal of on-street parking spaces, in conjunction with the enhanced nonmotorized facilities that are part of BGT Missing Link, supports overall City planning goals for

reducing dependency on single-occupancy vehicles in the Ballard and Ballard-Interbay-Northend urban villages.

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## CHAPTER 1: PROJECT HISTORY AND ALTERNATIVES

### 1.1 Introduction

The Burke-Gilman Trail (BGT) is a regional trail that runs east from Golden Gardens Park in Seattle and connects to the Sammamish River Trail in Bothell, except for a missing segment through the Ballard neighborhood. Currently, the regional trail ends at 30<sup>th</sup> Ave NW by the Hiram M. Chittenden (Ballard) Locks on the west, and begins again at the intersection of 11<sup>th</sup> Ave NW and NW 45<sup>th</sup> St on the east. The Seattle Department of Transportation (SDOT) proposes to connect these two segments of the BGT with a marked, dedicated route that would serve all users of the multi-use trail. The proposed project to complete the regional facility is referred to as the Missing Link.

Completing this section of the BGT has been discussed since the late 1980s. Refer to Chapter 1 in the Draft Environmental Impact Statement (DEIS) for a detailed summary of the project history. The alternatives evaluated in the DEIS were developed from suggestions received in 2013 during scoping for the DEIS. Suggested routes were evaluated using the following screening criteria: directness of route, number and types of trail crossings (i.e., driveways and intersections), street and arterial classification, adjacent land uses, and right-of-way width.

### 1.2 No Build Alternative

Under the No Build Alternative, no new multi-use trail would be constructed to connect the existing segments of the regional Burke-Gilman Trail. Trail users would continue to use the existing surface streets and sidewalks to travel between the existing trail segments, a distance of approximately 1.2 miles. Currently, trail users tend to use the most direct route, which is along Shilshole Ave NW. Pedestrians may opt for a street with sidewalks such as Ballard Ave NW or NW Leary Way. The No Build Alternative serves as the baseline condition, against which the Build Alternatives are compared over time to their 2040 design year. Over that time period, population and employment growth is expected to continue in the Ballard neighborhood, leading to an increase in traffic congestion, parking demand, and the number of people walking and biking.

### 1.3 Build Alternatives

Four Build Alternatives are analyzed in the DEIS: the Shilshole South, Shilshole North, Ballard Avenue, and Leary Alternatives. The alternatives described below are conceptual routes designed to provide distinct alternatives for analysis in the DEIS. The route that is eventually selected as the preferred alternative could be any one of these routes, or a combination of portions of any of them.

#### 1.3.1 Shilshole South Alternative

Under the Shilshole South Alternative, the multi-use trail would be primarily routed along the south side of Shilshole Ave NW (Figure 1-1). There would be changes to parking, lanes, and intersection configurations on both sides of the street along this alternative alignment. The trail would accommodate users on a newly paved surface for most of its length.



Figure 1-1. Project Alternatives.

Beginning at the existing western trail end at the Ballard Locks, the trail would continue east along the north side of the unimproved NW 54<sup>th</sup> St right-of-way until the intersection with Shilshole Ave NW, just east of 24<sup>th</sup> Ave NW. The trail would then proceed along the south side of Shilshole Ave NW, continuing onto the southern side of NW 45<sup>th</sup> St to the eastern project end at 11<sup>th</sup> Ave NW.

From the existing western trail end at the Ballard Locks, the trail would be north of the Ballard Terminal Railroad (BTR) tracks until just before 17<sup>th</sup> Ave NW, at which point the trail would cross to the south of the tracks. A signal would be installed at the intersection of Shilshole Ave NW and 17<sup>th</sup> Ave NW for trail users crossing Shilshole Ave NW to access 17<sup>th</sup> Ave NW.

The trail width would vary throughout the corridor due to existing conditions and constraints, but would generally be between 8 and 12 feet wide. Based on the design concepts, the typical right-of-way on Shilshole Ave NW for this alternative would include a buffer zone adjacent to the railroad tracks and vehicle traffic lanes, a multi-use trail, two vehicle travel lanes, and preservation of parking areas where feasible.

### 1.3.2 Shilshole North Alternative

Under the Shilshole North Alternative, the multi-use trail would be primarily routed along the north side of Shilshole Ave NW (Figure 1-1). Beginning at the existing western trail end at the Ballard Locks, the trail would continue east along the south side of NW 54<sup>th</sup> St until it turns into NW Market St. The trail would continue along the south side of NW Market St, until it crosses 24<sup>th</sup> Ave NW and turns south on the east side of 24<sup>th</sup> Ave NW. The trail would then proceed east along the north side of Shilshole Ave NW to the intersection with NW 46<sup>th</sup> St. A signal would be installed at the intersection of Shilshole Ave NW and 17<sup>th</sup> Ave NW for trail users crossing 17<sup>th</sup> Ave NW. It would continue along the north side of NW 46<sup>th</sup> St underneath the Ballard Bridge to 11<sup>th</sup> Ave NW. At this point, the trail would turn south along the east side of 11<sup>th</sup> Ave NW until it connects to the eastern end of the trail at NW 45<sup>th</sup> St.

There would be changes to parking, vehicle travel lanes, and intersection configurations on both sides of the street in this alternative. The typical right-of-way section on NW Market St would include a sidewalk, the multi-use trail, a buffer zone, two vehicle travel lanes, center turn lane, and parallel parking areas on both sides of the street. The typical right-of-way on Shilshole Ave NW for this alternative would include a buffer zone and informal parking adjacent to the railroad tracks, two vehicle travel lanes, parallel parking area, buffer area, multi-use trail, and sidewalk. The existing gravel shoulder on the south side of Shilshole Ave NW would be maintained. These elements would vary along the trail due to the existing road configuration and structures.

### 1.3.3 Ballard Avenue Alternative

Under the Ballard Avenue Alternative, the multi-use trail would be primarily routed along the south side of Ballard Ave NW (Figure 1-1). Beginning at the existing western trail end at the Ballard Locks, the trail would continue east along the north side of the unimproved NW 54<sup>th</sup> St right-of-way until 28<sup>th</sup> Ave NW. At this point the trail would turn north along the east side of 28<sup>th</sup> Ave NW until it reaches NW 56<sup>th</sup> St. The trail would then turn east along the south side of NW 56<sup>th</sup> St to the intersection with 22<sup>nd</sup> Ave NW. At 24<sup>th</sup> Ave NW and NW 56<sup>th</sup> St, a new pedestrian-activated signal would be installed to facilitate the trail crossing of 24<sup>th</sup> Ave NW. The trail would turn south along the west side of 22<sup>nd</sup> Ave NW, cross NW Market St, and proceed south to Ballard Ave NW. At this point the trail would turn southeast along the south side of Ballard Ave NW and continue east on the south side of NW Ballard Way to the intersection with 15<sup>th</sup> Ave NW. The trail would then turn south onto the one-way road on the west side of 15<sup>th</sup> Ave NW, which could potentially be converted to trail-only use (no motor vehicles). The trail would cross to

the south side of NW 46<sup>th</sup> St at a newly signalized intersection and proceed east across 11<sup>th</sup> Ave NW. It would then turn south along the east side of 11<sup>th</sup> Ave NW to the eastern trail end at NW 45<sup>th</sup> St.

There would be changes to parking and vehicle travel lane configurations on all streets traversed by this alternative. The typical right-of-way section on Ballard Ave NW would include pedestrian sidewalks on both sides of the street, buffer zone, two vehicle travel lanes, and a parallel parking area on the north side of the street. These elements would vary along the trail due to the existing road configurations and structures.

#### **1.3.4 Leary Alternative**

Under the Leary Alternative, the multi-use trail would be primarily routed along the south side of Leary Ave NW (Figure 1-1). Beginning at the existing western trail end at the Ballard Locks, the trail would continue east along the south side of NW 54<sup>th</sup> St until it turns into NW Market St. The trail would continue east along the south side of NW Market St, crossing 22<sup>nd</sup> Ave NW. At 22<sup>nd</sup> Ave NW, the trail would turn southeast on the south side of Leary Ave NW. The trail would continue east along the south side of Leary Ave NW, which becomes NW Leary Way, to 11<sup>th</sup> Ave NW. At this point, the trail would turn south along the east side of 11<sup>th</sup> Ave NW to the current trail end at NW 45<sup>th</sup> St.

There would be changes to parking, vehicle travel lanes, and intersection configurations on both sides of the street along this alternative. The typical right-of-way on Leary Ave NW would include buffer zones on both sides of the street, a multi-use trail, parking areas on both sides of the street, sidewalks on both sides of the street, two vehicle travel lanes, and one two-way center left turn lane. The typical right-of-way on NW Market St would include a sidewalk, the multi-use trail, a buffer zone, two vehicle travel lanes, center turn lane, and parking areas on both sides of the street. These elements would vary along the trail due to the existing road configuration and structures.

#### **1.3.5 Connector Segments**

As mentioned previously, there are a number of possibilities to configure the routes, and six segments have been identified as the most likely connectors (Figure 1-1). These segments may be used as connections between portions of the previously identified alternative routes and could be on either side of the road. The connector segments include the following:

- Ballard Avenue NW;
- NW Vernon Place;
- 20<sup>th</sup> Avenue NW;
- 17<sup>th</sup> Avenue NW;
- 15<sup>th</sup> Avenue NW; and
- 14<sup>th</sup> Avenue NW.

Should NW Vernon Pl be used as a connector segment, a signal at NW Vernon Pl and Shilshole Ave NW may also be warranted, depending on whether the trail would continue on the north or south side of Shilshole Ave NW.

## 1.4 Features Common to All Build Alternatives

### 1.4.1 Roadway Design Considerations

Roadway designs would vary for each alternative based on factors such as intersection geometry, vehicle volumes, and types of vehicles. This section describes roadway modifications, intersection treatments, driveway design, and parking lot changes that could be incorporated during the final design phase of the project to address safety, access, non-motorized users, and vehicle types. Similar concepts can be found throughout the city and in design documents such as the Urban Bikeway Design Guide (National Association of City Transportation Officials [NACTO], 2015) and Guide for Development of Bicycle Facilities (American Association of State Highway and Transportation Officials [AASHTO], 2012). These features are common to all Build Alternatives, but the location and other specifics would vary by alternative.

#### ***Roadway Design***

Adding a trail to the existing street system would require roadway modifications for vehicles to co-exist with non-motorized users. These changes could include geometric changes to create perpendicular intersections, changes to roadway lane configurations, alterations of curb radii, and design details that provide sight lines between vehicles and non-motorized users.

#### ***Intersection Design***

Intersections would be designed to more clearly identify crossings of the multi-use trail. These improvements could include the following:

- Curb extensions or curb bulbs;
- Pavement markings;
- Raised crosswalks;
- Driveway-style entrances at intersections;
- Signalized intersections;
- Rapid flashing beacons at road crossings of the trail;
- Medians used either to improve the street crossing for pedestrians or to restrict left turns across the trail;
- Barriers, fences, or buffers separating non-motorized trail users from moving vehicular traffic or the railroad; and
- Alternative pavement treatments.

#### ***Driveway Design***

Driveways that cross or intersect with the multi-use trail would also be evaluated for possible design changes. Design changes could include many of the intersection elements described above, including curb bulbs, and pavement markings and treatments. Driveways and loading docks would be reconfigured so that parked vehicles or trucks would not block the trail. Some driveways may be eliminated, relocated, or consolidated where there are multiple driveways at a single property.

### **Access Modifications**

Some private lots may be affected where vehicle parking currently extends into the public right-of-way, or due to changes to property access from the multi-use trail. For example, striping in parking lots may be modified to prevent vehicles from parking in the right-of-way and blocking the trail, which may reduce the number of parking spaces in some lots.

#### **1.4.2 Construction Activities and Durations**

Overall construction of any of the Build Alternatives would last 12 to 18 months. Duration would vary depending on the extent of utility relocations, storm drainage improvements, and existing roadway reconfigurations including bus stop relocations. Construction would likely occur in segments, and one segment would be completed before moving on to the next segment to minimize the construction duration at any given location.

Construction of any of the Build Alternatives would consist of the following general activities:

- Demolition, including removal of pavement, curbs, sidewalks, driveways, trees, signs, bus shelters, fencing, or other features located in the new trail area.
- Construction of new roadway elements, including pavement, curbs and gutters, sidewalks, driveways, trees, bus shelters, fencing, signs, and buffer elements. Buffer elements include such things as paving, landscaping, barriers, fencing, and signage.
- Utility relocations, ranging from moving fire hydrants, stormwater catch basins, and overhead utility and power poles to the installation of new drainage facilities.

#### **1.4.3 Construction Staging**

Construction staging and scheduling are typically determined by the contractor; however, the City would specify some mandatory restrictions for the contractor. Demolition would likely be limited to a certain length of the trail; as such, the contractor would not be allowed to demolish the work space along the entire length of the trail. Rather, the project would be constructed in multiple smaller segments.

The project would generally use areas within or near the project footprint for construction staging and storing materials and equipment, including vacant lots, parking lots, and unused rights-of-way. Temporary construction offices (such as trailers) could also use these areas. Alternatively, construction offices may be located in a rented office space. All staging areas would be restored to their pre-construction condition or better.

#### **1.4.4 Construction Traffic and Haul Routes**

Construction would generate traffic to transport materials and equipment to the work site and to remove demolition debris and excess soil. The contractor would require access to the site for heavy vehicles such as dump trucks and concrete trucks, light vehicles such as pickup trucks, and heavy equipment such as excavators and compactors. Trucks would transport construction material. The contractor would determine the best construction methods, as permitted by the City and in conformance with the project construction plans and specifications. The exact number of truck trips per day during construction cannot yet be determined because project design is not yet complete. However, preliminary estimates indicate that the highest number would be approximately 20 round-trip truck trips per work day during a paving operation, spread uniformly throughout the day. City streets that could be used as haul routes include Shilshole Ave NW, NW 46<sup>th</sup> St, NW Leary Way/Leary Ave NW, and 15<sup>th</sup> Ave NW.

## CHAPTER 2: REGULATORY CONTEXT

Parking is governed by City of Seattle regulations and the specific plans that identify goals, initiatives, and strategies for how parking is managed and addressed. This chapter summarizes the regulations and plans that apply to this BGT Missing Link parking analysis.

### 2.1 Seattle Comprehensive Plan

The City of Seattle Comprehensive Plan outlines the vision for the City's future growth and establishes policies to support this vision (City of Seattle Department of Planning and Development, 2005). The Transportation Element was last amended on June 4, 2015, and the Land Use Element was last amended on April 28, 2015. The City is currently in the process of updating the entire Comprehensive Plan, which is scheduled for completion in 2016.

The Transportation Element of the Comprehensive Plan highlights the City's goal of promoting safe and convenient access and travel for all users, including pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers. Overall, the plan outlines strategies to encourage people to use cars less and to reduce the prevalence of single-occupancy vehicle (SOV) trips. Some policies in the Transportation Element are designed to achieve increased travel choices through the development of strategies to manage transportation demand and parking demand. The plan highlights how parking spaces should be prioritized in comparison with other curb-space uses. Policy T40 notes that in commercial districts, transit stops and layover have the highest priority, followed by passenger and commercial vehicle loading, then short-term parking (time limit signs and paid parking), and finally by parking for shared vehicles and vehicular capacity. Policy T41 notes that in residential districts, transit stops and layover have the highest priority, followed by passenger and commercial vehicle loading, then parking for local residents and shared vehicles, and finally by vehicular capacity. Goal TG17 of the Comprehensive Plan notes that mobility is the primary purpose of the street system, while Policy T42 directs the City to: "During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss." Additionally, the plan outlines a number of parking-related policies that support the City's overall transportation goals to reduce automobile use, including:

- Supporting shared-parking opportunities (where parking for transit users can be shared with nearby developments such as shopping centers, movie theaters, or churches) (Policy T26)
- Establishing parking districts so that parking can be managed on a neighborhood-specific scale (Policy T37)
- Using low-cost parking management strategies such as shared parking, pricing, parking information, and marketing (Policy T38)
- Relocating long-term parking to the periphery of commercial zones (Policy T44)
- Prioritizing transit and vehicle loading and unloading before short-term parking in residential and commercial areas (Policies T40 and T41)

The Land Use Element of the Comprehensive Plan also describes how off-street parking reforms fit into the vision for the City's access and travel goals. The City of Seattle has determined that the quantity, design, and location of parking supply influence the scale, shape, and cost of development; therefore, SDOT regulates the size, design, and location of parking facilities in an effort to encourage the use of alternative modes of transportation. Because off-street parking is generally provided by the private sector,

the City can affect off-street parking through modifications to its Land Use Code. Some of the reforms outlined in the Land Use Element that relate to parking include:

- Removing minimum parking requirements and setting the maximum amount of parking for development in urban centers and villages (Policy LU50)
- Reducing off-street parking requirements for new developments to encourage more use of transit and nonmotorized modes, as well as reduce reliance on automobiles (Policy LU49)
- Setting parking requirements that support alternative modes of transportation that reduce the use of SOVs (Policy LU49)

## 2.2 Seattle Transportation Strategic Plan

The Seattle Transportation Strategic Plan is designed to implement, through specific programs and projects, the transportation goals and policies set forth in the Comprehensive Plan (SDOT, 2005). The Strategic Plan is not being updated by SDOT, but SDOT released Move Seattle in March 2015 as its 10-year transportation vision (described in Section 2.3 below). Even though the Strategic Plan is not being updated, it still provides direction for implementing Comprehensive Plan goals and policies. The Strategic Plan outlines a number of initiatives to manage parking and reduce the need to build new parking facilities through pricing, creation of parking zones, refinement of curb space designation policies, and the use of new technologies. Many of these strategies could generate significant transportation revenues and have a substantial impact on people's travel decisions, thereby reducing the need for new parking supply. Some of the specific initiatives outlined in the Strategic Plan that relate to reducing demand for parking include:

- TDM5. Supports efforts to evaluate and reform transportation pricing by unbundling parking costs from building leases
- TDM6. Encourages car sharing by continuing to assign on-street parking spaces for car-sharing parking where consistent with SDOT policies
- TDM11. Encourages parking cash-out programs in which employees are offered a cash transportation allowance similar to the cost the employer would otherwise have paid to provide employee parking

## 2.3 Move Seattle

Move Seattle is SDOT's 10-year transportation vision that integrates the City's four modal plans: transit, walking, biking, and freight (SDOT, 2015a). The plan was released in March 2015 in response to the transportation challenges of a fast-growing city. Move Seattle is intended to help the City meet its current and future transportation needs and create a transportation system that contributes to a safe, interconnected, vibrant, affordable, and innovative city. Move Seattle identifies a few goals and near-term actions related to managing parking demand:

- Set paid parking rates to ensure that there is one or two available on-street, paid parking spaces per block face (Interconnected Goal)
- Manage on-street parking and loading to support business district vitality and livable, accessible neighborhoods (Vibrancy Goal)

- Improve mobility for freight and delivery vehicles by implementing time-of-day rates and pay-by-plate for on-street paid parking, developing pricing strategies to encourage more pay-by-phone transactions, and by working with at least three neighborhoods each year to develop community access and parking plans (Vibrancy Near-term Action)
- Make it easier for more people to walk, cycle, and use transit and car share services by expanding the Community Parking and Access Program and ensuring that small businesses and employers have information about and access to discounted transit passes, bike share, and car share memberships (Affordability Goal)

## 2.4 Ballard Community Access and Parking Program

The Ballard Community Access and Parking Program was SDOT's effort to improve access to on-street parking in Ballard through new time limits and paid parking areas. SDOT undertook this program to strategically address the increased demand for parking in Ballard since the last major set of changes to on-street parking in the Ballard commercial district occurred in 2005. Since that time, new businesses, residents, and attractions resulted in even greater demand for parking in Ballard.

Between 2013 and 2015, SDOT developed a parking program to make parking more available and predictable. Implementation of the new parking program was completed in June 2015 and included new parking time limits and paid parking.

Following program implementation, SDOT conducted a study of parking conditions in July 2015. This study showed that new paid parking areas went from being 95 percent or more occupied during the afternoon period before the parking program implementation to approximately 80 percent occupied during the same time period. This change indicates that on-street parking is available in most of the neighborhood during morning and afternoon hours. SDOT will continue to monitor parking conditions in Ballard through its Annual Citywide Parking Study, and adjust paid parking rates, hours, and time limits if needed (SDOT, 2015b).

## 2.5 Restricted Parking Zone Program

The Restricted Parking Zone (RPZ) Program helps ease parking congestion in residential neighborhoods, while balancing the needs of all people to be able to use the public streets. RPZs help neighborhoods deal with the impacts through transportation and parking demand management strategies as well as signed time limits from which vehicles displaying a valid RPZ permit are exempt (SDOT, 2015c).

Separate from the Ballard Community Access and Parking Program but still related to parking concerns, SDOT received a request to review residential blocks in and around downtown Ballard to determine RPZ eligibility (SDOT, 2015c). Results of the September 2015 study showed that the residential blocks covered in the study qualify for an RPZ. Before an RPZ is enacted, the process requires additional outreach and a public hearing. A number of issues will need to be resolved through this process. Because parking occupancy was very high at 4 AM, when occupancy is typically residential, an RPZ may not improve parking availability. Also, the process would need to address how an RPZ would limit parking locations for visitors and employees of area businesses, and the RPZ boundaries and days/hours of operation. If enacted, the RPZ signs would be installed only on residential blocks without existing time limits (SDOT, 2015c; SDOT, 2015d).

## **2.6 Seattle Municipal Code Title 11 Part 7**

Title 11 of the Seattle Municipal Code provides traffic regulations for the City of Seattle. Part 7 of Title 11 lists the regulations for stopping, standing, and parking, and also establishes standards for where and when parking is permitted, restricted, and prohibited. The code also provides regulations applicable to loading zones.

## **2.7 Seattle Municipal Code Title 11 Part 16**

Part 16, Title 11, of the Seattle Municipal Code describes rate setting policies for on-street parking in the city. The code provides for parking rates to be adjusted according to measured occupancy in neighborhood parking areas so that approximately one or two open spaces are available on each block throughout the day.

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## CHAPTER 3: METHODOLOGY

### 3.1 Data Collection

Analysts relied on three recent parking studies to determine the on-street and off-street parking conditions that exist in the study area in 2015 (attached as Appendices A, B, and C, respectively). The three recent parking studies that were used for 2015 conditions are shown on Table 3-1 and described in detail below:

- The 2015 Ballard Parking Study—on-street parking (SDOT, 2015e)
- The 2015 BGT Missing Link Parking Study—on-street and off-street parking
- The Ballard Off-street Parking Study, July 2014—off-street parking (SDOT, 2014)

These three studies were used because they were completed recently and cover the entire study area. Two earlier parking studies, developed for previous environmental analyses of the BGT Missing Link project (known previously as the Burke-Gilman Trail Extension project) were not included in this analysis for the following reasons:

- The November 2008 Parking Review Memorandum, which included an approximate count of parking supply on seven street sections in the study area, was not included in the analysis because there have been many changes to the study area's built condition since the study was completed, it did not cover the entire study area, and it did not include parking utilization (SvR Design Company 2008).
- The 2011 Shilshole Segment Parking Assessment (an addendum to the 2008 study), which included an occupancy analysis of Shilshole Ave NW between 17th Ave NW and NW Vernon Pl, was not included in the analysis because there have been many changes to the study area's built condition since the study was completed, and it only covered a small portion of Shilshole Ave NW (Parsons Brinckerhoff 2011).

Analysts used data from the three recent studies to calculate on-street and off-street parking supply, occupancy, and parking utilization. For purposes of this study, these terms are defined as follows:

- Parking supply comprises all publicly available on-street and off-street parking spaces in the study area, whether publicly or privately owned and whether available at no cost or for a fee.
- Parking occupancy is the number of parking spaces that are occupied at a given time.
- Parking utilization is the percentage of the parking supply that is being occupied at a given time.

Parking supply, occupancy, and utilization vary throughout the study area and fluctuate depending on time of day. Data collected during any weekday is deemed to reflect typical weekday parking. Data were collected on weekdays as opposed to weekends, because weekdays capture both occupancy of parking spaces by daytime employers and evening retail businesses. Although weekend counts were not conducted, they are expected to be similar to weekday counts over the larger study area with fluctuations occurring in some parts of the study area (e.g., weekend utilization higher in central commercial portion and lower in industrial areas than weekdays). Also, using weekday counts is consistent with the two previous Ballard parking studies.

**Table 3-1. Data Sources for Parking Analysis**

<i>Location</i>		<i>Supply</i>	<i>Occupancy</i>	<i>Utilization</i>
On-street	Paid parking areas in Ballard	2015 Ballard Parking Study (July 15, 2015)	2015 Ballard Parking Study (July 15, 2015)	Calculated using 2015 Ballard Parking Study supply and occupancy data
	All other on-street parking	2015 BGT Missing Link Parking Study (July 29, 2015, September 23 and 30, 2015)	2015 BGT Missing Link Parking Study (July 29, 2015, September 23 and 30, 2015)	Calculated using 2015 BGT Missing Link Parking Study supply and occupancy data
Off-street	Lots 1-9	Ballard Off-street Parking Study – July 2014 (May 21 and 30, 2014)	Ballard Off-street Parking Study – July 2014 (May 21 and 30, 2014)	Calculated using Ballard Off-street Parking Study – July 2014 supply and occupancy data
	Lots 11-19	2015 BGT Missing Link Parking Study (July 29, 2015)	2015 BGT Missing Link Parking Study (July 29, 2015)	Calculated using 2015 BGT Missing Link Parking Study supply and occupancy data
	Lot 20 <sup>1</sup>	2015 BGT Missing Link Parking Study (December 2, 2015)	2015 BGT Missing Link Parking Study (December 2, 2015)	Calculated using 2015 BGT Missing Link Parking Study supply and occupancy data

<sup>1</sup> The supply and occupancy for Lot 20 was obtained on December 2, 2015, because it was a private lot during the July data collection but is now available for public use.

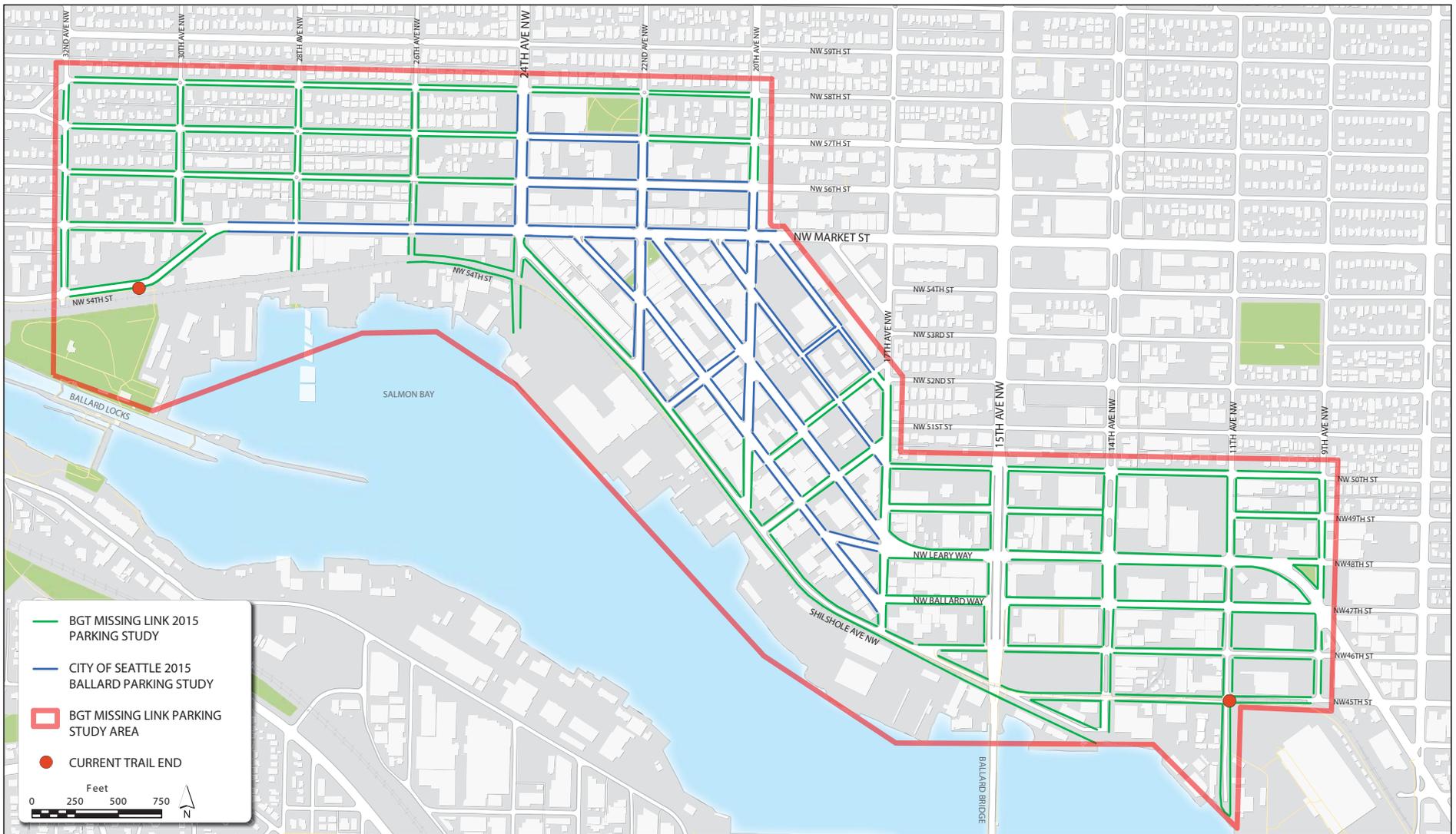
Source: Parametrix

### 3.1.1 On-street Parking Supply, Occupancy, and Utilization

Data from multiple sources were analyzed to create representative calculations of on-street parking supply, occupancy, and utilization in the study area for weekdays. On-street parking counts were analyzed for every hour between 8 AM and 10 AM and 3 PM and 7 PM.

The 2015 Ballard Parking Study was conducted in July 2015 as part of the City’s Annual Parking Study. As shown in Figure 3-1, it covered a number of blocks within the study area. This study included on-street parking supply, occupancy, and parking utilization on a typical weekday.

Because the 2015 Ballard Parking Study did not cover all of the streets within the study area, it was supplemented with the 2015 BGT Missing Link Parking Study. The area covered by this study is also shown in Figure 3-1. The majority of the data for the 2015 BGT Missing Link Parking Study was collected on July 29, 2015 on a typical weekday and included on-street parking supply, occupancy, and parking utilization. Data for a few additional blockfaces were collected on September 23, 2015 and September 30, 2015, which were also typical weekdays.



SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 3-1**  
**Parking Study Extents**

### 3.1.2 Off-street Parking Supply, Occupancy, and Utilization

Data from multiple sources were analyzed to create representative calculations of off-street parking supply, occupancy, and utilization in the study area for weekdays. The Ballard Off-street Parking Study was conducted on May 21 and May 30, 2014 as part of the City's Ballard Community Access and Parking Project. This study provided information on 27 off-street lots, including public versus private usage, parking rates, method of payment, available hours, and parking supply, occupancy, and utilization for a typical midweek daytime period and a Friday evening parking period. Because a number of these lots were private and some were no longer open in 2015, the BGT Missing Link Parking analysis only used data from nine of the lots covered in the Ballard Off-street Parking Study.

To provide more recent data, the 2015 BGT Missing Link Parking Study was completed on July 29, 2015 and provided updated parking supply, occupancy, and utilization for 10 public parking lots and garages within the study area for a typical weekday. In addition, the supply and occupancy for Lot 20 was obtained on December 2, 2015, because it was a private lot during the July 2015 data collection but is now available for public use.

### 3.1.3 Passenger and Commercial Loading Zones

Information on passenger and commercial loading zones within the study area was derived from the City of Seattle's Street Parking Sign inventory available on the City's open data website (City of Seattle, 2015).

## 3.2 Selection of Study Area

Analysts defined the study area for this parking evaluation as the distance most people would be willing to walk to their destination after parking, accounting for such factors as the trip purpose, topography, the walking environment, and available time. This distance is generally between about one-eighth of a mile (660 feet) and one-quarter mile (1,320 feet) from the project footprint. Several Build Alternatives are being analyzed; therefore, the study area chosen is generally two blocks from the most peripheral of the Build Alternatives. Although people are often willing to walk farther for special events than they are for more common activities, the study area boundaries were established for the most typical and predominant daily activities in the study area, such as patronizing businesses and restaurants, rather than considering well-attended but less frequent events, such as festivals and the Ballard Farmers Market.

## 3.3 Identification of Construction Impacts

Construction impacts on parking were evaluated qualitatively because the location and amount of affected parking would change as construction progresses. The potential for temporary loss of parking is discussed, along with disruption to business access and loading areas.

## 3.4 Identification of Operational Impacts

The operational impacts of the Build Alternatives for parking in 2040, the design year, were evaluated using the following methods:

- A comparison of the total number of on-street and off-street parking spaces in the study area under the No Build Alternative and the Build Alternatives

- An assessment of the parking supply under the Build Alternatives in relation to the existing parking occupancy

### **3.5 Identification of Avoidance, Minimization, and Mitigation Measures**

Analysts identified potential construction mitigation measures by focusing on ways to increase parking supply near areas where parking spaces are temporarily eliminated by construction and by identifying methods to facilitate access between parking areas and destinations in and near the active BGT Missing Link construction zone. Analysts identified potential measures to offset the loss of parking supply as a result of the project.

### **3.6 Cumulative Impacts and Mitigation Measures**

Analysts reviewed potential cumulative effects on parking resulting from other past, present, and reasonably foreseeable future actions that could affect parking, either directly or indirectly. This could include other transportation projects, other planned developments, or land use changes occurring in the area.



## CHAPTER 4: AFFECTED ENVIRONMENT

The affected environment consists of the parking supply, parking occupancy, and parking utilization that exist in the study area in 2015. The parking supply comprises all publicly available on-street and off-street parking spaces in the study area, whether publicly or privately owned and whether available at no cost or for a fee.

### 4.1 Selected Study Area

The study area selected for the BGT Missing Link parking analysis is the area bounded by the Lake Washington Ship Canal to the south, 9<sup>th</sup> Ave NW to the east, NW 50<sup>th</sup> St/Tallman Ave NW/NW 58<sup>th</sup> St to the north, and 32<sup>nd</sup> Ave NW to the west. For the portions of the study area bounded by a street, the study area is inclusive of the entire street. This area, which is roughly two blocks from the most peripheral of the Build Alternatives, is the distance most people would be willing to walk to their destinations after parking, accounting for such factors as the trip purpose, topography, the walking environment, and available time. Section 3.2 above discusses selection of the study area. Figure 4-1 shows the boundary of the parking study area.

### 4.2 Types of Parking

The study area contains different types of parking supply. This analysis considered the following types of parking:

- On-street spaces within the study area
- Off-street parking spaces available for public use within the study area
- On-street passenger and commercial loading spaces identified within the study area

In the study area, on-street parking varies from short-term metered parking with 2-hour limits to unmetered spaces with no time limits. All on-street parking spaces within the study area, whether paid or unpaid, were included in the parking analysis.

As described in both the November 2008 Parking Review Memorandum and the 2011 Shilshole Segment Parking Assessment, uses of the public right-of-way along some blocks of Shilshole Avenue NW are not formally organized and have not been expressly approved or permitted by the City. Unstriped areas of City-owned right-of-way have historically been used by private businesses for parking and loading. This unpermitted parking is not demarcated by the City, and if it were regulated it would be marked according to City parking standards. Because of the unorganized and unregulated nature of most of the parking supply on Shilshole Avenue NW, the occupancy of parked vehicles depends on the efficiency of the drivers parking on a particular day. In some areas along Shilshole Avenue NW, vehicles could be perpendicularly parked on one day and aligned in a parallel manner the next (SvR Design Company, 2008; Parsons Brinckerhoff, 2011). For supply-counting purposes, these unpermitted spaces were counted as they are currently used, whether it is parallel, multiple parallel rows, perpendicular, or angled parking. This was done to accurately characterize the current parking usage of the right-of-way. The previous parking analyses conducted in 2008 and 2011 identified different numbers of parking spaces along Shilshole Avenue SW, pointing to the unorganized nature of the parking on this street and how the number of parking spaces changes day to day.

NW 54<sup>th</sup> Street between 26<sup>th</sup> Avenue NW and 30<sup>th</sup> Avenue NW is not identified as a legal City street. While people do park on this section of NW 54<sup>th</sup> Street, the parking was not counted as available public parking supply because it's not an officially sanctioned City street or public parking area.

For the off-street parking analysis, 20 off-street parking lots and garages were included in the parking analysis. Data for nine of these lots were obtained from the Ballard Off-street Parking Study and data for the other 11 were obtained from the 2015 BGT Missing Link Parking Study. Data for lot 20 was collected separately on December 2, 2015, because it was a private lot during the July 2015 data collection but is now available for public use. Users of these off-street lots available for public use are generally required to pay lot-specific rates that vary by parking duration. The number of off-street parking lots and garages in the study area can change quickly, as new lots open and others close due to various factors, including new development displacing lots or including new lots. This analysis provides the most accurate estimation of off-street parking at time of writing.

Loading zone locations were obtained from the City's street parking signs data layer. Each loading zone sign was assumed to indicate one loading zone space. In some cases, the City may post one sign for a loading zone that could accommodate multiple vehicles.



SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-1**  
**Parking Discipline Study Area**

## 4.3 Parking Supply

### 4.3.1 On-street and Off-street Parking

A total of 3,107 on-street parking spaces and a minimum of 882 off-street parking spaces is available for public use in the study area. Table 4-1 summarizes the supply of on-street and off-street parking. The off-street parking supply varies throughout the day, with some off-street lots only being open to the public in the evening. The off-street supply from 8 AM to 5 PM is 882 spaces, from 5 PM to 6 PM is 1,007 spaces, and after 6 PM is 1,114 spaces. To be conservative, the minimum off-street parking supply count of 882 is being used in Table 4-1.

Figure 4-2 shows the on-street parking supply for each block face in the study area, and Figure 4-3 shows the off-street parking supply for each lot and garage in the study area.

**Table 4-1. Parking Supply in Study Area**

	<i>Parking Supply</i>				
	<i>Paid On-Street Supply<sup>1</sup></i>	<i>Non-Paid On-Street Supply<sup>2</sup></i>	<i>Total On-Street Supply</i>	<i>Off-Street Parking Supply<sup>3</sup></i>	<i>Total Parking Supply</i>
Number of Spaces	484	2,623	3,107	882	3,989
Percent of Total	12%	66%	78%	22%	100%

Sources:

<sup>1</sup> SDOT, 2015e

<sup>2</sup> IDAX, 2015

<sup>3</sup> SDOT, 2014; IDAX, 2015

### 4.3.2 Loading Zone Spaces

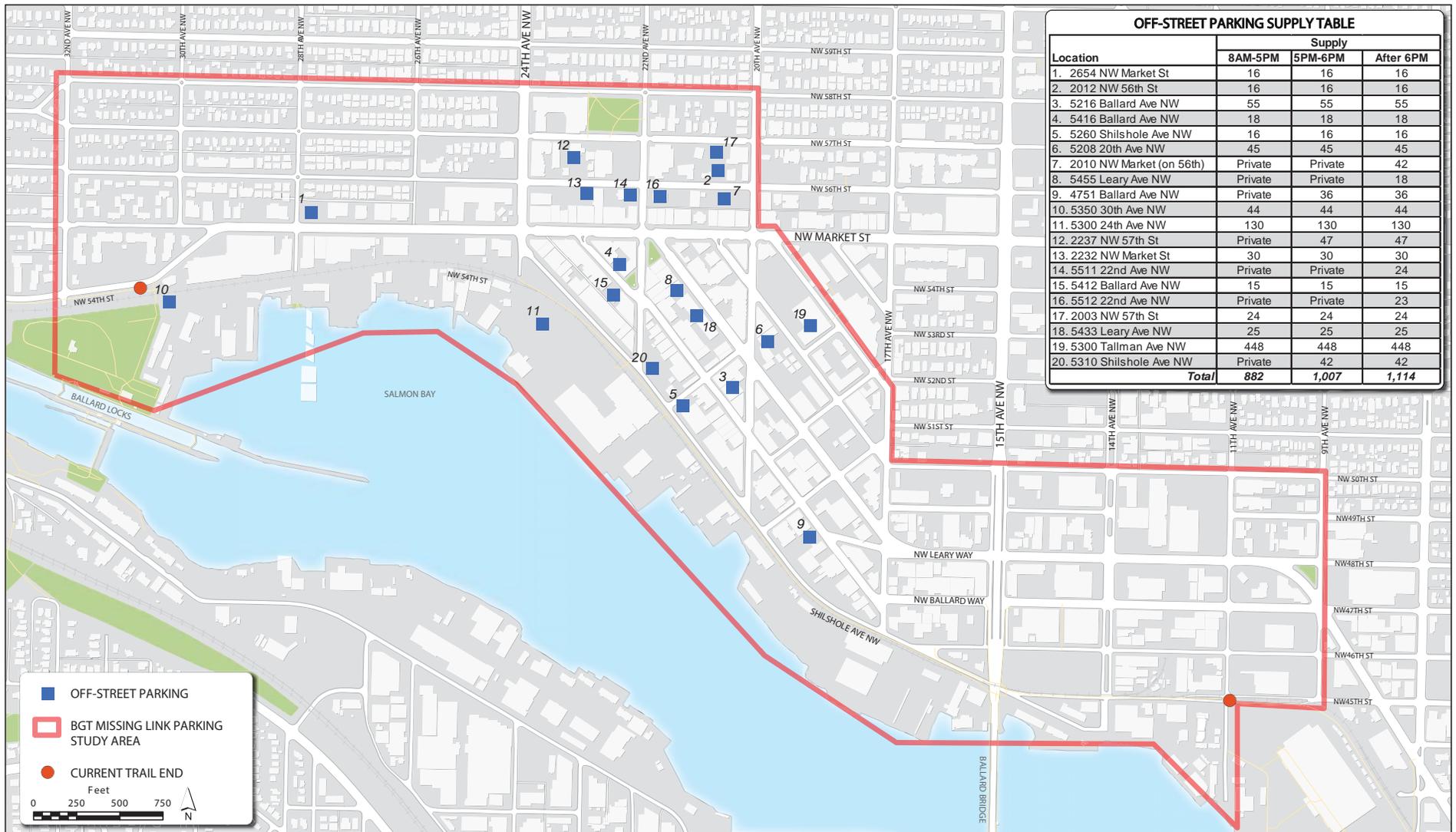
Table 4-2 summarizes the existing loading zone spaces in the study area. A total of 132 loading zone spaces is available in the study area; these spaces are relatively evenly distributed throughout the study area (see Figure 4-4). Loading zone spaces are used for various purposes including commercial loading, passenger drop-off, and taxi loading.

**Table 4-2. Loading Zone Spaces in Study Area**

<i>Generic Loading Zone Spaces<sup>1</sup></i>	<i>Passenger Loading Zone Spaces<sup>1</sup></i>	<i>Truck-Only Loading Zone Spaces<sup>1</sup></i>	<i>Commercial Vehicle Loading Zone Spaces<sup>1</sup></i>	<i>Total Loading Zone Spaces</i>
82	15	32	3	132

Source: SDOT, 2015h





SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-3**  
**Off-street Parking Supply**



## 4.4 Parking Utilization

### 4.4.1 Utilization by Time of Day

SDOT sets an on-street utilization target range of 70 to 85 percent for commercial and mixed use areas. However, SDOT does not have an on-street utilization target for residential and industrial areas, where parking turnover is less important. SDOT's on-street utilization target for commercial and mixed use areas is consistent with Seattle Municipal Code requirements to manage paid parking areas so that one or two parking spaces are available per block face. At higher levels of utilization, it becomes difficult for a driver to find an on-street parking space. If the threshold of 85 percent for on-street parking utilization is exceeded, it is assumed that the motorists who would otherwise park on the street on a particular block would search further for an on-street parking space or would use off-street parking.

Table 4-3 and Table 4-4, respectively, summarize the weekday on-street and off-street parking utilization observed in the study across the time periods studied for the 2015 existing conditions. Utilization data were collected during the AM and PM peak periods to capture the daily fluctuations in utilization from business-related, retail-related, and residential parking. Utilization data were collected at 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, and 6 PM. On-street and off-street parking utilization are discussed separately below.

Utilization for seven block faces was not available during the 2015 study because parking on these blocks was temporarily prohibited due to construction activities. Because these blocks will be available for public parking once construction has been completed, utilization rates were estimated based on the utilization for similar block faces (i.e., paid vs. non-paid) that were nearby (i.e., block faces across the street or adjacent to the site, where available). These seven blocks were included in the parking supply counts.

The parking supply on Shilshole Avenue NW is largely unorganized and unregulated by the City. As a result, and as described in the 2011 Shilshole Segment Parking Assessment, parking supply on this street rarely remains fixed and utilization can therefore vary widely even under minor variations in occupancy. Field investigations conducted for the 2011 Shilshole Segment Parking Assessment revealed that certain parking behaviors created scenarios where the expected parking supply was reduced. These behaviors included parking of large commercial vehicles for deliveries, parking of passenger vehicles in front of loading facilities that were rendered available only on a part-time basis, and off-peak and short-term placement and storage in parking spaces of commercial shipping materials, such as pallets and mobile storage tanks. All of these behaviors can reduce parking supply and therefore increase on-street parking utilization (Parsons Brinckerhoff, 2011).

#### ***On-Street Parking Utilization***

As shown in Table 4-3, the utilization for weekday on-street parking is similar throughout the day. Specific findings are as follows:

- Parking utilization for paid parking varies dramatically throughout the day and is low in the morning and very high later in the evening. Paid parking utilization is highest at 6 PM (91 percent) and lowest at 8 AM (29 percent).
- Parking utilization for non-paid parking is consistently moderate throughout the day. Non-paid parking utilization is highest at 9 AM (68 percent) and lowest at 6 PM (60 percent).

**Table 4-3. Overall On-Street Parking Utilization**

Parking Type	Parking Spaces	Weekday Occupancy and Utilization (%)											
		8 AM		9 AM		3 PM		4 PM		5 PM		6 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
Paid	484	139	29%	206	43%	323	67%	280	58%	343	71%	440	91%
Non-Paid	2,623	1,717	65%	1,788	68%	1,760	67%	1,693	65%	1,588	61%	1,579	60%
Total	3,107	1,856	60%	1,994	64%	2,083	67%	1,973	64%	1,931	62%	2,019	65%

Sources: SDOT, 2015e; IDAX, 2015

On-street utilization can also be examined at a more detailed geographic level by looking at each individual block face within the study area. Figures 4-4 through 4-9 depict the weekday utilization for each individual block face at 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, and 6 PM, respectively. Green-colored blocks indicate that utilization is under 55 percent, and yellow-colored blocks indicate that utilization is between 55 and 70 percent. Orange-colored blocks indicate that utilization is between 70 and 85 percent. Blocks that are colored red are those with utilization above 85 percent.

*8 AM:* As shown in Figure 4-5, on-street parking utilization is highest at 8 AM in the non-paid, residential blocks of central Ballard and on the northernmost blocks of the study area. The majority of the paid parking in central Ballard has very low utilization at 8 AM. It is assumed that the main destination in the study area is the central business district and the businesses on Shilshole Ave NW. It is also assumed that the non-paid, residential parking areas in the central portion of the study area, roughly south of NW Market Street and west of 15<sup>th</sup> Ave NW, and the northernmost blocks may have high utilization due to residents leaving cars there. The utilization for the non-paid, residential area in central Ballard has high utilization throughout all hours studied. West of 28<sup>th</sup> Ave NW, the residential density is lower; therefore, there is more available parking in the northwestern corner of the study area. Utilization in the southeast portion of the study area is mixed.

*9 AM:* As shown in Figure 4-6 at 9 AM, even more of the non-paid parking in central Ballard has filled up, and some of the paid blocks also have high utilization. Some of the blocks in the northernmost portion of the study area saw a decline in utilization from 8 AM to 9 AM. This could be due to some residents leaving for work outside of the study area. In the southeastern portion of the study area utilization increased slightly, but was still mixed.

*3 PM:* As shown in Figure 4-7 at 3 PM, utilization is very different than during the morning hours studied. Utilization is still very high on the non-paid blocks in central Ballard, but by 3 PM most of the paid blocks have reached a moderate level of utilization, and some have reached over 85 percent utilization. Utilization on the northernmost blocks slightly increased since the morning, with the paid blocks seeing more usage.

*4 PM:* As shown in Figure 4-8, utilization declined slightly throughout the study area between 3 and 4 PM. The central non-paid blocks are still highly utilized, but the paid blocks are less utilized. This could

be due to some daytime workers leaving the study area and freeing up spaces for those who would have used paid blocks. The northern and southeastern portions of the study area are largely similar between 3 PM and 4 PM, with mixed utilization.

*5 PM:* As shown in Figure 4-9, overall occupancy continued to decline slightly between 4 and 5 PM. This could reflect more daytime workers leaving the study area for the day. At the same time, occupancy on the paid blocks increased by 13 percent, possibly reflecting more people coming to the central business district for evening activities and evening restaurant/bar workers coming to work. The northern and southeastern portions of the study area are largely similar between 4 PM and 5 PM, with mixed utilization.

*6 PM:* As shown in Figure 4-10, overall utilization for the study area increased slightly at 6 PM, but the geographic occupancy pattern is unique at 6 PM. Occupancy for paid spaces in the central business district increased dramatically from 68 to 90 percent, possibly reflecting the high occupancy for evening activities in the study area. Utilization for non-paid spaces continued to decline slightly from its peak at 9 AM, possibly reflecting that many daytime workers have left the study area for the day. Utilization for the northern portion of the study area remained mixed similar to the other hours during the day, while utilization for the southeastern portion of the study area slightly declined from 5 PM.

### ***Off-Street Parking Utilization***

Table 4-4 summarizes weekday off-street parking utilization within the study area. Utilization by time ranges from a high of 67 percent at 9 AM to a low of 34 percent at 6 PM. Overall, parking utilization is higher during the AM peak period than the PM peak period. Some lots within the study area are not open to the public at all hours of the day. When lots are not available for public use, they are indicated as “Private” in Table 4-4.

Utilization data for lots 10 through 19 were collected during the same hours as for on-street parking : 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, and 6 PM. Utilization data for lots 1 through 9 and 20 were not available for the exact time ranges as data for lots 10 through 19. Utilization for lots 1 through 9 was collected during the daytime (1 PM to 3 PM) and evening (6:30 PM to 8:30 PM). To determine the utilization at 8 AM and 9 AM for lots 1 through 9, ratios were applied to the daytime utilization based on utilization at nearby lots and garages that had similar surroundings and were the same type (i.e., lots versus garages). To determine the utilization at 4 PM and 5 PM for lots 1 through 9, ratios were applied to the evening utilization based on utilization at similar nearby lots and garages. Utilization for lot 20 was collected at 6 PM, and to determine the utilization at 5 PM, a ratio was applied to the 6 PM utilization based on utilization at a similar nearby lot.

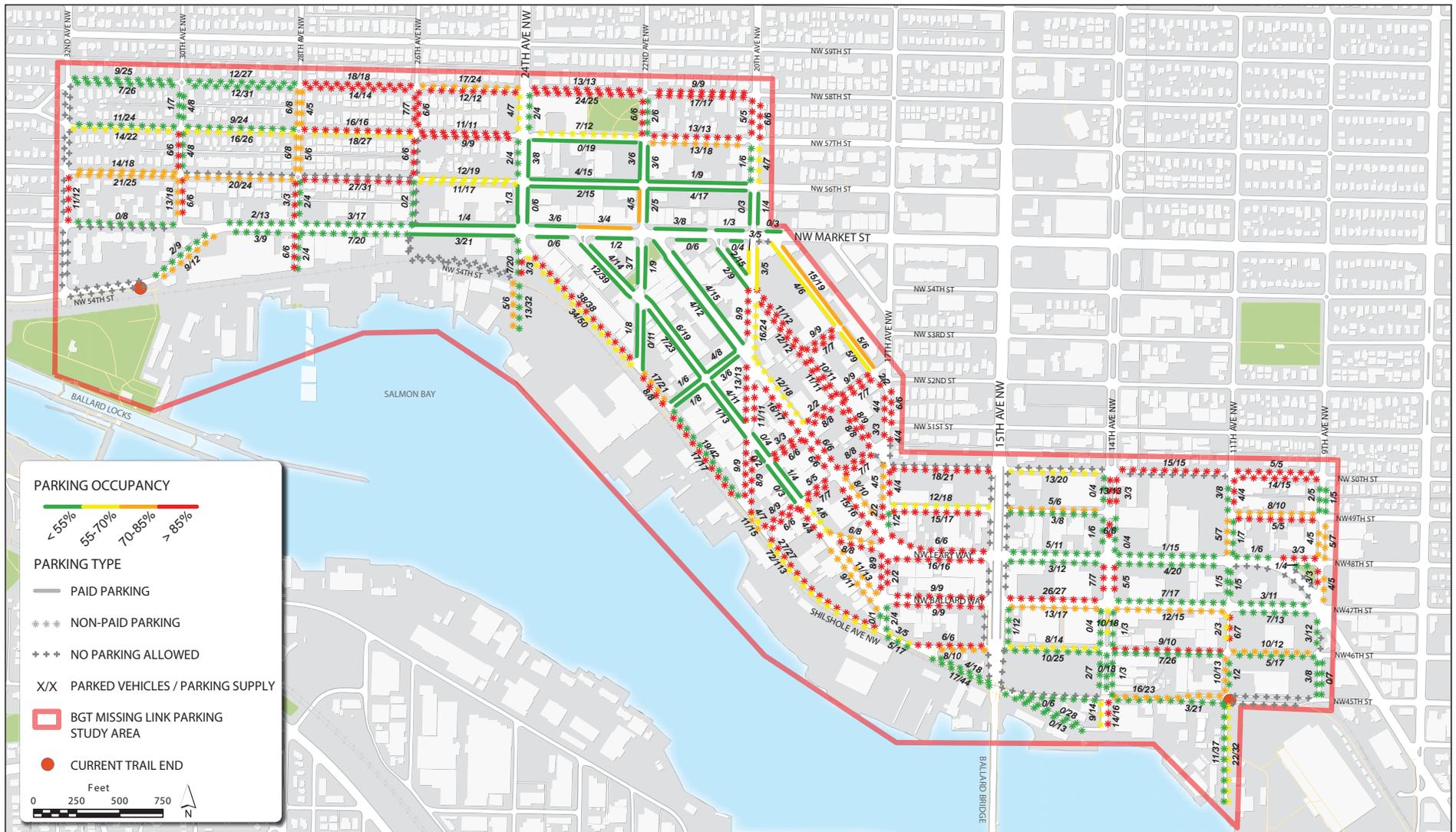
**Table 4-4. Off-Street Parking Utilization**

Lot/ Garage Number	Parking Spaces	Weekday Occupancy and Utilization											
		8 AM		9 AM		3 PM		4 PM		5 PM		6 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
1	16	4	26%	8	52%	12	75%	7	43%	4	27%	2	13%
2	16	6	39%	7	41%	5	31%	16	100%	16	100%	10	63%
3	55	15	28%	33	60%	24	44%	26	47%	55	100%	32	58%
4	18	7	38%	9	51%	16	89%	8	44%	11	59%	16	89%
5	16	4	27%	6	36%	10	63%	8	50%	11	67%	16	100%
6	45	7	15%	9	20%	16	36%	11	23%	14	31%	21	47%
7	42	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	13	31%
8	18	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	13	72%
9	36	Private	Private	Private	Private	Private	Private	Private	Private	11	30%	16	44%
10	44	10	23%	20	45%	29	66%	24	55%	15	34%	7	16%
11	130	28	22%	44	34%	49	38%	40	31%	27	21%	29	22%
12	47	Private	Private	Private	Private	Private	Private	Private	Private	4	9%	1	2%
13	30	6	20%	8	27%	21	70%	16	53%	14	47%	11	37%
14	24	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	16	67%
15	15	3	20%	4	27%	7	47%	6	40%	8	53%	12	80%
16	23	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	8	35%
17	24	20	83%	21	88%	16	67%	6	25%	4	17%	1	4%
18	25	7	28%	15	60%	11	44%	4	16%	10	40%	5	20%
19	448	333	74%	408	91%	302	67%	263	59%	152	34%	106	24%
20	42	Private	Private	Private	Private	Private	Private	Private	Private	28	67%	42	100%
Totals	882/ 1,007/ 1,114 <sup>1</sup>	451	51%	592	67%	518	59%	434	49%	383	38%	377	34%

Source: IDAX, 2015; SDOT, 2014

Note: Utilization highlighted in gray indicates that this is an estimated value, based on ratios of similar nearby lots and garages.

<sup>1</sup>Total parking spaces vary based on public availability of off-street parking lots. Numbers represent 8 AM – 5 PM/5 PM – 6 PM/After 6 PM.



SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

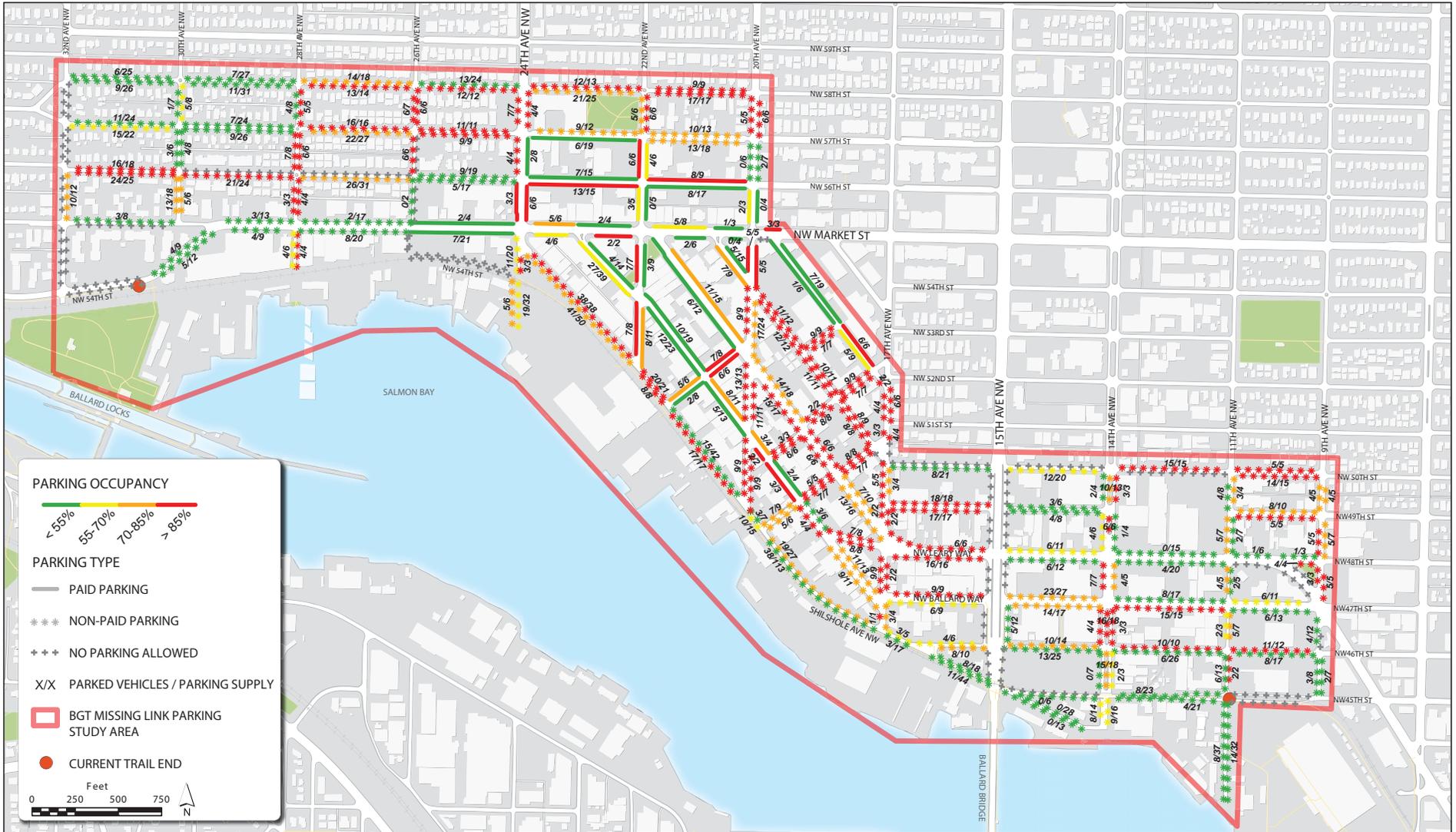
Burke-Gilman Trail Missing Link  
**Figure 4-5**  
**8am Public Parking Occupancy**



SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-6**  
**9am Public Parking Occupancy**





SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-8**  
4pm Public Parking Occupancy



SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-9**  
5pm Public Parking Occupancy



SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 4-10**  
6pm Public Parking Occupancy

#### 4.4.2 Available Parking Supply

Table 4-5 shows the number of available parking spaces in the study area that are unused for weekdays during each hour of the parking study. A minimum of 1,024 on-street spaces and 290 off-street spaces are available during each period. Overall, 3 PM has the smallest supply of available parking spaces (1,388), because both on- and off-street utilization is moderate at this time (67 and 59 percent, respectively).

**Table 4-5. Available Parking Supply**

	8 AM		9 AM		3 PM		4 PM		5 PM		6 PM	
	On-Street <sup>1</sup>	Off-Street <sup>2</sup>										
Parking Supply <sup>3</sup>	3,107	882	3,107	882	3,107	882	3,107	882	3,107	1,007	3,107	1,114
Parking Occupancy	1,856	451	1,994	592	2,083	518	1,973	434	1,931	383	2,019	377
Utilization Rate	60%	51%	64%	67%	67%	59%	64%	49%	62%	38%	65%	34%
Available Parking Supply	1,251	431	1,113	290	1,024	364	1,134	448	1,176	624	1,088	737

Sources:

<sup>1</sup> SDOT, 2015e; IDAX, 2015

<sup>2</sup> IDAX, 2015; SDOT, 2014

Note: Utilization highlighted in gray indicates that this is an estimated value, based on ratios of similar nearby lots and garages.

## CHAPTER 5: POTENTIAL IMPACTS

### 5.1 No Build Alternative

#### 5.1.1 Construction

No construction activities for the BGT Missing Link would occur under the No Build Alternative; therefore, there would be no construction impacts.

#### 5.1.2 Operation

The parking supply and loading zone spaces in the study area under the No Build Alternative are expected to remain the same as under existing (2015) conditions. Table 5-1 summarizes the expected No Build Alternative parking supply.

**Table 5-1. No Build Alternative Parking Supply**

	<i>Parking Supply</i>				
	<i>Paid On-Street Supply</i>	<i>Non-Paid On-Street Supply</i>	<i>Total On-Street Supply</i>	<i>Off-Street Parking Supply</i>	<i>Total Parking Supply</i>
Number of Spaces	484	2,623	3,107	882	3,989
Percent of Total	12%	66%	78%	22%	100%

Occupancy of both on-street and off-street parking within the study area is expected to increase by 2040 in conjunction with population and employment growth in Ballard. Parking prices (adjusted for inflation) would also increase for both on-street and off-street parking based on this increase in occupancy. Because the parking supply would remain constant under the No Build Alternative, this increase in occupancy is expected to increase the on-street parking utilization rates across all time periods and all parts of the study area. There are no current predictions for the scale of this increased on-street parking occupancy or utilization rates because future parking occupancy cannot be predicted using typical traffic forecasting tools. The No Build Alternative would not change the existing (2015) passenger and commercial loading zone spaces, which are shown in Table 5-2.

**Table 5-2. Loading Zone Spaces in Study Area**

<i>Generic Load Zone Spaces</i>	<i>Passenger Load Zone Spaces</i>	<i>Truck-Only Load Zone Spaces</i>	<i>Commercial Vehicle Load Zone Spaces</i>	<i>Total Loading Zone Spaces</i>
82	15	32	3	132

## 5.2 Impacts Common to all Build Alternatives

### 5.2.1 Construction

Construction activities for the Build Alternatives would temporarily affect on-street parking throughout the study area. The amount of parking affected would vary by construction stage and street block and would be determined once construction and staging plans are finalized. Parking spaces outside of the Build Alternatives construction area would not be affected. Some businesses could have access routes or loading zones blocked, but this would only occur intermittently. Off-street parking is not expected to be affected by construction, except for minor temporary changes in access to build the improvements.

### 5.2.2 Operation

It is anticipated that occupancy of both on-street and off-street parking within the study area would increase by year 2040 in conjunction with population and employment growth. Because the parking supply would decrease under all of the Build Alternatives, this increase in parking occupancy, coupled with the decrease in parking supply, is expected to increase the on-street and off-street parking utilization across all parts and time periods in the study area. Because occupancy of on-street spaces in some areas is already high, as on-street parking spaces are removed, it is likely that utilization rates at off-street lots and garages would increase as occupancy is shifted from on-street to off-street parking.

The Build Alternatives would provide improved nonmotorized facilities in the form of the new multi-use trail, new sidewalks, and improved crossings. The enhanced availability of nonmotorized facilities for bicyclists and pedestrians under the Build Alternatives could provide Ballard visitors with additional choices in how they travel to the study area. This could result in changes to the mode split among vehicle and nonmotorized modes of travel. A shift to nonmotorized modes could reduce parking occupancy in the study area, which would minimize the impacts of parking loss associated with the Build Alternatives.

City policy prioritizes other uses of street space over parking and is moving towards limiting parking requirements for new development. The removal of parking, in conjunction with enhanced nonmotorized facilities as part of the BGT Missing Link, supports overall City planning goals for reducing dependency on SOVs in Ballard.

## 5.3 Shilshole South Alternative

### 5.3.1 Construction

Construction impacts would be the same for all of the Build Alternatives. There are no construction impacts unique to the Shilshole South Alternative compared to the other alternatives.

### 5.3.2 Operation

#### ***Parking Supply***

The Shilshole South Alternative would remove a total of 261 on-street parking spaces. These parking spaces would be replaced by the new multi-use trail, sidewalks, landscaping, and buffers. The removed parking spaces are generally characterized as employee and business customer parking for industrial businesses.

The north side of Shilshole Ave NW and NW 45<sup>th</sup> St would remain largely unchanged, except at intersections where pedestrian crossing improvements require removal of a few parking spaces close to the intersections. The south side of Shilshole Ave NW and NW 45<sup>th</sup> St would largely have no parking from where the multi-use trail intersects Shilshole Ave NW between 24<sup>th</sup> Ave NW and 22<sup>nd</sup> Ave NW until 11<sup>th</sup> Ave NW. Figure 5-1 shows the on-street parking supply for each block face in the study area under the Shilshole South Alternative.

In the process of identifying parking supply that would remain after construction of the multi-use trail, this assessment was conservative and identified all unregulated parking spaces in between railroad tracks, driveways, and buildings, and in front of or adjacent to delivery areas and building access points, and eliminated those spaces from consideration as future capacity. This means that spaces regularly used today when deliveries are not taking place are considered unavailable, but does not assume preclusion of uses in the future that closely mirror the types of use experienced today. The previous parking analyses conducted in 2008 and 2011 identified different numbers of parking supply along Shilshole Avenue NW and different numbers of removed parking under a Shilshole South Alternative, pointing to the unorganized nature of the parking on this street and how the number of parking spaces changes day to day (SvR Design Company, 2008; Parsons Brinckerhoff, 2011).

It is estimated that approximately 68 of the 261 removed spaces could remain as unregulated, parallel spaces either between the proposed multi-use trail and existing buildings or between the proposed multi-use trail and Shilshole Ave NW depending on whether the trail is adjacent to the roadway or buildings. If these 68 unregulated spaces are included in the proposed on-street parking supply, the Shilshole South Alternative would remove approximately 193 on-street parking spaces. Table 5-3 summarizes the parking supply for the Shilshole South Alternative and the No Build Alternative, and the net change between them.

**Table 5-3. On-Street and Off-Street Parking Supply under the No Build Alternative and Shilshole South Alternative**

<i>Parking Type</i>	<i>No Build Alternative</i>	<i>Shilshole South Alternative</i>	<i>Net Reduction in Supply</i>	<i>Percent Reduction in Supply</i>
On-street	3,107	2,846	261	8%
Paid	484	484	0	0%
Non-paid	2,623	2,362	261	10%
Off-street	882	882	0	0%
Total	3,989	3,728	261	7%

Overall, the loss of 261 on-street parking spaces represents approximately 8 percent of the on-street parking supply in the study area and approximately 7 percent of the total parking supply (on-street and off-street) in the study area.

#### **Loading Zone Spaces**

Table 5-4 summarizes the net change in loading zone spaces between the No Action Alternative and the Shilshole South Alternative. The Shilshole South Alternative would not remove any formal loading zone

spaces. It could potentially remove some informal loading areas used by businesses that are within the City right-of-way. However, it is not possible to quantify these areas because they are not recognized by the City.

**Table 5-4. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole South Alternative**

<i>Alternative</i>	<i>Generic Loading Zone Spaces</i>	<i>Passenger Loading Zone Spaces</i>	<i>Truck-Only Loading Zone Spaces</i>	<i>Commercial Vehicle Loading Zone Spaces</i>	<i>Total Loading Zone Spaces</i>
No Build	82	15	32	3	132
Shilshole South	82	15	32	3	132
Net Change	0	0	0	0	0

## 5.4 Shilshole North Alternative

### 5.4.1 Construction

Construction impacts would be the same for all of the Build Alternatives. There are no construction impacts unique to the Shilshole North Alternative compared to the other alternatives.

### 5.4.2 Operation

#### *Parking Supply*

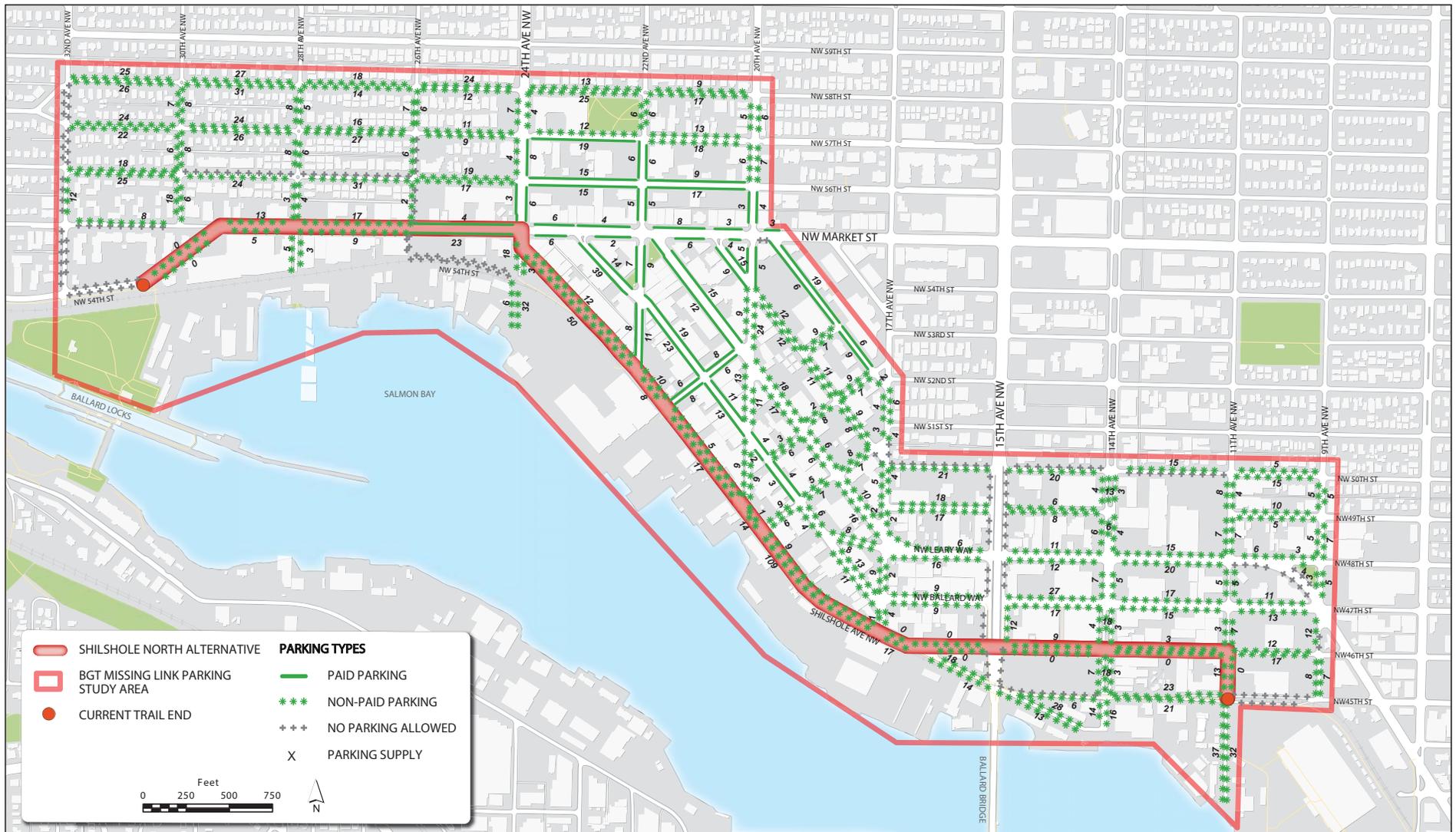
The Shilshole North Alternative would remove a total of 227 on-street parking spaces. These parking spaces would be replaced by the new multi-use trail, sidewalks, landscaping, and buffers. The removed parking spaces are generally characterized as employee and business customer parking for industrial businesses.

Both sides of NW 54<sup>th</sup> St would have no parking between 30<sup>th</sup> Ave NW and NW Market St. The north side of Shilshole Ave NW would see a large removal of parking under this alternative, but some parallel parking would remain. The south side of Shilshole Ave NW would remain largely unchanged, except at intersections where pedestrian crossing improvements require removal of a few parking spaces close to the intersections. Both sides of NW 46<sup>th</sup> St would largely have no parking from Shilshole Ave NW to 11<sup>th</sup> Ave NW. Figure 5-2 shows the on-street parking supply for each block face in the study area under the Shilshole North Alternative.



SOURCE:  
IDAX 2015; ESA 2015; City of Seattle 2015  
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 5-1**  
**Shilshole South Alternative**  
**On-Street Parking Supply**



SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 5-2**  
**Shilshole North Alternative**  
**On-Street Parking Supply**

Table 5-5 summarizes the parking supply for the Shilshole North Alternative and the No Build Alternative, and the net change between them. Table 5-5 indicates that there will be an increase of two paid parking spaces under the Shilshole North Alternative. This is due to the initial design including two parking spaces where the No Build Alternative includes one loading zone space and one unused bus zone. Generally, the City prioritizes retention of loading zone spaces and would not assume a conversion to a paid or non-paid parking space. However, the initial design did not delineate loading zone spaces. The City will work with adjacent businesses to prioritize retention or replacement of load zones as needed.

**Table 5-5. On-Street and Off-Street Parking Supply under the No Build Alternative and Shilshole North Alternative**

<i>Parking Type</i>	<i>No Build Alternative</i>	<i>Shilshole North Alternative</i>	<i>Net Reduction in Supply</i>	<i>Percent Reduction in Supply</i>
On-street	3,107	2,880	227	7%
Paid	484	486	-2	0%
Non-paid	2,623	2,394	229	9%
Off-street	882	882	0	0%
Total	3,989	3,762	227	6%

Overall, the loss of 227 on-street parking spaces represents approximately 7 percent of the on-street parking supply in the study area and approximately 6 percent of the total parking supply (on-street and off-street) in the study area.

**Loading Zone Spaces**

Table 5-6 summarizes the net change in loading zone spaces between the No Build Alternative and the Shilshole North Alternative. The Shilshole North Alternative could potentially remove 10 generic loading zone spaces and 14 truck-only loading zone spaces. These spaces could remain by shifting them to other locations along existing block faces, to the other side of a street, or to an adjacent block. Generally, the City prioritizes retention of loading zone spaces and will work with adjacent businesses to prioritize retention or replacement of load zones as needed. However, moving loading zone spaces may not be an option on some blocks; therefore, to be conservative, it was assumed that all 24 loading zone spaces would be removed by the Shilshole North Alternative. Loading zone locations were obtained from the City’s street parking signs data layer. Each loading zone sign was assumed to indicate one loading zone space. In some cases, the City may post one sign for a loading zone that could accommodate multiple vehicles. Therefore, each removed loading zone space could accommodate more than one vehicle.

**Table 5-6. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole North Alternative**

<i>Alternative</i>	<i>Generic Loading Zone Spaces</i>	<i>Passenger Loading Zone Spaces</i>	<i>Truck-Only Loading Zone Spaces</i>	<i>Commercial Vehicle Loading Zone Spaces</i>	<i>Total Loading Zone Spaces</i>
No Build	82	15	32	3	132
Shilshole North	72	15	18	3	108
Net Reduction	10	0	14	0	24

## 5.5 Ballard Avenue Alternative

### 5.4.3 Construction

Construction impacts would be the same for all of the Build Alternatives. There are no construction impacts unique to the Ballard Avenue Alternative compared to the other alternatives.

### 5.4.4 Operation

#### ***Parking Supply***

The Ballard Avenue Alternative would remove a total of 198 on-street parking spaces. These parking spaces would be replaced by the new multi-use trail, sidewalks, landscaping, and buffers. The removed parking spaces are generally characterized as residential, employee, and business customer parking for retail businesses. A small number of removed parking spaces in the southeast portion of the study area can be characterized as employee and business customer parking for industrial businesses.

Under the Ballard Avenue Alternative, the south side of NW 56<sup>th</sup> St would have no parking between 28<sup>th</sup> Ave NW and 22<sup>nd</sup> Ave NW. The west side of 22<sup>nd</sup> Ave NW would have no parking between NW 56<sup>th</sup> St and Ballard Ave NW. The southwest side of Ballard Ave NW would have no parking between 22<sup>nd</sup> Ave NW and 17<sup>th</sup> Ave NW. The south side of NW Ballard Way would have no parking between 17<sup>th</sup> Ave NW and 15<sup>th</sup> Ave NW. The south side of NW 46<sup>th</sup> St would have no parking between 15<sup>th</sup> Ave NW and 11<sup>th</sup> Ave NW. The west side of 11<sup>th</sup> Ave NW would have no parking between NW 46<sup>th</sup> St and NW 45<sup>th</sup> St. Figure 5-3 shows the on-street parking supply for each block face in the study area under the Ballard Avenue Alternative.



SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 5-3**  
**Ballard Alternative On-Street**  
**Parking Supply**

Table 5-7 summarizes the parking supply for the Ballard Avenue Alternative and the No Build Alternative, and the net change between them.

**Table 5-7. On-Street and Off-Street Parking Supply under the No Build Alternative and Ballard Avenue Alternative**

<i>Parking Type</i>	<i>No Build Alternative</i>	<i>Ballard Avenue Alternative</i>	<i>Net Reduction in Supply</i>	<i>Percent Reduction in Supply</i>
On-street	3,107	2,909	198	6%
Paid	484	398	86	18%
Non-paid	2,623	2,511	112	4%
Off-street	882	882	0	0%
Total	3,989	3,791	198	5%

Overall, the loss of 198 on-street parking spaces represents approximately 6 percent of the on-street parking supply in the study area and approximately 5 percent of the total parking supply (on-street and off-street) in the study area. The Ballard Avenue Alternative is the only one to have an impact on paid parking, with the removal of 86 paid parking spaces or 18 percent of paid parking within the study area.

**Loading Zone Spaces**

Table 5-8 summarizes the net change in loading zone spaces between the No Build Alternative and the Ballard Avenue Alternative. The Ballard Avenue Alternative could potentially remove 10 generic loading zone spaces, 2 truck-only loading zone spaces, and 2 commercial vehicle loading zone spaces. It is possible that these spaces could remain by shifting them to other locations along existing block faces, to the other side of a street, or to an adjacent block. Generally, the City prioritizes retention of loading zone spaces and will work with adjacent businesses to prioritize retention or replacement of load zones as needed. However, moving loading zone spaces may not be an option on some blocks; therefore, to be conservative, it was assumed that all 14 loading zone spaces would be removed by the Ballard Avenue Alternative. Loading zone locations were obtained from the City’s street parking signs data layer. Each loading zone sign was assumed to indicate one loading zone space. In some cases, the City may post one sign for a loading zone that could accommodate multiple vehicles. Therefore, each removed loading zone space could accommodate more than one vehicle.

**Table 5-8. On-Street Loading Zone Spaces under the No Build Alternative and Ballard Avenue Alternative**

<i>Alternative</i>	<i>Generic Loading Zone Spaces</i>	<i>Passenger Loading Zone Spaces</i>	<i>Truck-Only Loading Zone Spaces</i>	<i>Commercial Vehicle Loading Zone Spaces</i>	<i>Total Loading Zone Spaces</i>
No Build	82	15	32	3	132
Ballard Avenue	72	15	30	1	118
Net Reduction	10	0	2	2	14

## 5.6 Leary Alternative

### 5.4.5 Construction

Construction impacts would be the same for all of the Build Alternatives. There are no construction impacts unique to the Leary Alternative compared to the other alternatives.

### 5.4.6 Operation

#### ***Parking Supply***

The Leary Alternative would remove a total of 103 on-street parking spaces. These parking spaces would be replaced by the new multi-use trail, sidewalks, landscaping, and buffers. The removed parking spaces are generally characterized as residential, employee, and business customer parking for retail businesses.

Under the Leary Alternative, both sides of NW 54<sup>th</sup> St would have no parking between 30<sup>th</sup> Ave NW and NW Market St. Otherwise, the Leary Alternative would not totally remove parking from individual blocks. Figure 5-4 shows the on-street parking supply for each block face in the study area under the Leary Alternative.



SOURCE:  
 IDAX 2015; ESA 2015; City of Seattle 2015  
 Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link  
**Figure 5-4**  
**Leary Alternative On-Street**  
**Parking Supply**

Table 5-9 summarizes the parking supply for the Leary Alternative and the No Build Alternative, and the net change between them. Table 5-9 indicates that there will be increase of six paid parking spaces under the Leary Alternative. This is due to the initial design shifting a bus zone and including additional parking spaces where the No Build Alternative includes three load zone spaces and one unused bus zone. Generally, the City prioritizes retention of loading zone spaces and would not assume a conversion to a paid or non-paid parking space. However, the initial design did not delineate loading zone spaces. The City will work with adjacent businesses to prioritize retention or replacement of load zones as needed.

**Table 5-9. On-Street and Off-Street Parking Supply under the No Build Alternative and Leary Alternative**

<i>Parking Type</i>	<i>No Build Alternative</i>	<i>Leary Alternative</i>	<i>Net Reduction in Supply</i>	<i>Percent Reduction in Supply</i>
On-street	3,107	3,004	103	3%
Paid	484	490	-6	-1%
Non-paid	2,623	2,514	109	4%
Off-street	882	882	0	0%
Total	3,989	3,886	103	3%

Overall, the loss of 103 on-street parking spaces represents approximately 3 percent of the on-street parking supply in the study area and approximately 3 percent of the total parking supply (on-street and off-street) in the study area.

### ***Loading Zone Spaces***

Table 5-10 summarizes the net change in loading zone spaces between the No Build Alternative and the Leary Alternative. The Leary Alternative could potentially remove 8 generic loading zone spaces, 3 passenger loading zone spaces, and 4 truck-only loading zone spaces. It is possible that these spaces could remain by shifting them to other locations along existing block faces, to the other side of a street, or to an adjacent block. Generally, the City prioritizes retention of loading zone spaces and will work with adjacent businesses to prioritize retention or replacement of load zones as needed. However, moving loading zone spaces may not be an option on some blocks; therefore, to be conservative, it was assumed that all 15 loading zone spaces would be removed by the Leary Alternative. Loading zone locations were obtained from the City's street parking signs data layer. Each loading zone sign was assumed to indicate one loading zone space. In some cases, the City may post one sign for a loading zone that could accommodate multiple vehicles. Therefore, each removed loading zone space could accommodate more than one vehicle.

**Table 5-10. On-Street Loading Zone Spaces under the No Build Alternative and Leary Alternative**

<i>Alternative</i>	<i>Generic Loading Zone Spaces</i>	<i>Passenger Loading Zone Spaces</i>	<i>Truck-Only Loading Zone Spaces</i>	<i>Commercial Vehicle Loading Zone Spaces</i>	<i>Total Loading Zone Spaces</i>
No Build	82	15	32	3	132
Leary	74	12	28	3	117
Net Reduction	8	3	4	0	15

## 5.7 Connector Segments

### 5.4.7 Construction

Construction impacts would be the same for all of the Build Alternatives. There are no construction impacts unique to the Connector Segments compared to the other alternatives.

### 5.4.8 Operation

The designs of the Connector Segments would depend on what segments were being connected; therefore, it is assumed that on-street parking and loading zone removal could occur on one or both sides of any Connector Segment that was utilized in the selected alternative. Table 5-11 lists the number of spaces on each side of each segment. The worst case would be removal of all spaces on any one segment. However, removal of all spaces on both sides of the street would be unlikely, and would only occur on a street that was very narrow where vehicular traffic lanes also needed to remain, leaving insufficient room for parking.

**Table 5-11. On-Street Parking and Loading Zone Spaces Under the Connector Segments**

<i>Segment Name</i>	<i>Street Name/Side of Street</i>	<i>Potential Net Reduction in Parking Supply</i>	<i>Potential Net Reduction in Loading Zone Spaces</i>
Ballard Ave NW	Ballard Ave NW between NW Market St and 22 <sup>nd</sup> Ave NW (northeast side)	14	1
	Ballard Ave NW between NW Market St and 22 <sup>nd</sup> Ave NW (southwest side)	39	3
NW Vernon Pl	NW Vernon Pl between Shilshole Ave NW and Ballard Ave NW (northwest side)	6	0
	NW Vernon Pl between Shilshole Ave NW and Ballard Ave NW (southeast side)	8	0

<i>Segment Name</i>	<i>Street Name/Side of Street</i>	<i>Potential Net Reduction in Parking Supply</i>	<i>Potential Net Reduction in Loading Zone Spaces</i>
20 <sup>th</sup> Ave NW	20 <sup>th</sup> Ave NW between Shilshole Ave NW and Ballard Ave NW (east side)	9	1
	20 <sup>th</sup> Ave NW between Shilshole Ave NW and Ballard Ave NW (west side)	9	2
	20 <sup>th</sup> Ave NW between Ballard Ave NW and Leary Ave NW (east side)	11	0
	20 <sup>th</sup> Ave NW between Ballard Ave NW and Leary Ave NW (west side)	13	0
17 <sup>th</sup> Ave NW	17 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (east side)	4	0
	17 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (west side)	1	0
	17 <sup>th</sup> Ave NW between NW Ballard Way and NW Leary Way (east side)	2	0
	17 <sup>th</sup> Ave NW between NW Ballard Way and NW Leary Way (west side)	9	0
15 <sup>th</sup> Ave NW	15 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (west side)	0	0
14 <sup>th</sup> Ave NW	14 <sup>th</sup> Ave NW between NW 45 <sup>th</sup> St and NW 46 <sup>th</sup> St (east side)	3	0
	14 <sup>th</sup> Ave NW between NW 45 <sup>th</sup> St and NW 46 <sup>th</sup> St (mid-block)	18	0
	14 <sup>th</sup> Ave NW between NW 45 <sup>th</sup> St and NW 46 <sup>th</sup> St (west side)	7	0
	14 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (east side)	3	2
	14 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (mid-block)	18	0
	14 <sup>th</sup> Ave NW between NW 46 <sup>th</sup> St and NW Ballard Way (west side)	4	1

<i>Segment Name</i>	<i>Street Name/Side of Street</i>	<i>Potential Net Reduction in Parking Supply</i>	<i>Potential Net Reduction in Loading Zone Spaces</i>
	14 <sup>th</sup> Ave NW between NW Ballard Way and NW Leary Way (east side)	5	0
	14 <sup>th</sup> Ave NW between NW Ballard Way and NW Leary Way (west side)	7	0

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## CHAPTER 6: AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

### 6.1 Measures Common to All Build Alternatives

#### 6.1.1 Construction

Construction avoidance, minimization, and mitigation measures would be the same for all of the Build Alternatives.

While the BGT Missing Link would reduce the overall parking supply in the project construction area, the City would maintain parking availability to the extent feasible during construction. Once construction and staging plans have been developed, the City would develop practices to manage parking during construction to ensure parking is convenient and accessible to businesses and their patrons to the extent feasible. In addition, the City would continue enforcement of short-term parking limits to make the most efficient use of the supply of short-term parking within the project construction area. The City would encourage the contractor's workers to find alternative parking areas away from the work site or to use transit to access the work site, thereby maximizing available nearby parking spaces for the public. Strategies used by the contractor could include, but are not limited to, setting up an off-site parking area and/or setting up a staging area to store tools and materials that would eliminate the requirement of work trucks having to be parked close to the work site.

#### 6.1.2 Operation

Operation avoidance, minimization, and mitigation measures would be the same for all of the Build Alternatives.

The alternatives evaluated for the BGT Missing Link would eliminate between 103 and 261 on-street parking spaces, which represents approximately 3 and 8 percent of all on- and off-street parking supply in the study area. If Connector Segments were utilized, this number could increase or decrease depending on the combination of segments selected.

As discussed in Chapter 2, Regulatory Context, current City plans and policies include strategies to encourage the use of transit and nonmotorized modes of travel, and to discourage the use of SOVs. This emphasis is reflected in the City's prioritization of curb space for transit and loading before on-street parking. Goal TG18 of the Seattle Comprehensive Plan notes that mobility is the primary purpose of the arterial street system, and Policy T42 states that it is the City's general policy to replace short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss. This project would not remove parking spaces in a concentrated or substantial manner. Although it may feel that there is a substantial loss of on-street parking concentrated along each of the alternative routes, the parking removal is spread out along each of the routes and the maximum amount of parking in the study area that could be removed is 7 percent under the Shilshole South Alternative.

However, the City may consider the following measures to help minimize the parking loss by:

- Modifying on-street parking policies and practices, such as varying rates by time of day, to make parking more consistently available for short-term users

- Providing enforcement of short-term parking limits to make the most efficient use of the supply of short-term parking for customers of study area businesses
- Continuing to provide information on off-street parking spaces on the City's website, including the Seattle Parking Map
- Working with transit agencies to increase awareness of transit routes and facilities in the area and to encourage visitors to use alternative modes of transportation
- Working with businesses to increase awareness of the BGT and other bicycle and pedestrian connections in the area to encourage employees and visitors to use nonmotorized modes of transportation
- Adding more areas of managed parking

The City may consider the following measure to help minimize the loading zone space impact by:

- Shifting loading zone spaces to other locations along existing block faces, to the other side of a street, or to an adjacent block. However, shifting loading zone spaces could result in the removal of additional parking spaces.

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## CHAPTER 7: CUMULATIVE IMPACTS

### 7.1 Introduction

Cumulative impacts are the effects that may result from the incremental impact of an action when added to other past, present, and reasonably foreseeable actions, regardless of who undertakes them. The purpose of a cumulative impacts analysis is to identify the potential for the project to contribute to the incremental impacts to a degree that, if unmitigated, these impacts could become significant. Potential cumulative impacts are analyzed so that decision-makers can consider how impacts from actions over time “add up” to affect a resource. Analysts identified potential past, present, or reasonably foreseeable future actions that could affect or be affected by the BGT project, either directly or indirectly.

The Ballard area has experienced significant development and re-development in the past several years, and this trend is anticipated to continue as long as favorable economic conditions persist. This has resulted in numerous apartments and condominiums throughout the area, and a relatively high level of construction activity. Listed below are descriptions of several large construction/development projects that are known or are reasonably expected to occur in the near future in the project vicinity.

### 7.2 Known or Anticipated Projects

#### 7.2.1 West Ship Canal Water Quality Project

Seattle Public Utilities (SPU) is proposing a large project to reduce Combined Sewer Overflow (CSOs) that would occur in the vicinity of the proposed BGT Missing Link project. The project will be under construction over an approximate 6-year period, beginning in approximately 2018. Over the course of construction, active construction would occur in phases at different locations, but would be heavily involved in the Ballard area over much of the construction period.

If construction of this project occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT and SPU should coordinate construction activities to minimize the potential short-term impacts on parking. This project would not increase parking occupancy but could reduce off-street parking supply. Construction could remove 130 off-street spaces located at 5300 24<sup>th</sup> Ave NW (formerly the Yankee Diner lot) for approximately 6 years. This could result in higher utilization of available parking throughout the study area during this period. However, the 2015 BGT Missing Link Parking Study showed that parking utilization at this lot was fairly low, reaching its peak of 38 percent at 3:00 PM. It is anticipated that pre-construction activities taking place prior to 2018 could partially reduce the supply of this parking lot.

#### 7.2.2 C.D. Stimson Development

Developer C.D. Stimson Co. plans to build a 500,000-square-foot office complex consisting of five, five-story buildings at 5423 Shilshole Ave NW. The project will start with one 105,000-square-foot building, with the remaining added in the following years. Construction of the first building is anticipated to take two years beginning in 2016 or 2017.

Construction of C.D. Stimson Development could affect parking in the study area for a limited amount of time. SDOT and C.D. Stimson Co. should coordinate construction activities to mitigate any potential construction impacts.

This development could have a slight impact on on-street parking in the study area by increasing parking occupancy. In combination with the reduction of on-street parking by the BGT Missing Link, this could result in higher utilization of available parking in the western portion of the study area. This occupancy would be offset to some degree because development projects are likely to have permit conditions that require off-street parking. The first building to be constructed is proposed to provide 323 off-street parking spaces, and it is assumed that the other four buildings would provide parking per City of Seattle parking requirements (DPD, 2015). The additional parking provided by this development would increase the total number of off-street parking spaces in the study area.

### 7.2.3 Sound Transit 3 Draft Priority Projects List

Sound Transit has developed a draft priority projects list as part of their planning process to expand the regional mass transit system to meet anticipated population growth expected by 2040. Sound Transit is currently conducting further analysis and a final list will be included in a ballot measure that could go to voters as early as November 2016. The schedule for these potential projects is not yet known. The projects on the draft project list in the study area are:

***C-02 Ballard to University District.*** This project would build light rail in a tunnel from Ballard's Market Street area to the vicinity of the U District light rail station now under construction.

If construction of this project occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT and Sound Transit should coordinate construction activities to minimize the short-term impacts on parking that could occur. Because the light rail alignment for this option is underground, the only physical impact on parking would be limited to the light rail station, which is proposed in the vicinity of 15<sup>th</sup> Ave NW and NW Market St. Because this project is located outside of the study area, it would not affect parking supply in the study area. This light rail project could have an impact on on-street parking in the study area by increasing parking occupancy. However, it is assumed that SDOT would implement parking mitigation within one-quarter mile of the light rail station, similar to actions taken around Central Link stations in southeast Seattle and U-Link in Capitol Hill. In those instances, SDOT agreed to manage all parking within one-quarter mile of the light rail stations to limit parking impacts on surrounding areas. Management of parking near a potential light rail station at 15<sup>th</sup> Ave NW and NW Market St would reduce impacts on utilization of parking within the study area.

***Light Rail Downtown Seattle to Ballard (Market Street Vicinity).*** There are several alternative projects that would build light rail from downtown Seattle to Ballard's Market Street area.

If construction of this project occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT and Sound Transit should coordinate construction activities to minimize the short-term impacts on parking that could occur. Because the light rail alignment for this project is not determined yet, it is unclear how it could affect parking supply. It is assumed that options using 15<sup>th</sup> Ave NW would have little impact on parking, because no parking is allowed along 15<sup>th</sup> Ave NW in the study area.

Other options in different locations could potentially affect parking supply, either by replacing parking with the trackway for a surface alignment or with columns for an elevated alignment. A station proposed in the vicinity of 15<sup>th</sup> Ave NW and NW Market St would not affect parking supply in the study area, because this is located outside of the study area. This light rail project could have an impact on on-street parking in the study area by increasing parking occupancy. However, it is assumed that SDOT would implement parking mitigation within one-quarter mile of the light rail station, similar to actions taken around Central Link stations in southeast Seattle and U-Link in Capitol Hill. In those instances, SDOT agreed to manage all parking within one-quarter mile of the light rail stations to limit parking impacts on

surrounding areas. Management of parking near a potential light rail station at 15<sup>th</sup> Ave NW and NW Market St would reduce impacts on parking utilization within the study area.

#### 7.2.4 SDOT Move Seattle Transportation Strategy

There are two projects in Move Seattle that overlap with the study area: the Ballard to Downtown Enhanced Transit Corridor and Market/45th Transit Improvement Project. Both these projects are proposed to be implemented by 2024.

***Ballard to Downtown Enhanced Transit Corridor.*** In preparation for a potential inclusion of a Ballard light rail line in the future Sound Transit 3 ballot measure, the Ballard to Downtown Enhanced Transit Corridor project improves the corridor's existing transit operations and adds interim safety improvements for people who bike and walk crossing the Lake Washington Ship Canal.

Parking impacts resulting from a Sound Transit light rail expansion are discussed above. If construction of the transit and interim safety improvements occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT should coordinate construction activities for both of these projects to minimize the short-term impacts on parking that could occur.

It is assumed that this project would affect 15<sup>th</sup> Ave NW in the study area; therefore, it would have minimal impact on parking because no parking is allowed along 15<sup>th</sup> Ave NW in the study area. The transit improvements could have an impact on on-street parking in the study area by increasing parking demand. In combination with the reduction of on-street parking by the BGT Missing Link, this could result in higher utilization of available parking throughout the study area. The interim safety improvements would not increase parking occupancy or reduce parking supply; therefore, it is not expected to have an impact on parking supply in the study area.

***Market/45th Transit Improvement Project.*** The Market / 45th transit project enhances transit speed and reliability on one of the city's primary east-west corridors and most chronically congested routes.

If construction of this transit improvement project occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT should coordinate construction activities for both of their projects to minimize the short-term impacts on parking that could occur. The transit improvement project could have an impact on on-street parking in the study area by increasing parking occupancy. In combination with the reduction of on-street parking by the BGT Missing Link, this could result in higher utilization of available parking throughout the study area.

#### 7.2.5 Seattle Bicycle Master Plan Projects

The Bicycle Master Plan proposes a number of bicycle improvements in and near the BGT Missing Link project study area. These projects include constructing neighborhood greenways on NW 50<sup>th</sup> St, 11<sup>th</sup> Ave NW, 28<sup>th</sup> Ave NW, and NW 64<sup>th</sup> St. Bicycle lanes with minor separation are proposed for NW Market St between 24<sup>th</sup> Ave NW and 32<sup>nd</sup> Ave NW, and on 14<sup>th</sup> Ave NW.

If construction of these bicycle improvements occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT should coordinate construction activities for all of their projects to minimize the short-term impacts on parking that could occur. It is not anticipated that on-street parking would be removed as part of the neighborhood greenways, but if parking is removed as part of the bike improvements proposed for NW Market St then there could be an impact on on-street parking in the study area. In combination with the reduction of on-street parking by

the BGT Missing Link, this could result in higher utilization of available parking throughout the study area.

### **7.2.6 Private Development**

The Ballard neighborhood has been experiencing growth in the last few years and it is anticipated that this growth will continue (City of Seattle, 2015). The types of development expected are commercial buildings, as well as residential medium-density and high-density housing including multi-family complexes with commercial development on the ground floor.

Construction of private development could affect parking in the study area for a limited amount of time. SDOT and private developers could coordinate construction activities to mitigate any potential construction impacts.

Private developments could have an impact on on-street parking in the study area by increasing parking occupancy. In combination with the reduction of on-street parking by the BGT Missing Link, this could result in higher utilization of available parking throughout the study area. This occupancy would be offset to some degree because development projects typically contain some parking for tenants. The additional parking provided by this development would increase the total number of off-street parking spaces in the study area.

## **7.3 Mitigation Measures for Cumulative Impacts**

The BGT Missing Link and a number of reasonably foreseeable actions are anticipated to result in losses of on-street parking spaces. While these losses are consistent with the reduced priority that City policies specify for on-street parking, the City and other project proponents could implement measures similar to those presented in Chapter 6, Avoidance, Minimization, and Mitigation Measures, to minimize the effect of construction-related cumulative impacts on parking. Such measures could maintain parking space availability to the extent feasible during construction and facilitate the efficient use of parking spaces.

To mitigate for operational cumulative impacts on parking, the City and other project proponents could implement measures similar to those presented in Chapter 6. Such measures could modify and enforce on-street parking policies and practices, provide information on off-street parking availability, and work to increase awareness and use of alternative modes of transportation. Also, operational cumulative impacts on parking would be offset to some degree because development projects typically contain some parking for tenants. The additional parking provided by this development would increase the total number of off-street parking spaces in the study area.

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## CHAPTER 9: LIST OF PREPARERS

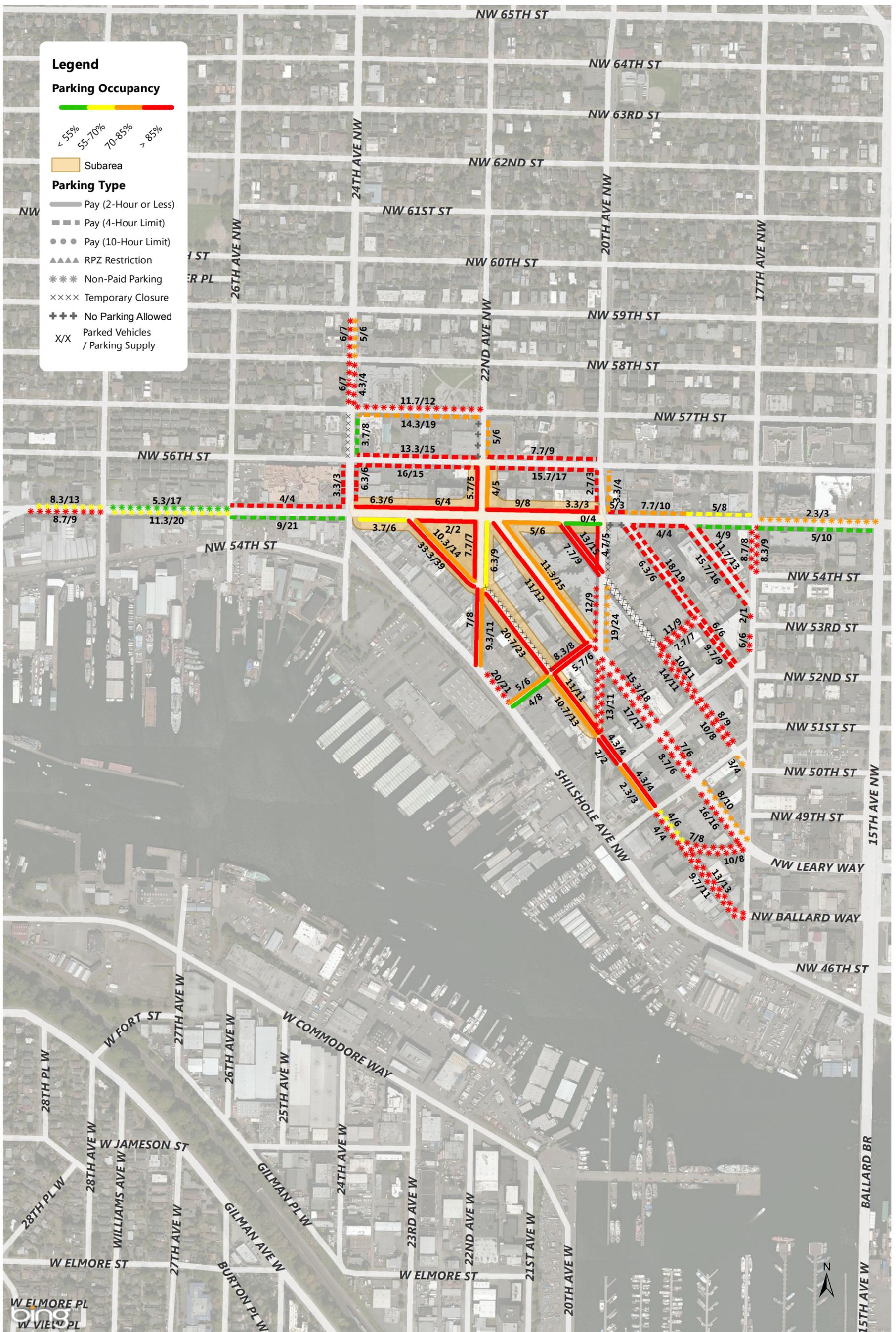
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## APPENDIX A

### 2015 BALLARD PARKING STUDY



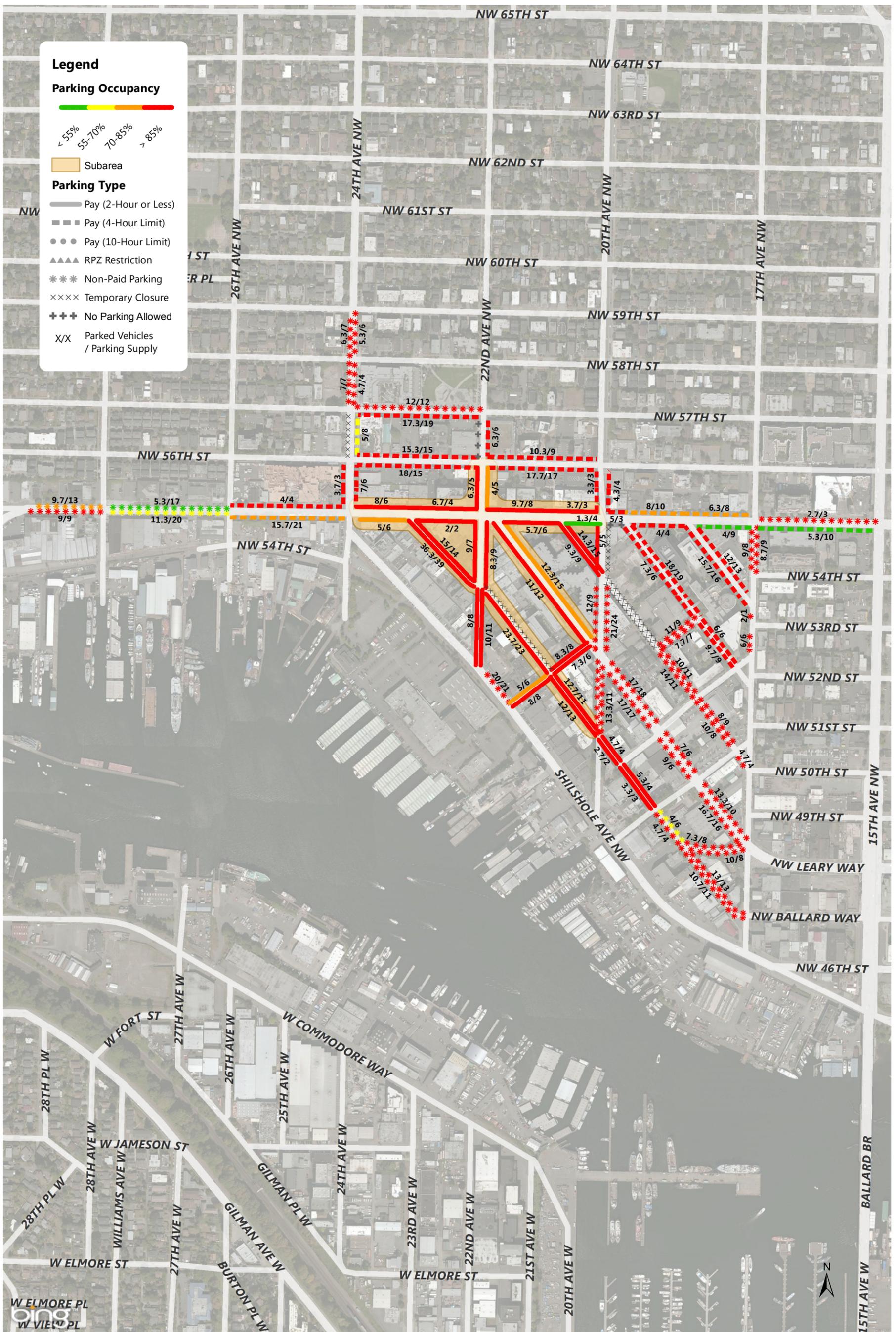


# Ballard Weekday Parking Occupancy

## Average Peak 3 Hours of Each Blockface (8AM-5PM)

Annual Parking Study - Summer 2015





# Ballard Weekday Parking Occupancy

## Average Peak 3 Hours of Each Blockface (8AM-7PM)

Annual Parking Study - Summer 2015







Code	Count Type	Elmntkey	Study_Area	Sub_Area	Study Date	Area_Sub	Side	Unitdesc	Parking_Category	Parking_Limit	Peak_Hour	Peak Hour	Total Spaces	Construction	Event	Const_Event
3081_Ballard	Utilization	3081	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	W	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH Paid Parking		4		No	3	No	No	No
3082_Ballard	Utilization	3082	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH Paid Parking		4		No	4	No	No	No
3337_Ballard	Turnover	3337	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	W	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALL Paid Parking		0		No	8	No	No	No
3338_Ballard	Turnover	3338	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALL Paid Parking		0		No	11	No	No	No
3341_Ballard	Utilization	3341	Ballard	Core	7/15/2015	Ballard (Core Subarea)	W	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH Paid Parking		2		No	5	No	No	No
3342_Ballard	Utilization	3342	Ballard	Core	7/15/2015	Ballard (Core Subarea)	E	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH Paid Parking		0.5		No	5	No	No	No
9105_Ballard	Turnover	9105	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	BALLARD AVE NW BETWEEN NW BALLARD WAY AND N Unrestricted Parking		0		No	13	No	No	No
9106_Ballard	Turnover	9106	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	BALLARD AVE NW BETWEEN NW BALLARD WAY AND N Unrestricted Parking		0		No	11	No	No	No
9109_Ballard	Turnover	9109	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	BALLARD AVE NW BETWEEN NW DOCK PL AND NW ION Paid Parking		0		No	3	No	No	No
9110_Ballard	Turnover	9110	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	BALLARD AVE NW BETWEEN NW DOCK PL AND NW ION Paid Parking		0		No	4	No	No	No
9113_Ballard	Turnover	9113	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AV Paid Parking		0		No	2	No	No	No
9114_Ballard	Turnover	9114	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AV Paid Parking		2		No	4	No	No	No
9141_Ballard	Utilization	9141	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	BARNES AVE NW BETWEEN 17TH AVE NW AND NW MA Paid Parking		4		No	16	No	No	No
9142_Ballard	Utilization	9142	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	BARNES AVE NW BETWEEN 17TH AVE NW AND NW MA Paid Parking		4		No	13	No	No	No
12689_Ballard	Turnover	12689	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENT Unrestricted Parking		0		No	11	No	No	No
12690_Ballard	Turnover	12690	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENT Unrestricted Parking		0		No	11	No	No	No
12693_Ballard	Turnover	12693	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH Unrestricted Parking		0		No	0	Yes	No	Yes
12694_Ballard	Turnover	12694	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH Time Limited Parking		0		No	0	Yes	No	Yes
13045_Ballard	Turnover	13045	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CEN Paid Parking		4		No	9	No	No	No
13046_Ballard	Turnover	13046	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CEN Paid Parking		4		No	6	No	No	No
18621_Ballard	Utilization	18621	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE N Paid Parking		4		No	9	No	No	No
18622_Ballard	Utilization	18622	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE N Paid Parking		4		No	17	No	No	No
19421_Ballard	Turnover	19421	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NW	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUS Time Limited Parking		3		No	9	No	No	No
19422_Ballard	Turnover	19422	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SE	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUS Time Limited Parking		3		No	7	No	No	No
19481_Ballard	Turnover	19481	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	N	NW MARKET ST BETWEEN 15TH AVE NW AND 17TH AV Unrestricted Parking		0		No	3	No	No	No
19482_Ballard	Turnover	19482	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW MARKET ST BETWEEN 15TH AVE NW AND 17TH AV Paid Parking		4		No	10	No	No	No
19485_Ballard	Utilization	19485	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW MARKET ST BETWEEN BARNES AVE NW AND TALLM Paid Parking		4		No	10	No	No	No
19486_Ballard	Utilization	19486	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW MARKET ST BETWEEN BARNES AVE NW AND TALLM Paid Parking		4		No	4	No	No	No
19489_Ballard	Utilization	19489	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH Paid Parking		4		No	3	No	No	No
19490_Ballard	Utilization	19490	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH No Parking Allowed		0		No	0	No	No	No
19493_Ballard	Turnover	19493	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	N	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH Time Limited Parking		2	6-10AM/2-6PM	NO	13	No	No	No
19494_Ballard	Turnover	19494	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	S	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH Time Limited Parking		2		No	9	No	No	No
26497_Ballard	Turnover	26497	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST Unrestricted Parking		0		No	7	No	No	No
26498_Ballard	Turnover	26498	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	E	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST Time Limited Parking		2		No	4	No	No	No
26501_Ballard	Turnover	26501	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	24TH AVE NW BETWEEN NW 58TH ST AND NW 59TH ST Unrestricted Parking		0		No	7	No	No	No
26502_Ballard	Turnover	26502	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	E	24TH AVE NW BETWEEN NW 58TH ST AND NW 59TH ST Unrestricted Parking		0		No	6	No	No	No
31845_Ballard	Turnover	31845	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOC Unrestricted Parking		0		No	4	No	No	No
31846_Ballard	Turnover	31846	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOC Unrestricted Parking		0		No	6	No	No	No
31849_Ballard	Turnover	31849	Ballard	Core	7/15/2015	Ballard (Core Subarea)	SW	BALLARD AVE NW BETWEEN NW VERNON PL AND 22NE Paid Parking		2		No	23	No	No	No
31850_Ballard	Turnover	31850	Ballard	Core	7/15/2015	Ballard (Core Subarea)	NE	BALLARD AVE NW BETWEEN NW VERNON PL AND 22NE Paid Parking		2		No	0	Yes	No	Yes
31853_Ballard	Turnover	31853	Ballard	Core	7/15/2015	Ballard (Core Subarea)	SW	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW M Paid Parking		2		No	39	No	No	No
31854_Ballard	Turnover	31854	Ballard	Core	7/15/2015	Ballard (Core Subarea)	NE	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW M Paid Parking		0		No	14	No	No	No
33949_Ballard	Turnover	33949	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DO Unrestricted Parking		0		No	16	No	No	No
33950_Ballard	Turnover	33950	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DO Unrestricted Parking		0		No	10	No	No	No
35349_Ballard	Turnover	35349	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	RUSSELL AVE NW BETWEEN 17TH AVE NW AND NW DO Time Limited Parking		2		No	4	No	No	No
35353_Ballard	Turnover	35353	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW ION Unrestricted Parking		0		No	8	No	No	No
35354_Ballard	Turnover	35354	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW ION Unrestricted Parking		0		No	9	No	No	No
35486_Ballard	Turnover	35486	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	SHILSHOLE AVE NW BETWEEN NW VERNON PL AND 22N Time Limited Parking		0		No	21	No	No	No
35681_Ballard	Turnover	35681	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW Paid Parking		4		No	6	No	No	No
35682_Ballard	Turnover	35682	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW Paid Parking		4		No	19	No	No	No
41029_Ballard	Turnover	41029	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	N	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE N Unrestricted Parking		0		No	12	No	No	No
41030_Ballard	Turnover	41030	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE N Paid Parking		4		No	19	No	No	No
41721_Ballard	Utilization	41721	Ballard	Core	7/15/2015	Ballard (Core Subarea)	N	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARI Paid Parking		2		No	4	No	No	No
41722_Ballard	Utilization	41722	Ballard	Core	7/15/2015	Ballard (Core Subarea)	S	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARI Paid Parking		2		No	2	No	No	No
41725_Ballard	Turnover	41725	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVI Paid Parking		4		No	4	No	No	No
41726_Ballard	Turnover	41726	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVI Paid Parking		4		No	21	No	No	No
47613_Ballard	Turnover	47613	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	17TH AVE NW BETWEEN NW 53RD ST AND BARNES AVE Unrestricted Parking		0		No	1	No	No	No
47621_Ballard	Turnover	47621	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	17TH AVE NW BETWEEN NW 54TH ST AND NW MARKET Time Limited Parking		2		No	8	No	No	No

Code	Count Type	Elmntkey	Study_Area	Sub_Area	Study Date	Area_Sub	Side	Unitdesc	Parking_Category	Parking_Limit	Peak_Hour	Peak Hour	Total Spaces	Construction	Event	Const_Event
47622_Ballard	Turnover	47622	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	E	17TH AVE NW BETWEEN NW 54TH ST AND NW MARKET	Time Limited Parking	2		No	9	No	No	No
48213_Ballard	Turnover	48213	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	W	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MA	Paid Parking	2		No	5	No	No	No
48214_Ballard	Turnover	48214	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MA	Paid Parking	2		No	0	Yes	No	Yes
48449_Ballard	Turnover	48449	Ballard	Core	7/15/2015	Ballard (Core Subarea)	W	22ND AVE NW BETWEEN BALLARD AVE NW AND NW M	Paid Parking	2		No	7	No	No	No
48450_Ballard	Turnover	48450	Ballard	Core	7/15/2015	Ballard (Core Subarea)	E	22ND AVE NW BETWEEN BALLARD AVE NW AND NW M	Paid Parking	2		No	9	No	No	No
48769_Ballard	Turnover	48769	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	W	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH	Paid Parking	4		No	3	No	No	No
48770_Ballard	Turnover	48770	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH	Paid Parking	4		No	6	No	No	No
56649_Ballard	Turnover	56649	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE P	Unrestricted Parking	0		No	6	No	No	No
56650_Ballard	Turnover	56650	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE P	Unrestricted Parking	0		No	6	No	No	No
56653_Ballard	Turnover	56653	Ballard	Core	7/15/2015	Ballard (Core Subarea)	SW	LEARY AVE NW BETWEEN NW VERNON PL AND NW MA	Paid Parking	2		No	12	No	No	No
56654_Ballard	Turnover	56654	Ballard	Core	7/15/2015	Ballard (Core Subarea)	NE	LEARY AVE NW BETWEEN NW VERNON PL AND NW MA	Paid Parking	1		No	15	No	No	No
64317_Ballard	Utilization	64317	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW MARKET ST BETWEEN 17TH AVE NW AND BARNES /	Paid Parking	4		No	8	No	No	No
64318_Ballard	Utilization	64318	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW MARKET ST BETWEEN 17TH AVE NW AND BARNES /	Paid Parking	4		No	9	No	No	No
64321_Ballard	Utilization	64321	Ballard	Core	7/15/2015	Ballard (Core Subarea)	N	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH	Paid Parking	2		No	6	No	No	No
64322_Ballard	Utilization	64322	Ballard	Core	7/15/2015	Ballard (Core Subarea)	S	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH	Paid Parking	2		No	6	No	No	No
70397_Ballard	Turnover	70397	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	17TH AVE NW BETWEEN NW IONE PL AND NW 53RD ST	Unrestricted Parking	0		No	6	No	No	No
70997_Ballard	Turnover	70997	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY	Time Limited Parking	0		No	13	No	No	No
70998_Ballard	Turnover	70998	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	E	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY	Unrestricted Parking	0		No	11	No	No	No
71001_Ballard	Turnover	71001	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL /	Unrestricted Parking	0		No	9	No	No	No
71002_Ballard	Turnover	71002	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	E	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL /	Time Limited Parking	2		No	24	No	No	No
71289_Ballard	Utilization	71289	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	W	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	No Parking Allowed	0		No	0	No	No	No
71290_Ballard	Utilization	71290	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4		No	6	No	No	No
71573_Ballard	Turnover	71573	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	W	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Unrestricted Parking	0		No	0	Yes	No	Yes
71574_Ballard	Turnover	71574	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	E	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4		No	8	No	No	No
76961_Ballard	Turnover	76961	Ballard	Core	7/15/2015	Ballard (Core Subarea)	SW	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VE	Paid Parking	2		No	13	No	No	No
76962_Ballard	Turnover	76962	Ballard	Core	7/15/2015	Ballard (Core Subarea)	NE	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VE	Paid Parking	2		No	11	No	No	No
79313_Ballard	Turnover	79313	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	SW	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE N	Unrestricted Parking	0		No	17	No	No	No
79314_Ballard	Turnover	79314	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	NE	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE N	Time Limited Parking	2		No	18	No	No	No
80657_Ballard	Turnover	80657	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SW	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MA	Paid Parking	0		No	9	No	No	No
80658_Ballard	Turnover	80658	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NE	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MA	Paid Parking	1		No	15	No	No	No
86369_Ballard	Turnover	86369	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	N	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AV	Unrestricted Parking	0		No	8	No	No	No
86370_Ballard	Turnover	86370	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	S	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AV	Unrestricted Parking	0		No	8	No	No	No
86449_Ballard	Utilization	86449	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	N	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE N	Paid Parking	4		No	15	No	No	No
86450_Ballard	Utilization	86450	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	S	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE N	Paid Parking	4		No	15	No	No	No
87253_Ballard	Utilization	87253	Ballard	Core	7/15/2015	Ballard (Core Subarea)	N	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL	Paid Parking	2		No	3	No	No	No
87254_Ballard	Utilization	87254	Ballard	Core	7/15/2015	Ballard (Core Subarea)	S	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL	Paid Parking	2		No	4	No	No	No
87257_Ballard	Utilization	87257	Ballard	Core	7/15/2015	Ballard (Core Subarea)	N	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY	Paid Parking	2		No	8	No	No	No
87258_Ballard	Utilization	87258	Ballard	Core	7/15/2015	Ballard (Core Subarea)	S	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY	Paid Parking	2		No	6	No	No	No
87261_Ballard	Turnover	87261	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	N	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVI	Time Limited Parking	1		No	17	No	No	No
87262_Ballard	Turnover	87262	Ballard	Unpaid	7/15/2015	Ballard (Unpaid Subarea)	S	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVI	Time Limited Parking	2		No	20	No	No	No
87281_Ballard	Turnover	87281	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NW	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARI	Paid Parking	2		No	8	No	No	No
87282_Ballard	Turnover	87282	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SE	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARI	Paid Parking	2		No	6	No	No	No
87285_Ballard	Turnover	87285	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	NW	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILS	Paid Parking	2		No	6	No	No	No
87286_Ballard	Turnover	87286	Ballard	Edge	7/15/2015	Ballard (Edge Subarea)	SE	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILS	Paid Parking	0		No	8	No	No	No

Code	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	22:00:00	23:00:00	00:00:00	01:00:00	02:00:00	9-10AM Average	9-10AM Average Occupancy	6-7PM Average	6-7PM Average Occupancy
3081_Ballard	0	0	0	0	3	2	2	1	2	3	3	4	4	4						0	0%	4	117%
3082_Ballard	1	1	0	3	4	3	2	1	0	2	5	4	4	4						1	13%	5	113%
3337_Ballard	1	0	0	3	4	4	7	6	7	7	8	9	9	13						0	0%	9	106%
3338_Ballard	0	3	5	9	10	9	6	8	8	9	9	11	10	11						4	36%	10	91%
3341_Ballard	4	2	6	3	5	6	2	5	3	3	6	7	7	6						4	80%	7	130%
3342_Ballard	2	4	3	3	2	4	3	4	0	1	3	4	6	4						4	70%	4	70%
9105_Ballard	11	13	13	13	12	12	12	10	11	9	8	12	12	9						13	100%	10	77%
9106_Ballard	9	9	9	9	9	10	8	8	9	10	11	11	9	8						9	82%	11	100%
9109_Ballard	0	1	1	1	1	1	2	2	3	2	2	5	5	3						1	33%	4	117%
9110_Ballard	1	5	4	4	3	2	2	0	2	2	5	6	6	6						5	113%	6	138%
9113_Ballard	0	1	0	1	1	1	1	2	2	2	3	3	2	3						1	25%	3	150%
9114_Ballard	0	2	4	4	5	2	2	3	3	4	5	4	4	5						3	75%	5	113%
9141_Ballard	10	13	16	15	13	16	15	14	12	7	11	13	13	13						15	91%	12	75%
9142_Ballard	1	7	11	10	10	12	12	9	6	7	5	12	13	12						9	69%	9	65%
12689_Ballard	14	13	14	13	14	14	14	14	12	11	13	13	12	12						14	123%	13	118%
12690_Ballard	10	10	9	10	10	10	10	10	10	9	9	10	9	7						10	86%	10	86%
12693_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
12694_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
13045_Ballard	5	5	8	9	5	10	10	9	5	3	8	8	7	6						7	72%	8	89%
13046_Ballard	5	5	6	5	5	6	6	5	6	4	3	6	6	6						6	92%	5	75%
18621_Ballard	1	2	5	7	8	7	6	6	8	7	11	12	12	12						4	39%	12	128%
18622_Ballard	4	9	13	14	17	16	11	11	8	10	17	19	17	17						11	65%	18	106%
19421_Ballard	10	10	11	10	7	10	11	11	10	9	10	10	10	10						11	117%	10	111%
19422_Ballard	7	8	8	7	6	7	7	6	7	6	7	7	6	6						8	114%	7	100%
19481_Ballard	2	2	2	2	1	3	2	2	1	2	3	2	2	2						2	67%	3	83%
19482_Ballard	1	3	5	4	2	4	4	4	6	3	3	5	5	5						4	40%	4	40%
19485_Ballard	1	2	8	7	5	6	4	2	2	8	7	8	8	8						5	50%	8	75%
19486_Ballard	2	1	3	3	4	4	1	4	1	0	2	4	1	5						2	50%	3	75%
19489_Ballard	0	1	4	5	5	5	4	3	4	0	5	5	5	5						3	83%	5	167%
19490_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
19493_Ballard	2	3	4	11	9	4	5	3	3	5	9	6	3	3						4	27%	8	58%
19494_Ballard	3	6	9	7	9	8	5	7	4	8	6	9	7	5						8	83%	8	83%
26497_Ballard	4	2	5	5	5	4	4	5	7	6	7	7	7	6						4	50%	7	100%
26498_Ballard	2	5	4	3	4	4	3	3	4	2	5	4	5	3						5	113%	5	113%
26501_Ballard	5	6	6	5	6	6	4	6	5	5	5	7	6	6						6	86%	6	86%
26502_Ballard	3	3	3	4	4	4	5	5	5	5	4	6	6	6						3	50%	5	83%
31845_Ballard	4	4	4	4	4	4	3	3	4	4	4	6	6	5						4	100%	5	125%
31846_Ballard	4	4	4	4	4	4	4	4	3	3	4	4	4	3						4	67%	4	67%
31849_Ballard	7	3	6	6	16	22	16	18	12	22	24	25	26	22						5	20%	25	107%
31850_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
31853_Ballard	12	15	15	15	32	35	33	31	27	28	38	36	37	36						15	38%	37	95%
31854_Ballard	4	4	3	2	8	12	8	9	4	10	16	17	18	17						4	25%	17	118%
33949_Ballard	15	15	15	16	16	16	14	14	13	15	17	17	16	11						15	94%	17	106%
33950_Ballard	8	8	7	8	8	8	7	6	7	7	11	21	19	9						8	75%	16	160%
35349_Ballard	1	1	2	2	2	2	3	3	2	3	3	8	5	3						2	38%	6	138%
35353_Ballard	10	10	10	10	10	10	10	10	9	9	10	9	10	8						10	125%	10	119%
35354_Ballard	8	8	8	8	8	8	8	8	8	7	6	8	6	5						8	89%	7	78%
35486_Ballard	18	16	18	17	17	18	20	20	19	20	20	20	20	17						17	81%	20	95%
35681_Ballard	4	7	6	6	6	6	5	6	1	5	8	7	7	4						7	108%	8	125%
35682_Ballard	15	16	15	19	14	17	18	17	7	11	15	17	18	16						16	82%	16	84%
41029_Ballard	7	10	12	11	11	10	11	11	9	12	10	12	12	11						11	92%	11	92%
41030_Ballard	0	4	5	7	8	11	12	15	6	16	18	18	19	13						5	24%	18	95%
41721_Ballard	3	5	3	3	3	7	5	2	6	5	7	6	6	6						4	100%	6	150%
41722_Ballard	1	2	1	0	1	2	1	1	2	1	0	2	2	2						2	75%	1	50%
41725_Ballard	1	2	4	4	3	4	3	4	2	1	4	2	4	4						3	75%	3	75%
41726_Ballard	3	8	8	11	5	7	8	5	7	4	12	24	14	21						8	38%	18	86%
47613_Ballard	2	1	2	2	2	2	2	2	2	1	2	2	2	2						2	150%	2	200%
47621_Ballard	4	7	7	8	5	6	5	10	8	7	8	9	7	7						7	88%	9	106%

Code	08:00:00	09:00:00	10:00:00	11:00:00	12:00:00	13:00:00	14:00:00	15:00:00	16:00:00	17:00:00	18:00:00	19:00:00	20:00:00	21:00:00	22:00:00	23:00:00	00:00:00	01:00:00	02:00:00	9-10AM Average	9-10AM Average Occupancy	6-7PM Average	6-7PM Average Occupancy
47622_Ballard	6	8	9	6	6	7	8	6	8	7	6	9	8	8						9	94%	8	83%
48213_Ballard	3	4	2	3	4	3	3	4	5	5	5	5	5	4						3	60%	5	100%
48214_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
48449_Ballard	3	2	5	8	7	7	5	4	7	8	10	9	10	10						4	50%	10	136%
48450_Ballard	1	0	3	6	6	7	6	5	3	6	8	10	10	9						2	17%	9	100%
48769_Ballard	1	1	1	2	1	3	2	2	4	3	3	4	4	3						1	33%	4	117%
48770_Ballard	0	0	4	6	6	6	6	6	6	7	7	7	5	7						2	33%	7	117%
56649_Ballard	8	8	8	8	8	9	9	7	8	8	9	9	8	9						8	133%	9	150%
56650_Ballard	7	7	7	7	7	7	7	7	7	7	7	7	7	7						7	117%	7	117%
56653_Ballard	4	5	5	8	10	12	11	9	6	9	10	8	9	10						5	42%	9	75%
56654_Ballard	4	7	9	9	8	12	11	10	11	10	13	12	13	14						8	53%	13	83%
64317_Ballard	0	3	5	5	3	5	3	3	4	1	2	9	8	9						4	50%	6	69%
64318_Ballard	1	0	3	4	4	4	3	4	2	1	1	4	4	4						2	17%	3	28%
64321_Ballard	3	4	4	3	6	6	3	6	5	7	8	9	9	9						4	67%	9	142%
64322_Ballard	0	0	2	3	3	3	3	0	4	4	6	5	6	6						1	17%	6	92%
70397_Ballard	6	6	6	6	6	5	5	4	5	4	5	5	5	5						6	100%	5	83%
70997_Ballard	13	11	11	9	10	9	13	12	13	13	14	13	13	13						11	85%	14	104%
70998_Ballard	13	12	13	12	12	13	12	8	11	11	12	14	13	13						13	114%	13	118%
71001_Ballard	11	11	11	11	12	11	9	12	11	12	10	11	11	11						11	122%	11	117%
71002_Ballard	16	19	20	18	18	17	17	16	17	18	22	21	21	19						20	81%	22	90%
71289_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
71290_Ballard	3	4	5	2	3	4	4	4	4	6	7	6	7	5						5	75%	7	108%
71573_Ballard	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		0	
71574_Ballard	3	1	1	3	4	4	1	0	2	3	4	7	5	5						1	13%	6	69%
76961_Ballard	1	4	9	8	10	10	11	10	5	11	14	11	14	15						7	50%	13	96%
76962_Ballard	4	10	11	9	9	9	12	7	8	9	13	13	13	13						11	95%	13	118%
79313_Ballard	16	15	16	17	17	17	16	14	15	13	16	16	15	14						16	91%	16	94%
79314_Ballard	12	16	14	15	13	13	14	15	14	15	17	18	18	18						15	83%	18	97%
80657_Ballard	2	5	7	5	7	8	8	7	7	6	9	11	11	9						6	67%	10	111%
80658_Ballard	2	8	4	7	13	13	13	6	5	10	15	15	15	13						6	40%	15	100%
86369_Ballard	6	6	6	6	6	7	7	7	7	7	6	8	7	6						6	75%	7	88%
86370_Ballard	9	10	10	10	10	10	9	9	9	10	8	10	10	6						10	125%	9	113%
86449_Ballard	4	8	7	12	14	14	10	9	7	7	16	16	16	16						8	50%	16	107%
86450_Ballard	2	2	4	9	17	17	14	10	13	10	14	20	19	19						3	20%	17	113%
87253_Ballard	1	1	3	3	4	3	2	3	1	3	3	4	3	4						2	67%	4	117%
87254_Ballard	0	0	0	0	0	0	0	0	0	1	3	3	3	3						0	0%	2	50%
87257_Ballard	3	4	8	8	9	8	10	5	5	8	9	10	10	9						6	75%	10	119%
87258_Ballard	0	2	2	4	2	7	3	4	2	2	2	6	7	6						2	33%	4	67%
87261_Ballard	3	5	5	5	4	4	6	3	2	2	1	4	3	1						5	29%	3	15%
87262_Ballard	7	8	12	11	10	11	10	10	8	4	6	5	2	2						10	50%	6	28%
87281_Ballard	4	8	7	8	7	7	6	5	7	9	8	8	8	9						8	94%	8	100%
87282_Ballard	3	6	5	3	5	2	2	3	6	3	8	8	7	6						6	92%	8	133%
87285_Ballard	1	3	5	5	3	5	4	2	5	5	5	5	5	4						4	67%	5	83%
87286_Ballard	1	3	2	3	3	3	2	3	2	6	9	9	8	6						3	31%	9	113%

Code	19:00:00	7 PM Occupancy	11AM - 5PM Peak 3 Hour Average	11AM - 5PM Peak 3 Hour Average Occupancy	8AM - 5PM Peak 3 Hour Average	8AM - 5PM Peak 3 Hour Average Occupancy	8AM - 7PM Peak 3 Hour Average	8AM - 7PM Peak 3 Hour Average Occupancy	Less than 1 full interval	1 Hour	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours	14 Hours	15 Hours	Duration
3081_Ballard	4	133%	3	90%	3	90%	3	110%																	
3082_Ballard	4	100%	3	83%	3	83%	4	108%																	
3337_Ballard	9	113%	7	88%	7	88%	8	100%	22	18	2	2	0	1	0	0	0	0	0	0	0	0	0	0	1.2
3338_Ballard	11	100%	9	85%	9	85%	10	91%	27	17	8	3	1	1	0	0	0	0	0	0	0	0	0	0	1.4
3341_Ballard	7	140%	5	106%	6	114%	6	126%																	
3342_Ballard	4	80%	4	74%	4	80%	4	80%																	
9105_Ballard	12	92%	12	95%	13	100%	13	100%	14	13	2	2	2	2	1	2	2	4	0	0	0	0	0	0	3.1
9106_Ballard	11	100%	10	88%	10	88%	11	97%	10	3	2	1	6	3	1	2	2	0	0	0	0	1	0	0	3.7
9109_Ballard	5	167%	2	77%	2	77%	3	110%	4	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1.9
9110_Ballard	6	150%	3	75%	4	108%	5	133%	19	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1.2
9113_Ballard	3	150%	2	100%	2	100%	3	135%	6	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1.5
9114_Ballard	4	100%	4	108%	4	108%	5	118%	8	3	5	1	1	0	0	0	1	0	0	0	0	0	0	0	2
9141_Ballard	13	81%	15	96%	16	98%	16	98%																	
9142_Ballard	12	92%	11	87%	12	90%	12	92%																	
12689_Ballard	13	118%	14	127%	14	127%	14	127%	5	5	3	4	3	0	1	0	1	2	1	1	0	5	0	0	5.4
12690_Ballard	10	91%	10	91%	10	91%	10	91%	8	3	2	0	1	1	1	3	1	2	0	0	2	0	0	0	4.8
12693_Ballard	0		0		0		0		6	6	5	2	3	1	4	0	0	0	0	0	3	0	0	0	3.9
12694_Ballard	0		0		0		0		6	7	2	3	2	0	0	0	1	0	0	0	0	1	0	0	2.7
13045_Ballard	8	89%	10	108%	10	108%	10	108%	17	14	8	4	0	1	1	0	0	0	0	0	0	0	0	0	1.7
13046_Ballard	6	100%	6	100%	6	100%	6	100%	20	12	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1.6
18621_Ballard	12	133%	8	86%	8	86%	10	114%																	
18622_Ballard	19	112%	16	92%	16	92%	18	104%																	
19421_Ballard	10	111%	11	119%	11	122%	11	122%	15	12	8	6	2	2	2	2	0	0	0	0	0	0	0	0	2.3
19422_Ballard	7	100%	7	100%	8	110%	8	110%	16	8	10	2	0	3	1	0	0	0	0	0	0	0	0	0	1.9
19481_Ballard	2	67%	2	77%	2	77%	3	90%	17	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.8
19482_Ballard	5	50%	5	47%	5	50%	5	53%	11	3	3	0	0	1	2	0	1	0	0	0	0	0	0	0	2.1
19485_Ballard	8	80%	7	70%	8	77%	8	80%																	
19486_Ballard	4	100%	4	100%	4	100%	4	100%																	
19489_Ballard	5	167%	5	167%	5	167%	5	167%																	
19490_Ballard	0		0		0		0																		
19493_Ballard	6	46%	8	64%	8	64%	10	75%	30	7	1	3	1	1	0	0	0	0	0	0	0	0	0	0	1.1
19494_Ballard	9	100%	8	92%	9	97%	9	100%	33	9	4	2	0	1	0	2	0	0	0	0	0	0	0	0	1.3
26497_Ballard	7	100%	6	86%	6	86%	7	100%	32	6	3	1	1	2	0	0	0	0	0	0	0	0	0	0	1.1
26498_Ballard	4	100%	4	100%	4	108%	5	118%	24	5	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1.1
26501_Ballard	7	100%	6	86%	6	86%	6	90%	13	2	4	1	0	1	1	1	0	1	0	0	0	1	0	0	2.6
26502_Ballard	6	100%	5	83%	5	83%	5	88%	8	10	3	0	0	2	0	0	0	0	0	0	0	1	0	0	2.1
31845_Ballard	6	150%	4	100%	4	100%	5	118%	5	5	1	0	0	1	1	0	0	0	0	0	0	2	0	0	3.4
31846_Ballard	4	67%	4	67%	4	67%	4	67%	5	0	0	0	0	1	3	1	0	0	0	0	1	0	0	0	4.3
31849_Ballard	25	109%	21	90%	21	90%	24	103%	84	36	11	2	3	1	1	0	0	0	0	0	0	0	0	0	1.1
31850_Ballard	0		0		0		0		81	38	10	2	2	0	0	0	0	0	0	0	0	0	0	0	1
31853_Ballard	36	92%	33	85%	33	85%	36	93%	131	62	25	8	2	0	1	1	0	0	0	0	0	1	0	0	1.2
31854_Ballard	17	121%	10	74%	10	74%	15	107%	46	16	8	5	2	0	0	0	0	0	0	0	0	0	0	0	1.2
33949_Ballard	17	106%	16	100%	16	100%	17	104%	3	6	4	4	5	2	0	6	3	2	2	0	1	0	0	0	5
33950_Ballard	21	210%	8	80%	8	80%	13	133%	21	21	1	2	1	1	1	1	1	0	1	0	0	1	0	0	2.1
35349_Ballard	8	200%	3	75%	3	75%	5	118%	6	5	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2.2
35353_Ballard	9	113%	10	125%	10	125%	10	125%	8	3	4	6	2	0	1	3	1	1	1	0	0	1	0	0	3.9
35354_Ballard	8	89%	8	89%	8	89%	8	89%	6	3	1	1	0	0	0	0	3	2	0	2	0	1	0	0	5
35486_Ballard	20	95%	20	95%	20	95%	20	95%	19	14	11	11	3	3	6	3	3	0	1	0	0	0	0	0	3
35681_Ballard	7	117%	6	100%	6	105%	7	122%	21	8	3	6	0	0	1	0	0	0	0	0	0	0	0	0	1.5
35682_Ballard	17	89%	18	95%	18	95%	18	95%	76	21	11	5	1	0	0	2	0	0	1	1	0	0	0	0	1.3
41029_Ballard	12	100%	11	94%	12	98%	12	100%	52	27	6	2	1	2	0	0	0	0	0	0	0	0	0	0	1.2
41030_Ballard	18	95%	14	75%	14	75%	17	91%	78	12	8	4	2	0	0	0	0	0	0	0	0	0	0	0	1
41721_Ballard	7	175%	6	150%	6	150%	7	168%																	
41722_Ballard	2	100%	2	85%	2	100%	2	100%																	
41725_Ballard	2	50%	4	100%	4	100%	4	100%																	
41726_Ballard	24	114%	9	41%	9	43%	16	75%	53	14	7	2	1	2	0	0	0	1	0	0	0	0	0	0	1.2
47613_Ballard	2	200%	2	200%	2	200%	2	200%	4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2.8
47621_Ballard	9	113%	9	109%	9	109%	9	113%	54	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0.9

Code	19:00:00	7 PM Occupancy	11AM - 5PM Peak 3 Hour Average	11AM - 5PM Peak 3 Hour Average Occupancy	8AM - 5PM Peak 3 Hour Average	8AM - 5PM Peak 3 Hour Average Occupancy	8AM - 7PM Peak 3 Hour Average	8AM - 7PM Peak 3 Hour Average Occupancy	Less than 1 full interval	1 Hour	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours	14 Hours	15 Hours	Duration
47622_Ballard	9	100%	8	86%	8	92%	9	97%	33	13	4	3	1	0	0	0	0	0	0	0	0	1	0	0	1.4
48213_Ballard	5	100%	5	94%	5	94%	5	100%	15	6	2	4	0	1	0	0	0	0	0	0	0	0	0	0	1.5
48214_Ballard	0		0		0		0		13	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	1.2
48449_Ballard	9	129%	8	110%	8	110%	9	129%	33	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	1.2
48450_Ballard	10	111%	6	70%	6	70%	8	92%	23	14	3	1	0	1	0	0	0	1	0	0	0	0	0	0	1.4
48769_Ballard	4	133%	3	110%	3	110%	4	123%	13	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1.3
48770_Ballard	7	117%	6	105%	6	105%	7	117%	36	10	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1
56649_Ballard	9	150%	9	145%	9	145%	9	150%	5	3	2	2	2	3	4	2	1	1	0	0	0	0	0	0	4.1
56650_Ballard	7	117%	7	117%	7	117%	7	117%	2	0	2	1	3	1	0	0	3	1	0	0	0	2	0	0	6
56653_Ballard	8	67%	11	92%	11	92%	11	92%	50	9	2	0	0	0	1	0	1	0	0	1	0	1	0	0	1.3
56654_Ballard	12	80%	11	75%	11	75%	12	82%	42	20	7	3	1	0	2	0	1	0	0	0	0	0	0	0	1.4
64317_Ballard	9	113%	5	59%	5	63%	6	79%																	
64318_Ballard	4	44%	4	44%	4	44%	4	44%																	
64321_Ballard	9	150%	6	105%	6	105%	8	133%																	
64322_Ballard	5	83%	4	62%	4	62%	5	83%																	
70397_Ballard	5	83%	6	95%	6	100%	6	100%	7	6	3	0	2	2	1	2	0	0	0	0	0	0	0	0	2.7
70997_Ballard	13	100%	13	100%	13	100%	13	102%	41	29	8	1	1	3	0	1	1	0	0	0	0	0	0	0	1.5
70998_Ballard	14	127%	12	112%	13	118%	13	121%	17	5	3	3	2	3	3	2	0	2	2	0	0	1	0	0	3.4
71001_Ballard	11	122%	12	133%	12	133%	12	133%	11	7	2	3	0	8	3	0	0	0	0	0	0	3	0	0	3.7
71002_Ballard	21	88%	18	75%	19	79%	21	88%	44	32	15	6	9	5	0	1	0	0	0	0	0	0	0	0	1.8
71289_Ballard	0		0		0		0																		
71290_Ballard	6	100%	5	78%	5	83%	6	105%																	
71573_Ballard	0		0		0		0		3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1.8
71574_Ballard	7	88%	4	46%	4	46%	5	63%	19	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
76961_Ballard	11	85%	11	82%	11	82%	12	92%	55	18	5	3	3	0	0	0	0	0	0	0	0	0	0	0	1.1
76962_Ballard	13	118%	10	91%	11	100%	13	115%	38	27	9	4	1	0	0	0	0	0	0	0	0	0	0	0	1.3
79313_Ballard	16	94%	17	100%	17	100%	17	100%	8	6	2	1	1	3	4	1	4	0	1	1	1	4	0	0	5.4
79314_Ballard	18	100%	15	83%	15	85%	17	94%	33	18	11	4	3	3	4	1	0	0	1	0	0	1	0	0	2.2
80657_Ballard	11	122%	8	86%	8	86%	9	103%	30	13	3	2	3	1	1	0	0	0	0	0	0	0	0	0	1.4
80658_Ballard	15	100%	13	87%	13	87%	14	95%	38	17	5	5	2	1	0	1	1	0	0	0	0	0	0	0	1.5
86369_Ballard	8	100%	7	88%	7	88%	7	91%	2	3	4	2	1	1	0	0	2	1	1	0	0	1	0	0	4.6
86370_Ballard	10	125%	10	125%	10	125%	10	125%	7	7	2	1	1	3	1	2	1	3	0	0	0	1	0	0	4
86449_Ballard	16	107%	13	89%	13	89%	15	102%																	
86450_Ballard	20	133%	16	107%	16	107%	18	120%																	
87253_Ballard	4	133%	3	110%	3	110%	4	123%																	
87254_Ballard	3	75%	0	0%	0	0%	1	33%																	
87257_Ballard	10	125%	9	113%	9	113%	10	121%																	
87258_Ballard	6	100%	5	83%	5	83%	6	95%																	
87261_Ballard	4	24%	5	29%	5	31%	5	31%	34	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7
87262_Ballard	5	25%	11	54%	11	57%	11	57%	18	7	4	2	0	1	1	4	1	0	0	0	0	0	0	0	2.3
87281_Ballard	8	100%	8	100%	8	104%	8	104%	39	16	3	1	2	0	1	0	0	0	0	0	0	0	0	0	1.1
87282_Ballard	8	133%	5	78%	6	95%	7	122%	25	7	4	1	1	0	1	0	0	0	0	0	0	0	0	0	1.2
87285_Ballard	5	83%	5	83%	5	83%	5	83%	11	9	4	1	1	0	1	0	0	0	0	0	0	0	0	0	1.6
87286_Ballard	9	113%	4	50%	4	50%	8	100%	16	10	3	1	1	1	0	0	0	0	0	0	0	0	0	0	1.4

## APPENDIX B

### THE 2015 BGT MISSING LINK PARKING STUDY



Blockface ID	Blockface ID	Side	Study Date	Street Name	Segment of Street	Street	Parking Category	Parking Time Limit	Public Parking Supply	Demand					
										8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
1-E	1	E	7/29/15	32ND AVE NW	NW 58TH ST & NW 57TH ST	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	
1-W	1	W	7/29/15	32ND AVE NW	NW 58TH ST & NW 57TH ST	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	
2-E	2	E	7/29/15	32ND AVE NW	NW 57TH ST & NW 56TH ST	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	
2-W	2	W	7/29/15	32ND AVE NW	NW 57TH ST & NW 56TH ST	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	
3-E	3	E	7/29/15	32ND AVE NW	NW 56TH ST & NW MARKET ST	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	12	11	10	11	10	12	
3-W	3	W	7/29/15	32ND AVE NW	NW 56TH ST & NW MARKET ST	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	
4-N	4	N	7/29/15	NW MARKET ST	32ND AVE NW & 30TH AVE NW	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	Time Limited Parking	2	8	0	0	7	3	4	7
4-S	4	S	7/29/15	NW MARKET ST	32ND AVE NW & 30TH AVE NW	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
5-E	5	E	7/29/16	30TH AVE NW	NW 56TH ST & NW MARKET ST	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	6	6	6	6	5	6	6
5-W	5	W	7/29/15	30TH AVE NW	NW 56TH ST & NW MARKET ST	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Time Limited Parking	2	18	13	11	13	13	17	16
6-N	6	N	7/29/15	NW 56TH ST	32ND AVE NW & 30TH AVE NW	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	18	14	17	16	16	17	18
6-S	6	S	7/29/15	NW 56TH ST	32ND AVE NW & 30TH AVE NW	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	21	21	22	24	25	24
7-E	7	E	7/29/15	30TH AVE NW	NW 57TH ST & NW 56TH ST	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	4	4	4	4	5	5
7-W	7	W	7/29/15	30TH AVE NW	NW 57TH ST & NW 56TH ST	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	3	3	5	6
8-N	8	N	7/29/15	NW 57TH ST	32ND AVE NW & 30TH AVE NW	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	24	11	12	10	11	12	15
8-S	8	S	7/29/15	NW 57TH ST	32ND AVE NW & 30TH AVE NW	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	22	14	11	14	15	19	19
9-E	9	E	7/29/15	30TH AVE NW	NW 58TH ST & NW 57TH ST	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	4	4	4	5	5	4
9-W	9	W	7/29/15	30TH AVE NW	NW 58TH ST & NW 57TH ST	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	1	1	1	1	2	2
10-N	10	N	7/29/15	NW 58TH ST	32ND AVE NW & 30TH AVE NW	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	9	7	6	6	5	8
10-S	10	S	7/29/15	NW 58TH ST	32ND AVE NW & 30TH AVE NW	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	26	7	5	8	9	10	11
11-N	11	N	7/29/15	NW 58TH ST	30TH AVE NW & 28TH AVE NW	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	27	12	9	8	7	9	10
11-S	11	S	7/29/15	NW 58TH ST	30TH AVE NW & 28TH AVE NW	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	31	12	10	9	11	10	11
12-E	12	E	7/29/15	28TH AVE NW	NW 58TH ST & NW 57TH ST	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	4	5	4	5	5	4
12-W	12	W	7/29/15	28TH AVE NW	NW 58TH ST & NW 57TH ST	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	6	5	4	4	5	5
13-N	13	N	7/29/15	NW 57TH ST	30TH AVE NW & 28TH AVE NW	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	9	8	7	7	12	12
13-S	13	S	7/29/15	NW 57TH ST	30TH AVE NW & 28TH AVE NW	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	26	16	14	9	9	13	14
14-E	14	E	7/29/15	28TH AVE NW	NW 57TH ST & NW 56TH ST	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	5	5	6	6	6	6
14-W	14	W	7/29/15	28TH AVE NW	NW 57TH ST & NW 56TH ST	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	6	7	8	7	7	8
15-N	15	N	7/29/15	NW 56TH ST	30TH AVE NW & 28TH AVE NW	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
15-S	15	S	7/29/15	NW 56TH ST	30TH AVE NW & 28TH AVE NW	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	20	18	18	21	22	21
16-E	16	E	7/29/15	28TH AVE NW	NW 56TH ST & NW MARKET ST	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	4	2	3	4	4	4	3
16-W	16	W	7/29/15	28TH AVE NW	NW 56TH ST & NW MARKET ST	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	3	3	3	3	3	3	3
17-E	17	E	7/29/15	26TH AVE NW	NW 56TH ST & NW MARKET ST	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	0
17-W	17	W	7/29/15	26TH AVE NW	NW 56TH ST & NW MARKET ST	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	2	0	0	0	0	0	0
18-N	18	N	7/29/15	NW 56TH ST	28TH AVE NW & 26TH AVE NW	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	0	0	0	0	0	0	0
18-S	18	S	7/29/15	NW 56TH ST	28TH AVE NW & 26TH AVE NW	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	31	27	25	26	26	23	24
19-E	19	E	7/29/15	26TH AVE NW	NW 57TH ST & NW 56TH ST	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
19-W	19	W	7/29/15	26TH AVE NW	NW 57TH ST & NW 56TH ST	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	6	6	5	6
20-N	20	N	7/29/15	NW 57TH ST	28TH AVE NW & 26TH AVE NW	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	16	16	13	15	16	16	16
20-S	20	S	7/29/15	NW 57TH ST	28TH AVE NW & 26TH AVE NW	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	27	18	21	24	22	23	24
21-E	21	E	7/29/15	26TH AVE NW	NW 58TH ST & NW 57TH ST	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6
21-W	21	W	7/29/15	26TH AVE NW	NW 58TH ST & NW 57TH ST	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	7	6	7	6	6	7
22-N	22	N	7/29/15	NW 58TH ST	28TH AVE NW & 26TH AVE NW	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	18	18	18	17	14	17	15
22-S	22	S	7/29/15	NW 58TH ST	28TH AVE NW & 26TH AVE NW	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	14	14	14	13	13	14	14
23-N	23	N	7/29/15	NW 58TH ST	26TH AVE NW & 24TH AVE NW	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	24	17	19	16	13	16	17
23-S	23	S	7/29/15	NW 58TH ST	26TH AVE NW & 24TH AVE NW	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12
24-N	24	N	7/29/15	NW 57TH ST	26TH AVE NW & 24TH AVE NW	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	11	11	11	11	11	11	11
24-S	24	S	7/29/15	NW 57TH ST	26TH AVE NW & 24TH AVE NW	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9
25-N	25	N	7/29/15	NW 56TH ST	26TH AVE NW & 24TH AVE NW	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	19	12	8	4	9	9	15
25-S	25	S	7/29/15	NW 56TH ST	26TH AVE NW & 24TH AVE NW	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	17	11	7	4	5	8	13
26-N	26	N	7/29/15	NW 58TH ST	24TH AVE NW & 22ND AVE NW	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Unrestricted Parking	0	13	13	13	13	12	13	13
26-S	26	S	7/29/15	NW 58TH ST	24TH AVE NW & 22ND AVE NW	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	25	24	22	21	21	23	21
27-E	27	E	7/29/15	22ND AVE NW	NW 58TH ST & NW 57TH ST	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	2	2	4	6	1	1
27-W	27	W	7/29/15	22ND AVE NW	NW 58TH ST & NW 57TH ST	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	6	5	3	5	4	3
28-N	28	N	7/29/15	NW 58TH ST	22ND AVE NW & 20TH AVE NW	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9
28-S	28	S	7/29/15	NW 58TH ST	22ND AVE NW & 20TH AVE NW	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	17	17	17	17	17	17	17
29-E	29	E	7/29/15	20TH AVE NW	NW 58TH ST & NW 57TH ST	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	5
29-W	29	W	7/29/15	20TH AVE NW	NW 58TH ST & NW 57TH ST	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	5	5	5	5	5	5
30-N	30	N	7/29/15	NW 57TH ST	22ND AVE NW & 20TH AVE NW	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	13	13	13	12	10	13	13
30-S	30	S	7/29/15	NW 57TH ST	22ND AVE NW & 20TH AVE NW	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	18	13	12	14	13	14	18
31-E	31	E	7/29/15	20TH AVE NW	NW 57TH ST & NW 56TH ST	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	2	7	4	5	4	2	1	1
31-W	31	W	7/29/15	20TH AVE NW	NW 57TH ST & NW 56TH ST	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	1	6	1	2	4	0	4	5
32-N	32	N	7/29/15	NW LONE PL	RUSSELL AVE NW & TALLMAN AVE NW	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9
32-S	32	S	7/29/16	NW LONE PL	RUSSELL AVE NW & TALLMAN AVE NW	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	7	7	7	7	7	6	7
33-E	33	E	7/29/15	TALLMAN AVE NW	NW LONE PL & 17TH AVE NW	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
33-W	33	W	7/29/15	TALLMAN AVE NW	NW LONE PL & 17TH AVE NW	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	Unrestricted Parking	0	2	2	2	2	2	2	2
34-E	34	E	7/29/15	17TH AVE NW	NW 52ND ST & NW 51ST ST	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	6	6	6	6	6	6	6
34-W	34	W	7/29/15	17TH AVE NW	NW 52ND ST & NW 51ST ST	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	4	4	4	4	4	4	4
35-E	35	E	7/29/15	17TH AVE NW	NW 51ST ST & NW DOCK ST	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	4	4	4	4	4	4	3
35-W	35	W	7/29/15	17TH AVE NW	NW 51ST ST & NW DOCK ST	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	3	3	3	3	3	3	3
36-E	36	E	7/29/15	17TH AVE NW	NW DOCK PL & NW 50TH ST	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	0

Blockface ID	Blockface ID	Side	Study Date	Street Name	Segment of Street	Street	Parking Category	Parking Time Limit	Public Parking Supply	Demand					
										8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
36-W	36	W	7/29/15	17TH AVE NW	NW DOCK PL & NW 50TH ST	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	
37-N	37	N	7/29/15	NW 50TH ST	17TH AVE NW & 15TH AVE NW	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	
37-S	37	S	7/29/15	NW 50TH ST	17TH AVE NW & 15TH AVE NW	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	21	18	21	14	8	6	6
38-N	38	N	7/29/15	NW 50TH ST	15TH AVE NW & 14TH AVE NW	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
38-S	38	S	7/29/15	NW 50TH ST	15TH AVE NW & 14TH AVE NW	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	20	13	11	11	12	7	5
39-N	39	N	7/29/15	NW 50TH ST	14TH AVE NW & 11TH AVE NW	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	15	15	15	15	15	15	15
39-S	39	S	7/29/15	NW 50TH ST	14TH AVE NW & 11TH AVE NW	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
40-N	40	N	7/29/15	NW 50TH ST	11TH AVE NW & 9TH AVE NW	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	5	5	3	5	5	5
40-S	40	S	7/29/15	NW 50TH ST	11TH AVE NW & 9TH AVE NW	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	15	14	12	12	14	15	10
41-E	41	E	7/29/15	9TH AVE NW	NW 50TH ST & NW 49TH ST	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	1	4	5	4	3	2
41-W	41	W	7/29/15	9TH AVE NW	NW 50TH ST & NW 49TH ST	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	2	3	4	4	5	4
42-N	42	N	7/29/15	NW 49TH ST	11TH AVE NW & 9TH AVE NW	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	10	8	9	9	8	6	7
42-S	42	S	7/29/15	NW 49TH ST	11TH AVE NW & 9TH AVE NW	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	5	5	5	5	5	5
43-E	43	E	7/29/15	9TH AVE NW	NW 49TH ST & NW LEARY WAY	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	5	5	6	5	4	3
43-W	43	W	7/29/15	9TH AVE NW	NW 49TH ST & NW LEARY WAY	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	5	4	4	5	5	5	4
44-N	44	N	7/29/15	NW LEARY WAY	LEARY WAY NW & 9TH AVE NW	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	3	3	3	2	1	1	1
44-S	44	S	7/29/15	NW LEARY WAY	LEARY WAY NW & 9TH AVE NW	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	4	1	2	3	4	3	3
45-E	45	E	7/29/15	9TH AVE NW	NW 48TH ST & NW BALLARD WAY	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	5	4	4	5	5	4	2
45-W	45	W	7/29/15	9TH AVE NW	NW 48TH ST & NW BALLARD WAY	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	3	3	3	3	3	3	2
46-E	46	E	7/29/15	9TH AVE NW	NW BALLARD WAY & NW 46TH ST	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
46-W	46	W	7/29/15	9TH AVE NW	NW BALLARD WAY & NW 46TH ST	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	12	3	3	4	4	2	1
47-E	47	E	7/29/15	9TH AVE NW	NW 46TH ST & NW 45TH ST	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Time Limited Parking	1	7	0	0	1	2	1	1
47-W	47	W	7/29/15	9TH AVE NW	NW 46TH ST & NW 45TH ST	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	8	3	3	3	3	3	3
48-N	48	N	7/29/15	NW 45TH ST	11TH AVE NW & 9TH AVE NW	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
48-S	48	S	7/29/15	NW 45TH ST	11TH AVE NW & 9TH AVE NW	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
49-E	49	E	7/29/15	11TH AVE NW	NW 46TH ST & NW 45TH ST	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	2	1	1	1	2	1	0
49-W	49	W	9/23/15	11TH AVE NW	NW 46TH ST & NW 45TH ST	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	13	10	10	6	6	4	2
50-N	50	N	7/29/15	NW 46TH ST	11TH AVE NW & 9TH AVE NW	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	12	10	9	12	11	8	5
50-S	50	S	7/29/15	NW 46TH ST	11TH AVE NW & 9TH AVE NW	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	17	5	6	9	8	6	7
51-E	51	E	7/29/15	11TH AVE NW	NW BALLARD WAY & NW 46TH ST	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	7	6	6	5	5	4	3
51-W	51	W	7/29/15	11TH AVE NW	NW BALLARD WAY & NW 46TH ST	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	2	2	1	2	1	1
52-N	52	N	7/29/15	NW BALLARD WAY	11TH AVE NW & 9TH AVE NW	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Time Limited Parking	1	11	3	3	5	6	5	3
52-S	52	S	7/29/15	NW BALLARD WAY	11TH AVE NW & 9TH AVE NW	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	13	7	8	10	6	5	2
53-N	53	N	7/29/15	LEARY WAY NW	NW LEARY WAY & NW BALLARD WAY	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0
53-S	53	S	7/29/15	LEARY WAY NW	NW LEARY WAY & NW BALLARD WAY	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0
54-N	54	N	7/29/15	NW LEARY WAY	11TH AVE NW & LEARY WAY NW	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	Unrestricted Parking	0	6	1	1	1	1	1	2
54-S	54	S	7/29/15	NW LEARY WAY	11TH AVE NW & LEARY WAY NW	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	No Parking Allowed	0	0	0	0	0	0	0	0
55-E	55	E	7/29/15	11TH AVE NW	NW LEARY WAY & NW BALLARD WAY	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	1	2	2	2	3	1
55-W	55	W	7/29/15	11TH AVE NW	NW LEARY WAY & NW BALLARD WAY	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	1	3	4	4	4	2
56-E	56	E	7/29/15	11TH AVE NW	NW 49TH ST & NW LEARY WAY	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	1	7	2	2	0	0
56-W	56	W	7/29/15	11TH AVE NW	NW 49TH ST & NW LEARY WAY	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Time Limited Parking	1	7	5	7	5	5	3	0
57-E	57	E	7/29/15	11TH AVE NW	NW 50TH ST & NW 49TH ST	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	4	4	4	3	2	2
57-W	57	W	7/29/15	11TH AVE NW	NW 50TH ST & NW 49TH ST	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Time Limited Parking	1	8	3	6	6	4	5	3
58-N	58	N	7/29/15	NW LEARY WAY	14TH AVE NW & 11TH AVE NW	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	4	15	1	2	1	0	0	0
58-S	58	S	7/29/15	NW LEARY WAY	14TH AVE NW & 11TH AVE NW	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	20	4	3	5	4	3	2
59-E	59	E	7/29/15	14TH AVE NW	NW 49TH ST & NW LEARY WAY	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	4	0	0	1	1	1	0
59-MID	59	MID	7/29/15	14TH AVE NW	NW 49TH ST & NW LEARY WAY	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	6	6	6	6	5	3
59-W	59	W	7/29/15	14TH AVE NW	NW 49TH ST & NW LEARY WAY	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	1	2	3	4	1	0
60-E	60	E	7/29/15	14TH AVE NW	NW 50TH ST & NW 49TH ST	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	3	3	3	3	3	1	1
60-MID	60	MID	7/29/15	14TH AVE NW	NW 50TH ST & NW 49TH ST	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	13	13	12	9	10	4	2
60-W	60	W	7/29/15	14TH AVE NW	NW 50TH ST & NW 49TH ST	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	0	0	2	2	2	2
61-N	61	N	7/29/15	NW 49TH ST	15TH AVE NW & 14TH AVE NW	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	5	5	3	3	0	0
61-S	61	S	7/29/15	NW 49TH ST	15TH AVE NW & 14TH AVE NW	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	8	3	4	6	4	5	3
62-E	62	E	7/29/15	15TH AVE NW	NW 50TH ST & NW 49TH ST	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
62-W	62	W	7/29/15	15TH AVE NW	NW 50TH ST & NW 49TH ST	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
63-N	63	N	7/29/15	NW 49TH ST	17TH AVE NW & 15TH AVE NW	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	18	12	15	18	18	15	15
63-S	63	S	7/29/15	NW 49TH ST	17TH AVE NW & 15TH AVE NW	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	17	15	17	17	17	15	17
64-E	64	E	7/29/15	17TH AVE NW	NW 50TH ST & NW 49TH ST	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	4	4	3	3	4	4
64-W	64	W	7/29/15	17TH AVE NW	NW 50TH ST & NW 49TH ST	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	4	5	5	5	5	5
65-E	65	E	7/29/15	17TH AVE NW	NW 49TH ST & NW 48TH ST	17TH AVE NW BETWEEN NW 49TH ST & NW 48TH ST	Unrestricted Parking	0	2	1	2	2	2	2	2
65-W	65	W	7/29/15	17TH AVE NW	NW 49TH ST & NW LEARY WAY	17TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	2	2	2	2	2	2	1
66-N	66	N	7/29/15	NW LEARY WAY	17TH AVE NW & 15TH AVE NW	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	6	6	6	6	6	3
66-S	66	S	7/29/15	NW LEARY WAY	17TH AVE NW & 15TH AVE NW	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	16	16	16	16	16	16	8
67-E	67	E	7/29/15	15TH AVE NW	NW 49TH ST & NW LEARY WAY	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0
67-W	67	W	7/29/15	15TH AVE NW	NW 49TH ST & NW LEARY WAY	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0
68-N	68	N	7/29/15	NW LEARY WAY	15TH AVE NW & 14TH AVE NW	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	11	5	6	3	6	4	0
68-S	68	S	7/29/15	NW LEARY WAY	15TH AVE NW & 14TH AVE NW	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	12	3	4	6	6	3	5
69-E	69	E	7/29/15	14TH AVE NW	NW LEARY WAY & NW BALLARD WAY	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	5	5	5	4	4	1
69-W	69	W	7/29/15	14TH AVE NW	NW LEARY WAY & NW BALLARD WAY	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	7	7	7	7	7	6	2
70-N	70	N	7/29/15	NW BALLARD WAY	15TH AVE NW & 14TH AVE NW	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	27	26	26	27	23	13	9
70-S	70	S	7/29/15	NW BALLARD WAY	15TH AVE NW & 14TH AVE NW	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	17	13	17	12	14	15	11

Blockface ID	Blockface ID	Side	Study Date	Street Name	Segment of Street	Street	Parking Category	Parking Time Limit	Public Parking Supply	Demand					
										8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
71-E	71	E	7/29/15	14TH AVE NW	NW BALLARD WAY & NW 46TH ST	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	1	3	3	3	3	3
71-MID	71	MID	7/29/15	14TH AVE NW	NW BALLARD WAY & NW 46TH ST	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	18	10	15	17	16	9	8
71-W	71	W	7/29/15	14TH AVE NW	NW BALLARD WAY & NW 46TH ST	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	4	0	4	1	4	0	3
72-N	72	N	7/29/15	NW BALLARD WAY	14TH AVE NW & 11TH AVE NW	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	17	7	9	12	8	8	12
72-S	72	S	7/29/15	NW BALLARD WAY	14TH AVE NW & 11TH AVE NW	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	2	15	12	11	15	15	15	13
73-N	73	N	7/29/15	NW 46TH ST	14TH AVE NW & 11TH AVE NW	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	10	9	10	10	10	10	9
73-S	73	S	9/23/15	NW 46TH ST	14TH AVE NW & 11TH AVE NW	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	26	7	8	7	6	5	1
74-E	74	E	7/29/15	14TH AVE NW	NW 46TH ST & NW 45TH ST	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	3	1	0	1	2	0	0
74-MID	74	MID	7/29/15	14TH AVE NW	NW 46TH ST & NW 45TH ST	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	18	0	5	12	15	12	6
74-W	74	W	7/29/15	14TH AVE NW	NW 46TH ST & NW 45TH ST	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	7	2	0	0	0	0	0
75-N	75	N	7/29/15	NW 45TH ST	14TH AVE NW & 11TH AVE NW	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	23	16	18	7	8	8	8
75-S	75	S	9/23/15	NW 45TH ST	14TH AVE NW & 11TH AVE NW	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	21	3	3	5	4	4	4
76-E	76	E	9/23/15	11TH AVE NW	NW 45TH ST & WATER DEADEND	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	32	22	22	21	14	5	3
76-W	76	W	9/23/15	11TH AVE NW	NW 45TH ST & WATER DEADEND	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	37	11	15	10	8	6	4
77-E	77	E	7/29/15	14TH AVE NW	NW 45TH ST & SHILSHOLE AVE NW	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	16	14	13	12	9	3	6
77-W	77	W	7/29/15	14TH AVE NW	NW 45TH ST & SHILSHOLE AVE NW	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	14	9	10	8	8	10	4
78-N	78	N	7/29/15	NW 45TH ST	SHILSHOLE AVE NW & 14TH AVE NW	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
78-S	78	S	7/29/15	NW 45TH ST	SHILSHOLE AVE NW & 14TH AVE NW	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	0	0	0	0	0	0
79-N	79	N	7/29/15	NW 46TH ST	15TH AVE NW & 14TH AVE NW	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	14	8	10	12	10	10	12
79-S	79	S	7/29/15	NW 46TH ST	15TH AVE NW & 14TH AVE NW	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	25	10	10	12	13	15	20
80-E	80	E	7/29/15	15TH AVE NW	NW BALLARD WAY & NW 46TH ST	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	12	1	2	3	5	2	11
80-W	80	W	7/29/15	15TH AVE NW	NW BALLARD WAY & NW 46TH ST	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
81-E	81	E	7/29/15	15TH AVE NW	NW 46TH ST & SHILSHOLE AVE NW	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
81-W	81	W	7/29/15	15TH AVE NW	NW 46TH ST & SHILSHOLE AVE NW	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
83-E	83	E	7/29/15	15TH AVE NW	NW LEARY WAY & 14TH AVE NW	15TH AVE NW BETWEEN NW LEARY WAY & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
83-W	83	W	7/29/15	15TH AVE NW	NW LEARY WAY & NW BALLARD WAY	15TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0
84-N	84	N	7/29/15	NW BALLARD WAY	17TH AVE NW & 15TH AVE NW	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	7
84-S	84	S	7/29/15	NW BALLARD WAY	17TH AVE NW & 15TH AVE NW	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	9	9	9	6	9	9
85-E	85	E	7/29/15	17TH AVE NW	NW 48TH ST & NW BALLARD WAY	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	2	2	2	2	2	2	2
85-W	85	W	7/29/15	17TH AVE NW	NW 48TH ST & NW BALLARD WAY	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	9	8	9	9	9	5	7
86-N	86	N	9/23/15	SHILSHOLE AVE NW	NW DOCK PL & 17TH AVE NW	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	27	27	27	21	19	7	5
86-S	86	S	9/23/15	SHILSHOLE AVE NW	NW DOCK PL & 17TH AVE NW	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	113	72	74	62	38	20	14
87-E	87	E	7/29/15	17TH AVE NW	NW BALLARD WAY & SHILSHOLE AVE NW	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	4	2	2	3	3	3	3
87-W	87	W	7/29/15	17TH AVE NW	NW BALLARD WAY & SHILSHOLE AVE NW	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	1	0	1	1	1	1	1
88-E	88	E	7/29/15	NW DOCK PL	SHILSHOLE AVE NW & BALLARD AVE NW	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	6	6	6	6	5	6	6
88-W	88	W	7/29/15	NW DOCK PL	SHILSHOLE AVE NW & BALLARD AVE NW	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	8	9	5	7	6	7
89-N	89	N	9/23/15	SHILSHOLE AVE NW	17TH AVE NW & NW 46TH ST	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	5	3	4	4	3	0	0
89-S	89	S	9/30/15	SHILSHOLE AVE NW	17TH AVE NW & NW 46TH ST	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	17	5	6	5	3	1	1
90-N	90	N	7/29/15	SHILSHOLE AVE NW	20TH AVE NW & NW DOCK PL	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	7	4	5	7	3	5	6
90-S	90	S	9/23/15	SHILSHOLE AVE NW	20TH AVE NW & NW DOCK PL	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	15	11	13	15	10	6	5
91-N	91	N	7/29/15	SHILSHOLE AVE NW	15TH AVE NW & 15TH AVE NW	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	6	6	5	4	6	6
91-S	91	S	7/29/15	NW 46TH ST	SHILSHOLE AVE NW & 15TH AVE NW	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	10	8	8	9	8	9	9
92-E	92	E	7/29/15	20TH AVE NW	SHILSHOLE AVE NW & BALLARD AVE NW	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	8	7	9	9	9	9
92-W	92	W	7/29/15	20TH AVE NW	SHILSHOLE AVE NW & BALLARD AVE NW	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9
94-N	94	N	9/23/15	SHILSHOLE AVE NW	NW 46TH ST & 15TH AVE NW	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	18	4	7	11	8	6	7
94-S	94	S	9/23/15	SHILSHOLE AVE NW	NW 46TH ST & 15TH AVE NW	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	44	17	13	13	11	11	17
95-N	95	N	7/29/15	SHILSHOLE AVE NW	NW VERNON PL & 20TH AVE NW	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	42	19	22	17	15	13	23
95-S	95	S	9/23/15	SHILSHOLE AVE NW	NW VERNON PL & 20TH AVE NW	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	17	17	17	17	17	14	16
97-N	97	N	7/29/15	SHILSHOLE AVE NW	NW 45TH ST & 14TH AVE NW	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	28	0	1	0	0	0	0
97-S	97	S	7/29/15	SHILSHOLE AVE NW	NW 45TH ST & 14TH AVE NW	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	13	0	0	0	0	0	0
98-N	98	N	7/29/15	SHILSHOLE AVE NW	22ND AVE NW & NW VERNON PL	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Time Limited Parking	4	21	17	21	21	20	21	21
98-S	98	S	7/29/15	SHILSHOLE AVE NW	22ND AVE NW & NW VERNON PL	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Unrestricted Parking	0	8	8	8	8	8	8	8
99-N	99	N	7/29/15	SHILSHOLE AVE NW	24TH AVE NW & 22ND AVE NW	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	38	38	38	38	38	38	38
99-S	99	S	7/29/15	SHILSHOLE AVE NW	24TH AVE NW & 22ND AVE NW	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	4	50	34	42	41	41	41	40
100-E	100	E	7/29/15	24TH AVE NW	NW MARKET ST & NW 54TH ST	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	3	3	3	3	3	3	3
100-W	100	W	7/29/15	24TH AVE NW	NW MARKET ST & NW 54TH ST	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Time Limited Parking	4	20	7	5	14	11	13	15
101-E	101	E	7/29/15	24TH AVE NW	NW 54TH ST & WATER	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	32	13	14	19	19	16	18
101-W	101	W	7/29/15	24TH AVE NW	NW 54TH ST & WATER	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	6	5	6	6	5	3	4
102-N	102	N	7/29/15	NW 54TH ST	24TH AVE NW & UNNAMED DEADEND	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0
102-S	102	S	7/29/15	NW 54TH ST	24TH AVE NW & UNNAMED DEADEND	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0
103-N	103	N	7/29/15	NW 54TH ST	UNNAMED DEADEND & 26TH AVE NW	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
103-S	103	S	7/29/15	NW 54TH ST	UNNAMED DEADEND & 26TH AVE NW	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
104-E	104	E	7/29/15	26TH AVE NW	NW MARKET ST & NW 54TH ST	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
104-W	104	W	7/29/15	26TH AVE NW	NW MARKET ST & NW 54TH ST	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0
105-E	105	E	9/23/15	28TH AVE NW	NW MARKET ST & NW 54TH ST	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	4	2	3	4	4	4	3
105-W	105	W	7/29/15	28TH AVE NW	NW MARKET ST & NW 54TH ST	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	6	6	6	4	4	2	2
106-N	106	N	7/29/15	NW 54TH ST & NW MARKET S	30TH AVE NW & 28TH AVE NW	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	9	2	2	2	4	2	7
106-S	106	S	7/29/15	NW 54TH ST & NW MARKET S	30TH AVE NW & 28TH AVE NW	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	Time Limited Parking	2	12	9	7	4	5	7	8
107-N	107	N	7/29/15	NW 54TH ST	32ND AVE NW & 30TH AVE NW	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
107-S	107	S	7/29/15	NW 54TH ST	32ND AVE NW & 30TH AVE NW	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
108-E	108	E	7/29/15	32ND AVE NW	NW MARKET ST & NW 54TH ST	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0

Blockface ID	Blockface ID	Side	Study Date	Street Name	Segment of Street	Street	Parking Category	Parking Time Limit	Public Parking Supply	Demand					
										8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
108-W	108	W	7/29/15	32ND AVE NW	NW MARKET ST & NW 54TH ST	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	
109-N	109	N	9/30/2015	NW Dock Pl	Ballard Ave NW & Leary Ave NW	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	5	5	5	5	5	5	
109-S	109	S	9/30/2015	NW Dock Pl	Ballard Ave NW & Leary Ave NW	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	7	7	7	7	7	7	
110-N	110	N	9/30/2015	NW Dock Pl	Leary Ave NW & Russel Ave NW	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	8	8	8	8	7	5
110-S	110	S	9/30/2015	NW Dock Pl	Leary Ave NW & Russel Ave NW	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	7	7	7	7	7	6	5
111-N	111	N	9/30/2015	NW Lone Pl	Ballard Ave NW & Leary Ave NW	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	3	3	3	3	3	3	3
111-S	111	S	9/30/2015	NW Lone Pl	Ballard Ave NW & Leary Ave NW	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	6	6	6	6	6	6	6
112-N	112	N	9/30/2015	NW Lone Pl	Leary Ave NW & Russel Ave NW	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	2	2	2	2	2	2	2
112-S	112	S	9/30/2015	NW Lone Pl	Leary Ave NW & Russel Ave NW	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	8	7	8	8	8	5
3081-W	3081	W	7/15/2015	20TH AVE NW	NW MARKET ST AND NW 56TH ST	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	0	0	1	2	3	3
3082-E	3082	E	7/15/2015	20TH AVE NW	NW MARKET ST AND NW 56TH ST	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	4	1	1	1	0	2	4
3337-W	3337	W	7/15/2015	22ND AVE NW	SHILSHOLE AVE NW AND BALLARD AVE NW	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	8	1	0	6	7	7	8
3338-E	3338	E	7/15/2015	22ND AVE NW	SHILSHOLE AVE NW AND BALLARD AVE NW	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	11	0	3	8	8	9	9
3341-W	3341	W	7/15/2015	22ND AVE NW	NW MARKET ST AND NW 56TH ST	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	2	5	4	2	5	3	3	5
3342-E	3342	E	7/15/2015	22ND AVE NW	NW MARKET ST AND NW 56TH ST	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	1	5	2	4	4	0	1	3
9105-NE	9105	NE	7/15/2015	BALLARD AVE NW	NW BALLARD WAY AND NW 48TH ST	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	13	11	13	10	11	9	8
9106-SW	9106	SW	7/15/2015	BALLARD AVE NW	NW BALLARD WAY AND NW 48TH ST	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	11	9	9	8	9	10	11
9109-SW	9109	SW	7/15/2015	BALLARD AVE NW	NW DOCK PL AND NW IONE PL	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	3	0	1	2	3	2	2
9110-NE	9110	NE	7/15/2015	BALLARD AVE NW	NW DOCK PL AND NW IONE PL	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	4	1	4	0	2	2	4
9113-SW	9113	SW	7/15/2015	BALLARD AVE NW	NW IONE PL AND 20TH AVE NW	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	0	2	0	1	2	2	2	2
9114-NE	9114	NE	7/15/2015	BALLARD AVE NW	NW IONE PL AND 20TH AVE NW	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	2	4	0	2	3	3	4	4
12689-SW	12689	SW	7/15/2015	RUSSELL AVE NW	NW IONE PL AND NW CENTRAL PL	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	11	11	11	11	11	11
12690-NE	12690	NE	7/15/2015	RUSSELL AVE NW	NW IONE PL AND NW CENTRAL PL	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	10	10	10	10	9	9
12693-SW	12693	SW	7/15/2015	RUSSELL AVE NW	NW CENTRAL PL AND 20TH AVE NW	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12
12694-NE	12694	NE	7/15/2015	RUSSELL AVE NW	NW CENTRAL PL AND 20TH AVE NW	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Time Limited Parking	2	12	11	11	11	11	10	10
13045-SW	13045	SW	7/15/2015	TALLMAN AVE NW	NW IONE PL AND NW CENTRAL PL	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	9	5	5	9	5	3	8
13046-NE	13046	NE	7/15/2015	TALLMAN AVE NW	NW IONE PL AND NW CENTRAL PL	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	6	5	5	5	6	4	3
18621-N	18621	N	7/15/2015	NW 56TH ST	20TH AVE NW AND 22ND AVE NW	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	9	1	2	6	8	7	9
18622-S	18622	S	7/15/2015	NW 56TH ST	20TH AVE NW AND 22ND AVE NW	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	17	4	9	11	8	10	17
19421-NW	19421	NW	7/15/2015	NW CENTRAL PL	TALLMAN AVE NW AND RUSSELL AVE NW	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	9	9	9	9	9	9	9
19422-SE	19422	SE	7/15/2015	NW CENTRAL PL	TALLMAN AVE NW AND RUSSELL AVE NW	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	7	7	7	6	7	6	7
19489-N	19489	N	7/15/2015	NW MARKET ST	TALLMAN AVE NW AND 20TH AVE NW	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	Paid Parking	4	3	0	1	3	3	0	3
19490-S	19490	S	7/15/2015	NW MARKET ST	TALLMAN AVE NW AND 20TH AVE NW	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0
19493-N	19493	N	7/15/2015	NW MARKET ST	28TH AVE NW AND NW 54TH ST	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	13	2	3	3	3	5	9
19494-S	19494	S	7/15/2015	NW MARKET ST	28TH AVE NW AND NW 54TH ST	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	9	3	6	7	4	8	6
26497-W	26497	W	7/15/2015	24TH AVE NW	NW 57TH ST AND NW 58TH ST	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Unrestricted Parking	0	7	4	2	5	7	6	7
26498-E	26498	E	7/15/2015	24TH AVE NW	NW 57TH ST AND NW 58TH ST	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Time Limited Parking	2	4	2	4	3	4	2	4
31845-SW	31845	SW	7/15/2015	BALLARD AVE NW	NW 48TH ST AND NW DOCK PL	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	4	4	4	3	4	4	4
31846-NE	31846	NE	7/15/2015	BALLARD AVE NW	NW 48TH ST AND NW DOCK PL	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	6	4	4	4	3	3	4
31849-SW	31849	SW	7/15/2015	BALLARD AVE NW	NW VERNON PL AND 22ND AVE NW	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	23	7	3	18	12	22	23
31850-NE	31850	NE	7/15/2015	BALLARD AVE NW	NW VERNON PL AND 22ND AVE NW	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	19	6	2	15	10	18	19
31853-SW	31853	SW	7/15/2015	BALLARD AVE NW	22ND AVE NW AND NW MARKET ST	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	2	39	12	15	31	27	28	38
31854-NE	31854	NE	7/15/2015	BALLARD AVE NW	22ND AVE NW AND NW MARKET ST	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	0	14	4	4	9	4	10	14
33949-SW	33949	SW	7/15/2015	LEARY AVE NW	NW LEARY WAY AND NW DOCK PL	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	16	15	15	14	13	15	16
33950-NE	33950	NE	7/15/2015	LEARY AVE NW	NW LEARY WAY AND NW DOCK PL	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	10	8	8	6	7	7	10
35353-SW	35353	SW	7/15/2015	RUSSELL AVE NW	NW DOCK PL AND NW IONE PL	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	8	8	8	8	8	8	8
35354-NE	35354	NE	7/15/2015	RUSSELL AVE NW	NW DOCK PL AND NW IONE PL	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	9	8	8	8	8	7	6
35681-SW	35681	SW	7/15/2015	TALLMAN AVE NW	NW CENTRAL PL AND NW MARKET ST	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	6	4	6	6	1	5	6
35682-NE	35682	NE	7/15/2015	TALLMAN AVE NW	NW CENTRAL PL AND NW MARKET ST	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	19	15	16	17	7	11	15
41029-N	41029	N	7/15/2015	NW 57TH ST	22ND AVE NW AND 24TH AVE NW	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Unrestricted Parking	0	12	7	10	11	9	12	10
41030-S	41030	S	7/15/2015	NW 57TH ST	22ND AVE NW AND 24TH AVE NW	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	19	0	4	15	6	16	18
41721-N	41721	N	7/15/2015	NW MARKET ST	LEARY AVE NW AND BALLARD AVE NW	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	4	3	4	4	2	4	4
41722-S	41722	S	7/15/2015	NW MARKET ST	LEARY AVE NW AND BALLARD AVE NW	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	2	1	2	1	2	1	0
41725-N	41725	N	7/15/2015	NW MARKET ST	24TH AVE NW AND 26TH AVE NW	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	4	1	2	4	2	1	4
41726-S	41726	S	7/15/2015	NW MARKET ST	24TH AVE NW AND 26TH AVE NW	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	21	3	8	5	7	4	12
48213-W	48213	W	7/15/2015	20TH AVE NW	RUSSELL AVE NW AND NW MARKET ST	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	3	4	4	5	5	5
48214-E	48214	E	7/15/2015	20TH AVE NW	RUSSELL AVE NW AND NW MARKET ST	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	3	4	4	5	5	5
48449-W	48449	W	7/15/2015	22ND AVE NW	BALLARD AVE NW AND NW MARKET ST	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	7	3	2	4	7	7	7
48450-E	48450	E	7/15/2015	22ND AVE NW	BALLARD AVE NW AND NW MARKET ST	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	9	1	0	5	3	6	8
48769-W	48769	W	7/15/2015	24TH AVE NW	NW MARKET ST AND NW 56TH ST	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	1	1	2	3	3	3
48770-E	48770	E	7/15/2015	24TH AVE NW	NW MARKET ST AND NW 56TH ST	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	6	0	0	6	6	6	6
56649-SW	56649	SW	7/15/2015	LEARY AVE NW	NW DOCK PL AND NW IONE PL	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	6	6	6	6	6	6
56650-NE	56650	NE	7/15/2015	LEARY AVE NW	NW DOCK PL AND NW IONE PL	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	6	6	6	6	6	6
56653-SW	56653	SW	7/15/2015	LEARY AVE NW	NW VERNON PL AND NW MARKET ST	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	2	12	4	5	9	6	9	10
56654-NE	56654	NE	7/15/2015	LEARY AVE NW	NW VERNON PL AND NW MARKET ST	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	1	15	4	7	10	11	10	13
64321-N	64321	N	7/15/2015	NW MARKET ST	BALLARD AVE NW AND 24TH AVE NW	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	3	4	6	5	6	6
64322-S	64322	S	7/15/2015	NW MARKET ST	BALLARD AVE NW AND 24TH AVE NW	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	0	0	0	4	4	6

Blockface ID	Blockface ID	Side	Study Date	Street Name	Segment of Street	Street	Parking Category	Parking Time Limit	Public Parking Supply	Demand					
										8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
70997-W	70997	W	7/15/2015	20TH AVE NW	BALLARD AVE NW AND LEARY AVE NW	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Time Limited Parking	0	13	13	11	12	13	13	13
70998-E	70998	E	7/15/2015	20TH AVE NW	BALLARD AVE NW AND LEARY AVE NW	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Unrestricted Parking	0	11	11	11	8	11	11	11
71001-W	71001	W	7/15/2015	20TH AVE NW	LEARY AVE NW AND RUSSELL AVE NW	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9
71002-E	71002	E	7/15/2015	20TH AVE NW	LEARY AVE NW AND RUSSELL AVE NW	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Time Limited Parking	2	24	16	19	16	17	18	22
71289-W	71289	W	7/15/2015	22ND AVE NW	NW 56TH ST AND NW 57TH ST	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	3	4	4	6	6	6
71290-E	71290	E	7/15/2015	22ND AVE NW	NW 56TH ST AND NW 57TH ST	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	3	4	4	4	6	6
71573-W	71573	W	7/15/2015	24TH AVE NW	NW 56TH ST AND NW 57TH ST	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Time Limited Parking	2	4	2	1	0	4	3	4
71574-E	71574	E	7/15/2015	24TH AVE NW	NW 56TH ST AND NW 57TH ST	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	8	3	1	0	2	3	4
76961-SW	76961	SW	7/15/2015	BALLARD AVE NW	20TH AVE NW AND NW VERNON PL	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	13	1	4	10	5	11	13
76962-NE	76962	NE	7/15/2015	BALLARD AVE NW	20TH AVE NW AND NW VERNON PL	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	11	4	10	7	8	9	11
79313-SW	79313	SW	7/15/2015	LEARY AVE NW	NW IONE PL AND 20TH AVE NW	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Unrestricted Parking	0	17	16	15	14	15	13	16
79314-NE	79314	NE	7/15/2015	LEARY AVE NW	NW IONE PL AND 20TH AVE NW	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Time Limited Parking	2	18	12	16	15	14	15	17
80657-SW	80657	SW	7/15/2015	RUSSELL AVE NW	20TH AVE NW AND NW MARKET ST	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	0	9	2	5	7	7	6	9
80658-NE	80658	NE	7/15/2015	RUSSELL AVE NW	20TH AVE NW AND NW MARKET ST	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	1	15	2	8	6	5	10	15
86369-N	86369	N	7/15/2015	NW 48TH ST	17TH AVE NW AND BALLARD AVE NW	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	6	6	7	7	7	6
86370-S	86370	S	7/15/2015	NW 48TH ST	17TH AVE NW AND BALLARD AVE NW	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	8	8	8	8	8	8
86449-N	86449	N	7/15/2015	NW 56TH ST	22ND AVE NW AND 24TH AVE NW	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	4	8	9	7	7	15
86450-S	86450	S	7/15/2015	NW 56TH ST	22ND AVE NW AND 24TH AVE NW	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	2	2	10	13	10	14
87253-N	87253	N	7/15/2015	NW MARKET ST	20TH AVE NW AND RUSSELL AVE NW	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	3	1	1	3	1	3	3
87254-S	87254	S	7/15/2015	NW MARKET ST	20TH AVE NW AND RUSSELL AVE NW	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	4	0	0	0	0	0	1
87257-N	87257	N	7/15/2015	NW MARKET ST	RUSSELL AVE NW AND LEARY AVE NW	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	8	3	4	5	5	8	8
87258-S	87258	S	7/15/2015	NW MARKET ST	RUSSELL AVE NW AND LEARY AVE NW	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	6	0	2	4	2	2	2
87261-N	87261	N	7/15/2015	NW MARKET ST	26TH AVE NW AND 28TH AVE NW	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	1	17	3	5	3	2	2	1
87262-S	87262	S	7/15/2015	NW MARKET ST	26TH AVE NW AND 28TH AVE NW	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	2	20	7	8	10	8	4	6
87281-NW	87281	NW	7/15/2015	NW VERNON PL	LEARY AVE NW AND BALLARD AVE NW	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	8	4	8	5	7	8	8
87282-SE	87282	SE	7/15/2015	NW VERNON PL	LEARY AVE NW AND BALLARD AVE NW	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	6	3	6	3	6	3	6
87285-NW	87285	NW	7/15/2015	NW VERNON PL	BALLARD AVE NW AND SHILSHOLE AVE NW	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	2	6	1	3	2	5	5	5
87286-SE	87286	SE	7/15/2015	NW VERNON PL	BALLARD AVE NW AND SHILSHOLE AVE NW	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	0	8	1	3	3	2	6	8



Weekday Occupancy and Utilization															
New No.	Location	Lot/Garage Name	Supply	8AM		9AM		3PM		4PM		5PM		6PM	
				Occupancy	Utilization										
1	2654 NW Market St	Public Surface Lot	16	4	26%	8	52%	12	75%	7	43%	4	27%	2	13%
2	2012 NW 56th St	U-Park - Bank of America	16	6	39%	7	41%	5	31%	16	100%	16	100%	10	63%
3	5216 Ballard Ave NW	Ballard Parking LLC - Hotel Ballard	55	15	28%	33	60%	24	44%	26	47%	55	100%	32	58%
4	5416 Ballard Ave NW	Ballard Parking LLC	18	7	38%	9	51%	16	89%	8	44%	11	59%	16	89%
5	5260 Shilshole Ave NW	Republic - Hattie's Hat	16	4	27%	6	36%	10	63%	8	50%	11	67%	16	100%
6	5208 20th Ave NW	Ballard Parking LLC - Surface Lot	45	7	15%	9	20%	16	36%	11	23%	14	31%	21	47%
7	2010 NW Market (on 56th)	U-Park - Bank of America	42	Private	Private	13	31%								
8	5455 Leary Ave NW	Diamond - Skarbos Furniture	18	Private	Private	13	72%								
9	4751 Ballard Ave NW	Diamond - Ballard Hardware	36	Private	Private	Private	Private	Private	Private	Private	Private	11	30%	16	44%
10	5350 30th Ave NW	Republic - Jacobson Terminal	44	10	23%	20	45%	29	66%	24	55%	15	34%	7	16%
11	5300 24th Ave NW	Diamond - Formerly Yankee Diner	130	28	22%	44	34%	49	38%	40	31%	27	21%	29	22%
12	2237 NW 57th St	Diamond - Banner Bank (5 pm)	47	Private	Private	Private	Private	Private	Private	Private	Private	4	9%	1	2%
13	2232 NW Market St	Republic	30	6	20%	8	27%	21	70%	16	53%	14	47%	11	37%
14	5511 22nd Ave NW	Diamond - Chase Bank (6 pm)	24	Private	Private	16	67%								
15	5412 Ballard Ave NW	Yellow Dog	15	3	20%	4	27%	7	47%	6	40%	8	53%	12	80%
16	5512 22nd Ave NW	Diamond - Umpqua Bank (6pm)	23	Private	Private	8	35%								
17	2003 NW 57th St	Republic - Wiggen & Sons	24	20	83%	21	88%	16	67%	6	25%	4	17%	1	4%
18	5433 Leary Ave NW	Republic - Ballard Landmark	25	7	28%	15	60%	11	44%	4	16%	10	40%	5	20%
19	5300 Tallman Ave NW	Swedish Garage	448	333	74%	408	91%	302	67%	263	59%	152	34%	106	24%
20	5310 Shilshole Ave NW	Ballard Parking LLC	42	Private	Private	Private	Private	Private	Private	Private	Private	28	67%	42	100%
		Total	1114	451	51%	592	67%	518	59%	434	49%	383	38%	377	34%

\*Gray shading indicates estimated numbers.



## APPENDIX C

### BALLARD OFF-STREET PARKING STUDY – JULY 2014



# BALLARD OFF-STREET PARKING STUDY

July 2014



The Seattle Department of Transportation (SDOT) worked with a consulting firm to document off-street parking in Ballard in May 2014. This effort was part of the Ballard Community Access and Parking Project. Public parking lots near the downtown Ballard commercial area were identified by SDOT and the following information was collected by consultant staff for each lot:

- Supply of public parking spaces
- Rate information
- Method of payment
- Available hours
- Midweek daytime parking occupancy (Wednesday, 5/21/14, between 1 PM and 3 PM)
- Friday night parking occupancy (Friday, 5/30/14, between 6:30 PM and 8:30 PM)

By far the largest single source of parking is the Swedish Hospital Garage with 459 parking spaces. The second largest lot is the Yankee Grill lot with 147 spaces. The remaining lots average around 25 spaces in size.

Parking rates for the lots vary widely, with some offering early birds and flat rates. Overall, rates during the day are generally \$1 to \$4 per hour and evening rates are a flat fee of \$3 to \$5. The most common form of payment acceptance is by use of a cash box.

Detailed results and maps are provided on the following pages. The data indicate that there is available off-street parking during the evening and, to a lesser extent, during the day. Supply and occupancy are summarized in the following table.

	Weekday midday survey	Friday evening survey
Public off-street spaces	945	1,133
Occupancy	62%	31%

*Transpo Group, 2014*

## PROJECT INFORMATION & CONTACT

[www.seattle.gov/transportation/parking/cp\\_ballard.htm](http://www.seattle.gov/transportation/parking/cp_ballard.htm)  
jonathan.williams2@seattle.gov or (206) 733-9026

## BALLARD - PARKING LOT INFORMATION

Lot #	Management	Public Availability	Private Availability	Payment Type	Rate	Spaces	Notes	Location
0	Diamond	24 hours a day	-	Cash box, Phone	\$1 per hour, \$3 for up to 10 hours (includes tax)	11		Eye Associates
1	Republic	24 hours a day	-	Cash, Credit (ticket system)	Early Bird M-F (Before 10 AM) Up to 10 hours = \$4.92, 0-1 hours = \$1.64, 1-2 hours = \$2.87, 2-10 hours = \$8.20, evenings after 5 PM = \$3.28	44		Ballard Locks Private Lot
2	Public	24 hours a day	-	Cash box	0-2 hours = \$3, 2-4 hours = \$5, All day parking (10 hours) = \$7, Evenings (6 PM-7 AM) = \$5 (includes tax)	16		Across from Habitude
3	Diamond	24 hours a day	-	Cash box, Phone	0-10 hours = \$5	20		Old Bikesport
4	Republic	24 hours a day	-	Cash box	0-1 hours = \$2, 1-2hours = \$3, 2-4 hours = \$6, 4-10 hours = \$12, after 5 PM = \$4	30	Ballard Square customers get 30 min free	Ballard Square
5	Diamond	M-F After 6 PM, Weekends	M-F 9 AM-6 PM	Cash box, Phone	\$3 all day weekends, \$3 evenings	23		Sterling Savings
6	Diamond	-	All day		-	27	Permit only	Nelson Carpets
7	U-Park	M-F 6 PM-6 AM, Weekends	M-F 6 AM-6 PM, Sat 9 AM-1 PM	Cash box	\$7 evenings and weekends	42		Bank of America
8	U-Park	24 hours a day	-	Cash box	0-2 hours = \$3, 0-10 hours = \$7, 5 PM-7AM = \$5 (includes tax)	16		Bank of America
9	Republic	24 hours a day	-	Cash box, Credit	Early Bird M-F before 10 AM (up to 10 hours) = \$3, 0-2 hours = \$2, 2-4 hours = \$3, 4-10 hours = \$5, after 5 PM = \$1	24		Wiggen & Sons
10	Diamond	After 6PM M-F, Weekends	M-F 6 AM-6PM	Cash box, Phone	\$3 evenings and weekends	43		Viking Bank
11	Ballard Parking LLC (Hotel Ballard)	24 hours a day	-	Cash, Credit (ticket system)	0-1 hours = \$1, 1-2 hours = \$2, 2-3 hours = \$3, 3-4 hours = \$4, 4-10 hours = \$10. OAC members \$2 up to 3 hours	55		Hotel Ballard
15	Republic	24 hours a day	-	Cash box	0-2 hours = \$1, 2-4 hours = \$2, 4-10 hours = \$5, Sun-Wed after 5 PM = \$2, Thur-Sat after 5 PM = \$5, weekends 7 AM-5 PM = \$5	147	24 permit only spaces, 23 reserved spaces	Yankee Grill
16	17th and Market	M-F 6 PM-8 AM, weekends	M-F 8 AM-6 PM	Cash box	\$5 all day	15		Ballard Realty
17	Swedish Ballard Garage (Republic)	M-F 7 AM-11 PM Sat 10 AM-6 PM	-	Cash, Credit (ticket system)	0-1/2 hour = free, 1/2 - 1 hour = \$2, 1-2hours = \$3, 2-3 hours = \$4, 3-4 hours = \$5, 4-24 hours = \$6. Patient rate per day = \$5 (Taxes included)	459		Swedish Garage
18	Ballard Parking LLC	24 hours a day	-	Cash box	Evening flat rate (5 PM-6 AM) = \$10, day rates: 0-1 hour = \$3, 2 hours = \$4, 3 hours = \$5, 4+ hours = \$10	18		Surface Lot, North Ballard Avenue

**BALLARD - PARKING LOT INFORMATION (continued)**

Lot #	Management	Public Availability	Private Availability	Payment Type	Rate	Spaces	Notes	Location
19	Republic	24 hours a day	-	Cash, Credit (ticket system)	0-2 hours = \$4.10, 2-4 hours = \$6.56, 4-10 hours = \$9.84, Evenings Sun-Wed after 5 PM = \$4.10, Thurs-Sat Evenings = \$9.84	16		Hattie's Hat lot
20	Diamond	M-F 6 PM-6 AM, Weekends	M-F 9 AM-6 PM, Sat 9 AM-4 PM	Cash box	0-10 hours = \$2	7		Wells Fargo
21	Old Peculiar/Vik Ballard Condos	-	24 hours a day	-	-	15	No longer public	Vik Ballard on Market St NW
24	Republic	6 AM- midnight	-	Cash, Credit (ticket system)	Early Bird M-F (Before 10 AM) 0-10 hours = \$5, 0-1 hours = \$1, 1-2 hours = \$2, 2-3 hours = \$4	44	Stalls 16-27 reserved for OAC members	Ballard Landmark
25	Diamond	After 6 PM M-Sat, After 5 PM Sun	M-F 6 AM-6 PM, Sat 6 AM-5 PM	Cash box	\$2	18	1 hour free parking from store office pass	Skarbos Furniture
26	Ballard Parking LLC	24 hours a day	-	Cash, Credit (ticket system)	0-1 hours = \$2, 1-2 hours = \$4, 2-3 hours = \$6, 3-4 hours = \$8, 4-10 hours = \$10. OAC members \$2 up to 3 hours	45		Surface Lot at 20th Ave and Leary Ave NW
27	Diamond	M-F 5 PM-6 AM, Weekends	M-F 6 AM - 5 PM	Cash box	0-10 hours = \$5	36		Ballard Hardware

## BALLARD - DAYTIME AND EVENING PARKING LOT COUNTS

### Collection Periods

Daytime 5/21/2014 1 PM - 3 PM

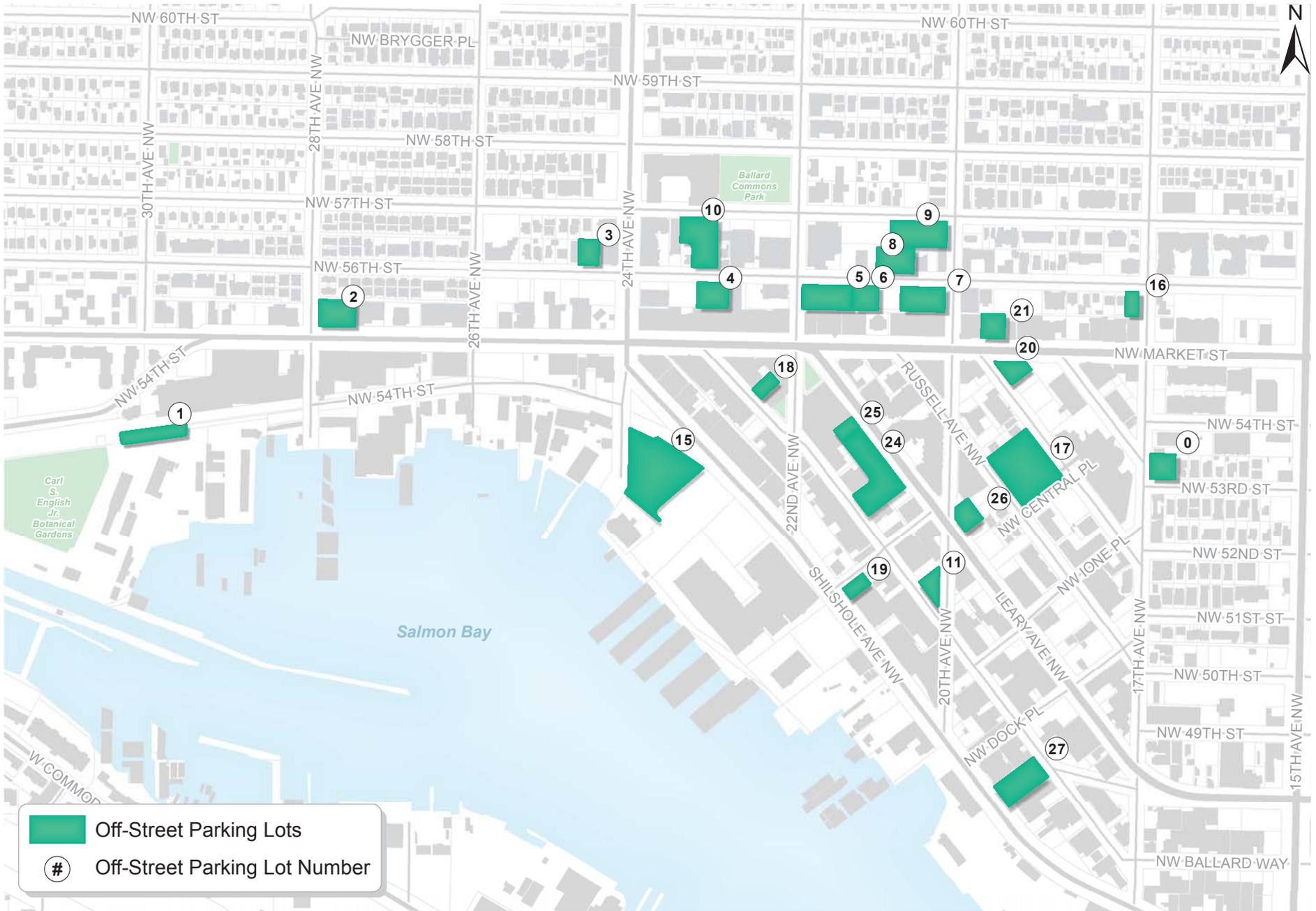
Evening 5/30/2014 6:30 PM - 8:30 PM

Lot #	Supply	Daytime		Evening	
		Vehicles Parked	% Occupancy	Vehicles Parked	% Occupancy
0	11	3	27%	1	9%
1	44	19	43%	6	14%
2	16	12	75%	2	13%
3	20	16	80%	0	0%
4	30	18	60%	21	70%
5	23	10	40%	19	83%
6	27	7	26%	2	7%
7	42	25	60%	13	31%
8	16	5	31%	10	63%
9	24	10	42%	6	25%
10	43	8	19%	30	70%
11	55	24	48%	32	58%
15	147	25	17%	12	8%
16	15	6	40%	5	33%
17	459	390	85%	90	20%
18	18	16	89%	16	89%
19	16	10	63%	16	100%
20	7	6	86%	3	43%
21	15	4	27%	7	47%
24	44	19	48%	32	73%
25	18	3	17%	13	72%
26	45	16	36%	21	47%
27	36	-	-	16	44%
	<b>1171</b>	<b>652</b>	<b>56%</b>	<b>373</b>	<b>32%</b>

### KEY

Public	Private
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	Daytime			Evening			
	Public	Private	Total	Public	Private	Total	
<b>Supply</b>	945	226	1171	<b>Supply</b>	1133	38	1171
<b>Occupancy</b>	583	69	652	<b>Occupancy</b>	347	26	373
<b>% Occupancy</b>	62%	31%	56%	<b>% Occupancy</b>	31%	68%	32%



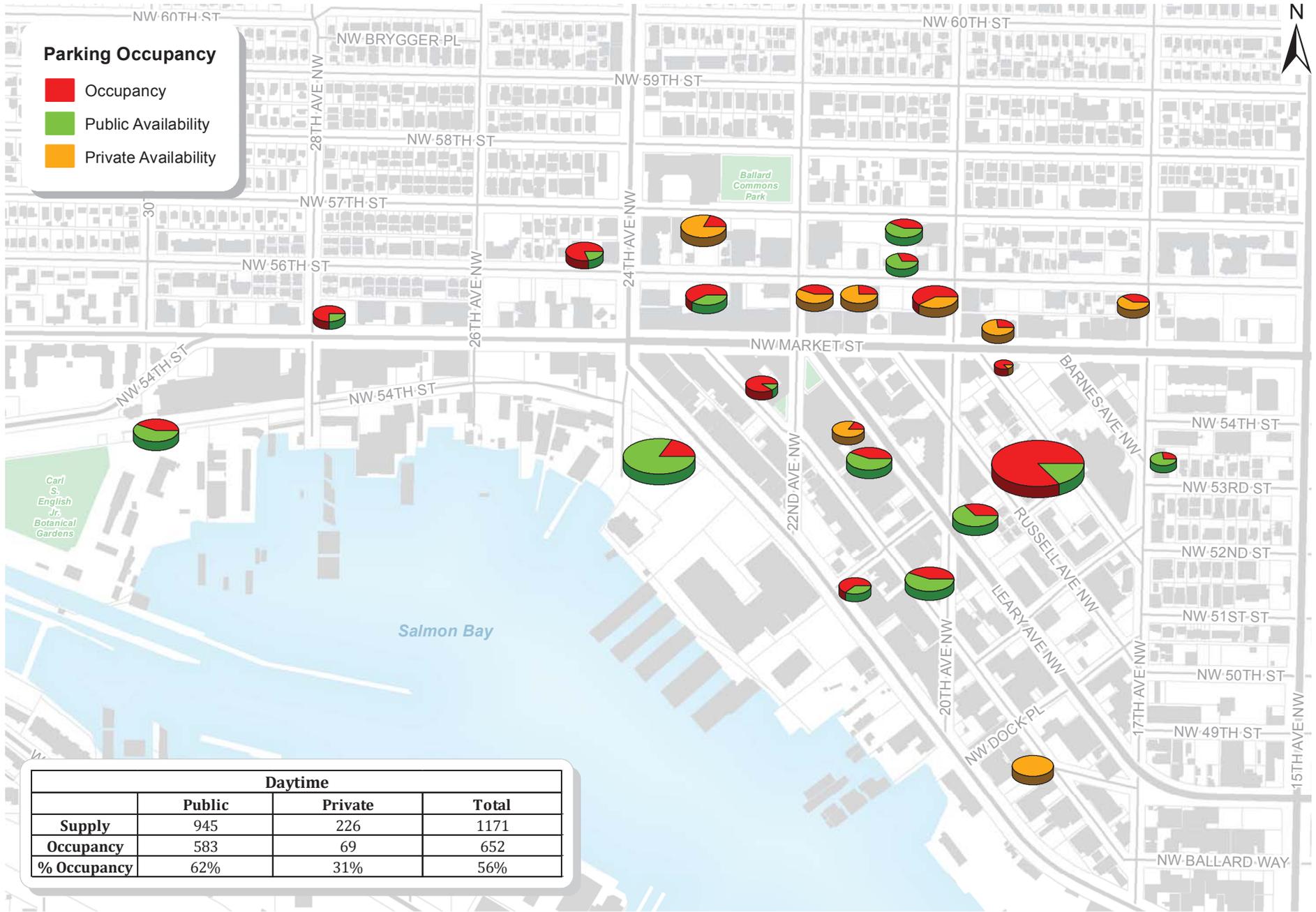
# Ballard Off-Street Parking Lots

SDOT 2014 Annual Parking Study



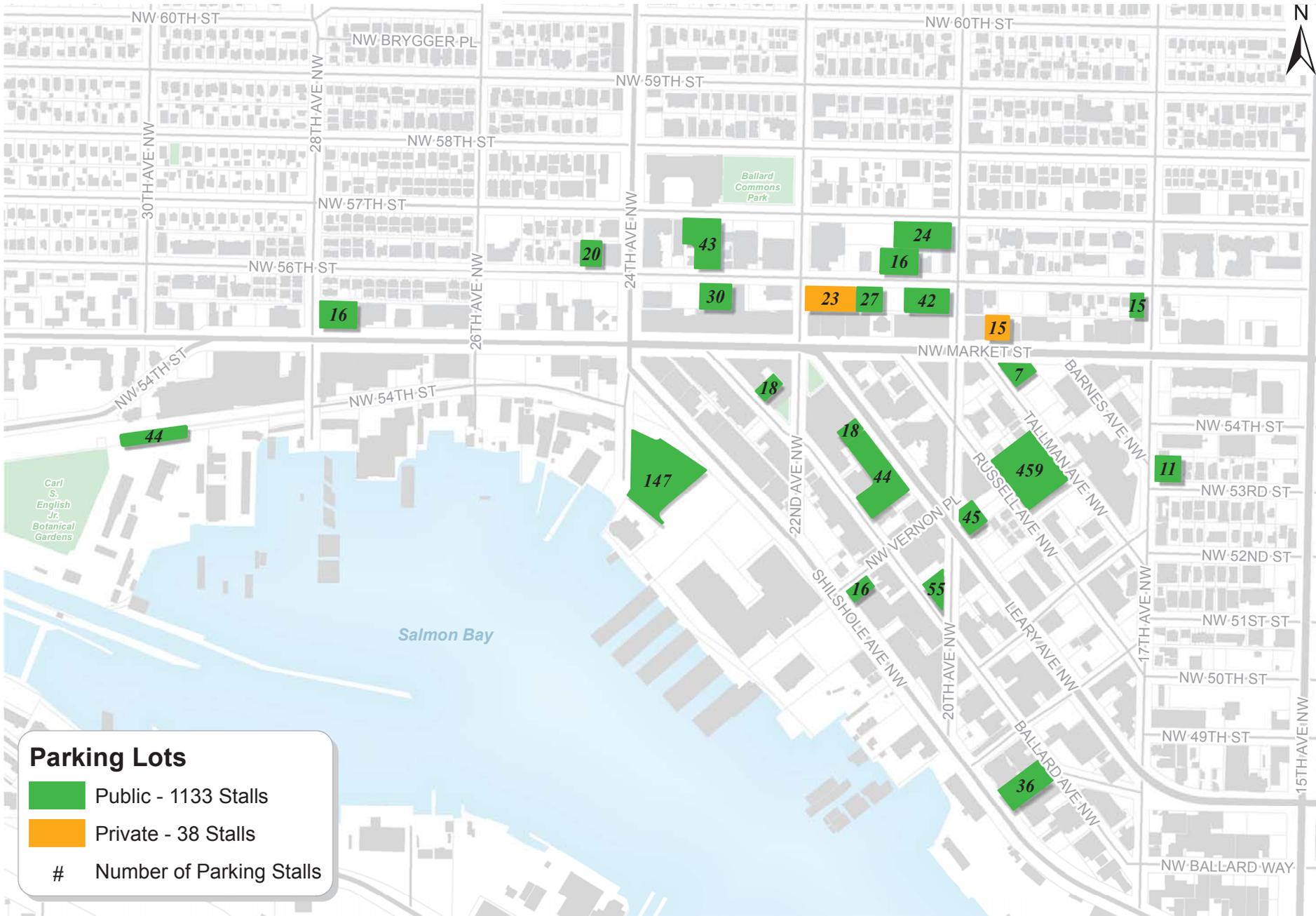
# Daytime Ballard Off-Street Parking Supply

SDOT 2014 Annual Parking Study



# Daytime Ballard Off-Street Parking Occupancy

SDOT 2014 Annual Parking Study



# Evening Ballard Off-Street Parking Supply

SDOT 2014 Annual Parking Study

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# Evening Ballard Off-Street Parking Occupancy

SDOT 2014 Annual Parking Study

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