

Seattle Annual Paid Parking Occupancy Report

2013

This report presents occupancy data from Seattle's annual paid parking study, conducted in March through May 2013, and summarizes changes to rates and hours in Seattle's paid parking neighborhoods since 2011.

2013 Seattle Annual Paid Parking Study Report

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Background

The Seattle Department of Transportation (SDOT) collects occupancy data annually in all paid parking areas. The data collected are used to determine potential changes to parking rates, time limits, and paid parking hours. This data collection effort is required to implement the City's Performance-Based Parking Pricing Program, established by Seattle Municipal Code (SMC) 11.16.121, which states, in part:

- C. *The Director shall establish on-street parking rates and shall adjust parking rates higher (up to the Maximum Hourly Rate) or lower (as low as the Minimum Hourly Rate) in neighborhood parking areas based on measured occupancy so that approximately one or two open spaces are available on each block face throughout the day in order to:*
1. *Support neighborhood business districts by making on-street parking available and by encouraging economic development;*
 2. *Maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts;*
 3. *Encourage an adequate amount of on-street parking availability for a variety of parking users, efficient use of off-street parking facilities, and enhanced use of transit and other transportation alternatives; and,*
 4. *Reduce congestion in travel lanes caused by drivers seeking on-street parking.*

Recognizing that demand often varies within each paid parking area, many neighborhoods are further divided into subareas. The parking rate is often highest in the neighborhood retail core area, reflecting the area of highest demand, and lower in the peripheral area. In addition, paid parking hours extend to 8:00 PM in areas with high evening demand. In areas with evening parking rates, the time limit after 5:00 PM is generally 3 hours. These tools are communicated through emblems on parking signs, as shown below.



AFTER 5 PM

In eight neighborhoods, parking hours extend to 8 pm to support reliable visitor access in the early evening. On blocks where signs show this icon, the maximum parking time limit is extended from 2 hours to 3 hours after 5 pm. After 5 pm, you can pay until 8 pm and stay all evening.



BEST VALUE

Look for the green check mark to find the Best Value parking blocks, with lower rates or longer time limits. These blocks may be a little farther from your destination but likely have more parking available, making it easier to find a spot.

Data Collection and Analysis Process

In 2013, SDOT collected parking data from March through May in the neighborhoods that have on-street paid parking. These neighborhoods are identified in **Figure 1**. Data were collected on a weekday (Tuesday, Wednesday, or Thursday) to represent average conditions. Additional data were collected on weekends in select neighborhoods. Hourly occupancy observations were made between 8:00 AM and 9:00 PM, with collection in select neighborhoods continuing until 11:00 PM.

Occupancy is defined as the percentage of legal on-street parking spaces in which a vehicle is parked at a given time. Seattle does not formally designate spaces in the public right-of-way, but does maintain an inventory database of legal spaces that would exist on each blockface if spaces were marked. These legal spaces are determined based on standard parking space dimensions while allowing for restrictions near intersections, driveways, and fire hydrants. In many places, more vehicles can fit on a blockface than indicated by the number of legal spaces, so occupancy can be calculated to be over 100%.

With this report, SDOT is standardizing the target range to 70% to 85% citywide. A similar standardized target is used in other cities that tie parking pricing to occupancy targets. In previous years, the target range was calculated using each neighborhood's estimated parking supply per blockface. This method resulted in target occupancies that ranged from 60% on the low end to 91% on the high end. For all neighborhoods, the average low target was 72% and the average high target was 86%. The number of legal parking spaces in a neighborhood often changes due to development, construction, temporary restrictions, etc. As a result, year-over-year comparisons were not always equal.

To determine whether parking occupancy in a neighborhood is within the target range, SDOT calculates the daytime occupancy rate based on the percent of spaces that are filled during the three hours with the highest occupancy between 8:00 AM and 3:00 PM. Occupancy at these three hours is not averaged and they are not necessarily consecutive; rather, the three-hour peak is calculated as the total vehicles at those hours divided by the total supply at those hours. SDOT uses this metric because parking occupancy varies over the course of the day. The late afternoon hours are not used because many neighborhoods have peak parking restrictions, which may inflate occupancy calculations. As a measure of evening occupancy, SDOT uses the occupancy measured at 7:00 PM because this occurs after peak-hour restrictions have ended.

The annual parking data set provides a meaningful understanding of parking conditions in paid parking areas. Nonetheless, the data set has limitations. The data collected are a sample, which may not be representative of an average day. Data are collected on what are presumed to be typical days, but SDOT cannot account for all variations in parking conditions that may occur on the day of the study. During the process of compiling this document, minor and insignificant data errors were discovered in previous versions of the annual report. Information presented in this report supersedes any data presented in previous years' reports.

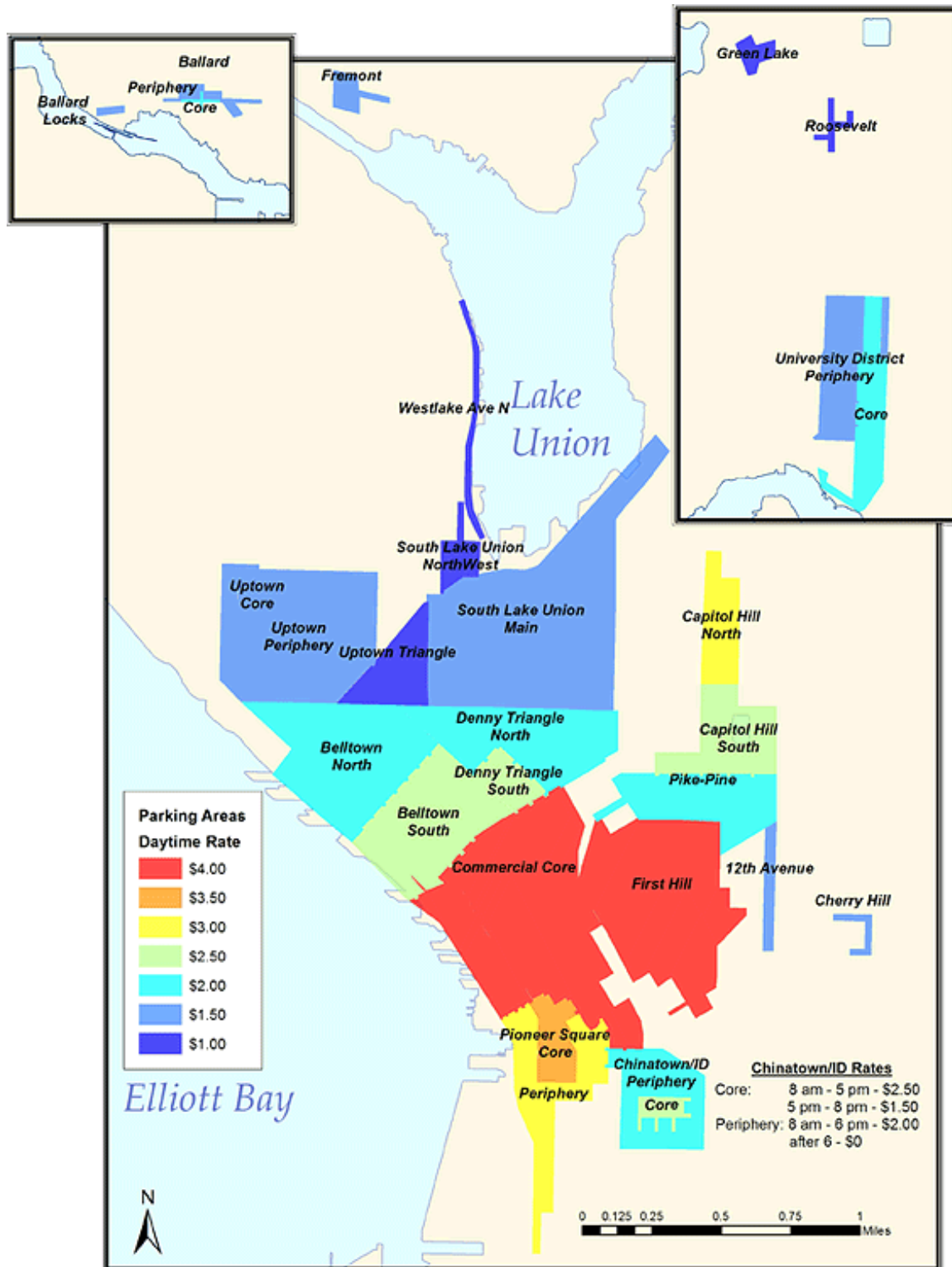


Figure 1. Paid Parking Areas and Current Rates as of this Report

Summary

The City adopted parking occupancy targets in 2010 and has conducted annual parking surveys each year since. These surveys guide decisions regarding adjustments to paid parking rates, time limits, and paid parking hours. **Table 1** provides the 2011 parking rate, current (2012-2013) parking rate, current parking hours, and current time limits. Since 2011, SDOT has made over 40 changes to parking rates, time limits, and paid parking hours.

Table 2 provides a summary of 2011, 2012, and 2013 occupancy rates for each neighborhood and subarea. For most neighborhoods, the 2013 daytime peak occupancy rates increased from the 2012 study. The 2013 7:00 PM occupancy rates indicate both increases and decreases from 2012, but generally remained high across most neighborhoods.

Table 1. Parking Rates, Hours, and Time Limits

| Neighborhood | Subarea | 2011 Rate | Current Rate [a] | Current Hours | Current Time Limit (during meter hours) |
|--------------------------|-----------|-----------------------------|--------------------------------------|-------------------|---|
| 12th Avenue | | \$1.50 | \$1.50 | 8:00 AM – 6:00 PM | 2 hours |
| Ballard | Core | \$1.50 | \$2.00 | 8:00 AM – 6:00 PM | 2 hours |
| | Periphery | \$1.50 | \$1.50 | 8:00 AM – 6:00 PM | 4 hours |
| Ballard Locks | | \$1.50 | \$1.50 | 8:00 AM – 6:00 PM | 4 hours |
| Belltown | North | \$2.00 | \$2.00 | 8:00 AM – 8:00 PM | 4 hours |
| | South | \$2.00 | \$2.50 | 8:00 AM – 8:00 PM | 2 hours / 3 hours after 5pm |
| Capitol Hill | North | \$3.00 | \$3.00 | 8:00 AM – 8:00 PM | 2 hours / 3 hours after 5pm |
| | South | \$3.00 | \$2.50 | 8:00 AM – 8:00 PM | 2 hours (3 hours after 5pm) or 4 hours |
| Cherry Hill | | \$1.50 | \$1.50 | 8:00 AM – 6:00 PM | 2 hours |
| Chinatown-ID | Core | \$2.50 | \$2.50 (8pm-5pm) \$1.50 (5pm-8pm) | 8:00 AM – 8:00 PM | 2 hours |
| | Periphery | \$2.50 | \$2.00 | 8:00 AM – 6:00 PM | 2 hours |
| Commercial Core | | \$4.00 | \$4.00 | 8:00 AM – 8:00 PM | 2 hours (3 hours after 5pm) or 4 hours |
| Denny Triangle | North | \$2.00 | \$2.00 | 8:00 AM – 6:00 PM | 4 hours |
| | South | \$2.50 | \$2.50 | 8:00 AM – 8:00 PM | 2 hours / 3 hours after 5pm |
| First Hill | | \$4.00 | \$4.00 | 8:00 AM – 6:00 PM | 2 hours |
| Fremont | | \$1.50 | \$1.50 | 8:00 AM – 6:00 PM | 2 hours |
| Green Lake | | \$1.00 | \$1.00 | 8:00 AM – 6:00 PM | 2 hours |
| Pike-Pine | | \$2.00 (2h) \$1.25 (10h) | \$2.00 (2h) \$1.50 (10h) | 8:00 AM – 8:00 PM | 2 hours (3 hours after 5pm), 4 hours, or 10 hours |
| Pioneer Square | Core | \$3.50 | \$3.50 | 8:00 AM – 6:00 PM | 2 hours |
| | Periphery | \$3.50 | \$3.00 | 8:00 AM – 6:00 PM | 2 hours |
| Roosevelt | | \$1.00 | \$1.00 | 8:00 AM – 6:00 PM | 4 hours |
| South Lake Union | Main | \$1.50 (2h) \$1.25 (10h) | \$1.50 (all) | 8:00 AM – 6:00 PM | 2 hours or 10 hours |
| | Northwest | \$1.50 (2h) \$1.25 (10h) | \$1.00 | 8:00 AM – 6:00 PM | 10 hours |
| U-District | Core | \$1.50 | \$2.00 | 8:00 AM – 8:00 PM | 2 hours / 3 hours after 5pm |
| | Periphery | \$1.50 | \$1.50 | 8:00 AM – 8:00 PM | 4 hours |
| Uptown | Core | \$1.50 | \$1.50 | 8:00 AM – 8:00 PM | 2 hours / 3 hours after 5pm |
| | Periphery | \$1.50 | \$1.50 | 8:00 AM – 8:00 PM | 4 hours |
| Uptown Triangle | | \$1.00 | \$1.00 | 8:00 AM – 6:00 PM | 10 hours |
| Westlake Avenue N | | \$1.00 | \$1.00 | 9:00 AM – 4:00 PM | 7 hours |

[a] 2012 meter rate changes are still in effect.






Table 2. Parking Occupancy Rates, 2011-2013

| Neighborhood | Subarea | Daytime Peak Occupancy (3 Highest Hours, 8 AM – 3 PM) | | | 7:00 PM Occupancy | | |
|-------------------|---------------|---|------|------|-------------------|------|------|
| | | 2011 | 2012 | 2013 | 2011 | 2012 | 2013 |
| 12th Avenue | | 57% | 66% | 66% | 96% | 95% | 108% |
| Ballard | Core [a] | 49% | 72% | 75% | 109% | 110% | 103% |
| | Periphery [a] | | 50% | 58% | | 100% | 99% |
| Ballard Locks | | 59% | 91% | 9% | 44% | 65% | 0% |
| Belltown | North | 36% | 44% | 50% | 89% | 62% | 53% |
| | South | 63% | 72% | 79% | 110% | 93% | 93% |
| Capitol Hill | North | 86% | 83% | 83% | 128% | 102% | 98% |
| | South | 39% | 41% | 61% | 109% | 102% | 101% |
| Cherry Hill | | 87% | 88% | 71% | No data | 82% | 68% |
| Chinatown-ID | Core [a] | 71% | 85% | 89% | 89% | 87% | 72% |
| | Periphery [a] | | 62% | 65% | | 60% | 52% |
| Commercial Core | | 79% | 75% | 81% | 71% | 58% | 74% |
| Denny Triangle | North | 31% | 45% | 64% | 80% | 69% | 66% |
| | South | 70% | 76% | 89% | 107% | 78% | 78% |
| First Hill | | 81% | 85% | 87% | 72% | 83% | 91% |
| Fremont | | 77% | 73% | 80% | 113% | 94% | 98% |
| Green Lake | | 47% | 71% | 62% | 109% | 106% | 110% |
| Pike-Pine | | 72% | 58% | 70% | 120% | 102% | 104% |
| Pioneer Square | Core [a] | 57% | 82% | 93% | 46% | 71% | 78% |
| | Periphery [a] | | 69% | 89% | | 50% | 80% |
| Roosevelt | | 48% | 57% | 59% | 78% | 83% | 88% |
| South Lake Union | 2-Hour | 52% | 74% | 81% | 72% | 74% | 72% |
| | 10-Hour | 84% | 85% | 95% | 71% | 43% | 55% |
| U-District | Core [a] | 63% | 77% | 76% | 102% | 102% | 107% |
| | Periphery [a] | | 54% | 57% | | 56% | 52% |
| Uptown | Core [a] | 43% | 67% | 42% | 86% | 88% | 93% |
| | Periphery [a] | | 72% | 54% | | 78% | 88% |
| Uptown Triangle | | 31% | 57% | 59% | No data | 73% | 62% |
| Westlake Avenue N | | 52% | 60% | 76% | No data | 25% | 48% |

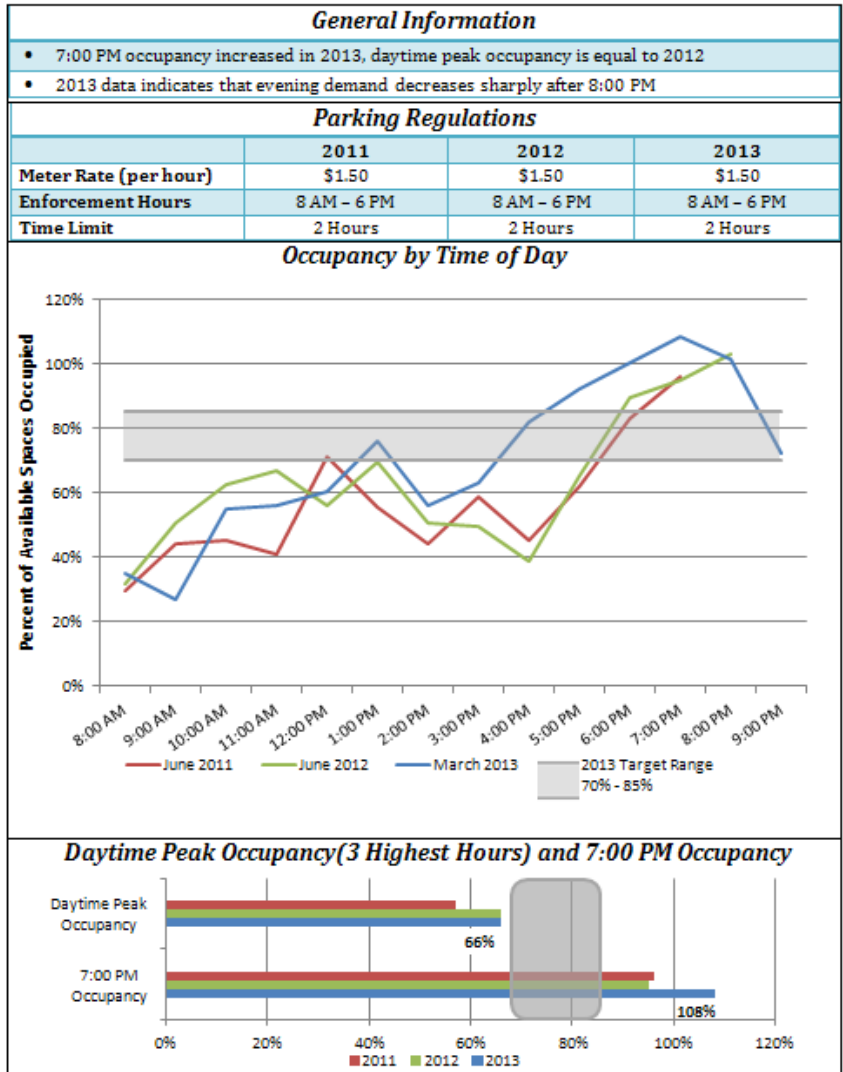
[a] Core and peripheral areas were established after the 2011 survey.

Parking Study Results by Neighborhood

Results from the 2013 survey, along with data from 2011 and 2012, are provided at the neighborhood and subarea level. Below is a key to the data format.

- Study Area 
- General observations and area information 
- Current and previous parking rates, hours, and time limits 
- Hourly parking occupancy rates and 2013 70-85% target 
- 2013 is shown in blue, 2012 in green, and 2011 in red 
- Daytime three-hour peak occupancy and 7:00 PM occupancy for 2011, 2012, and 2013; 2013 values are labeled 

12th Avenue



12th Avenue

The 12th Avenue parking area lies completely along 12th Avenue and is between East Madison Street / East Union Street and East Jefferson Street. It is immediately south of the Pike-Pine area.

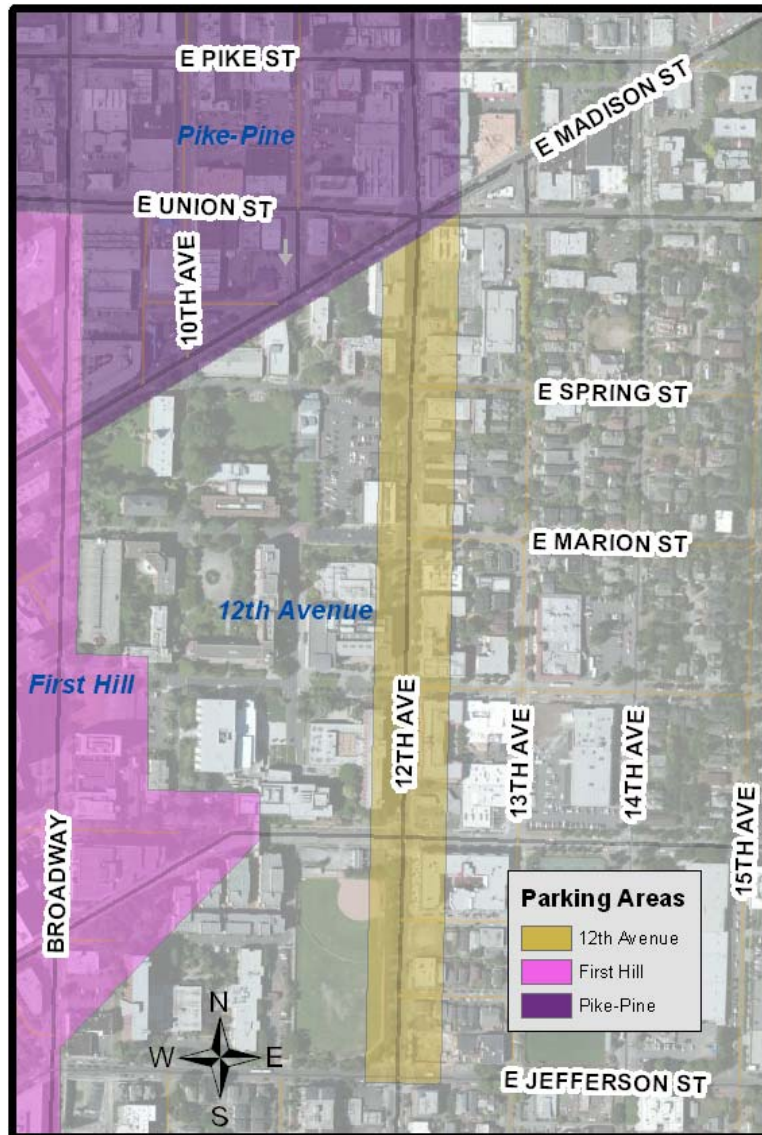


Figure 2. 12th Avenue Paid Parking Area

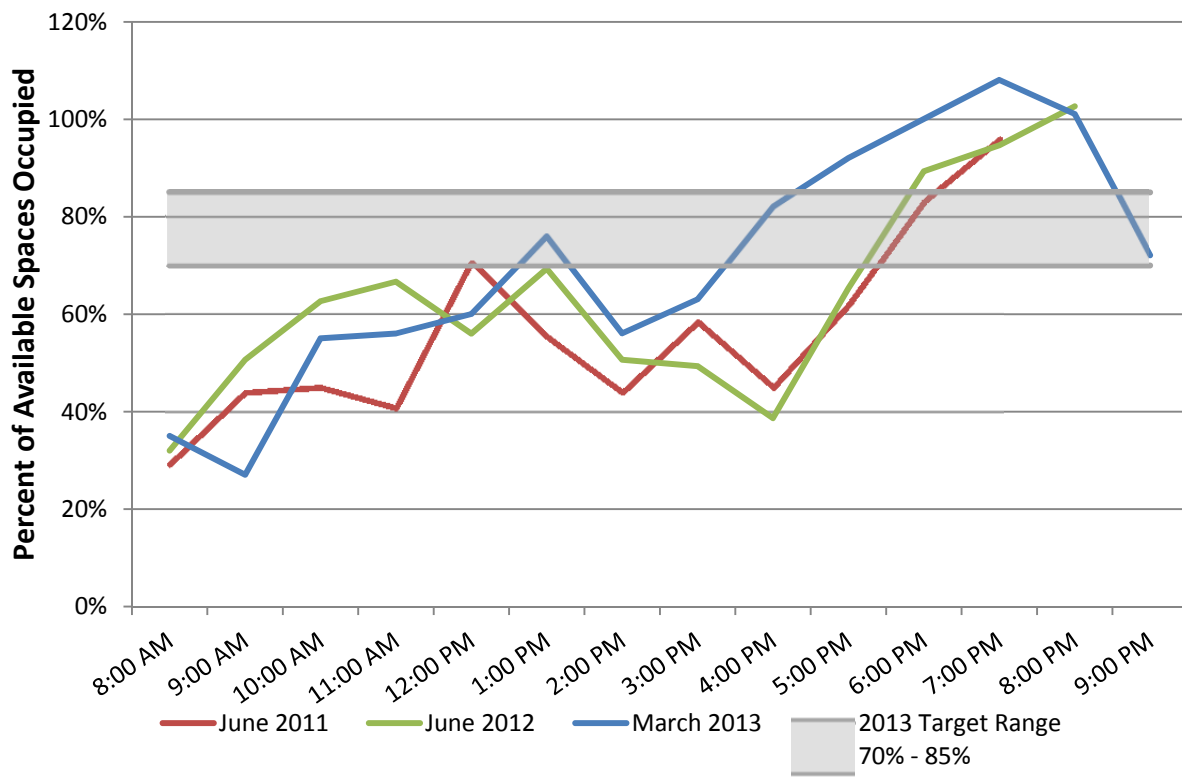
General Information

- 7:00 PM occupancy increased in 2013, daytime peak occupancy is equal to 2012
- 2013 data indicates that evening demand decreases sharply after 8:00 PM

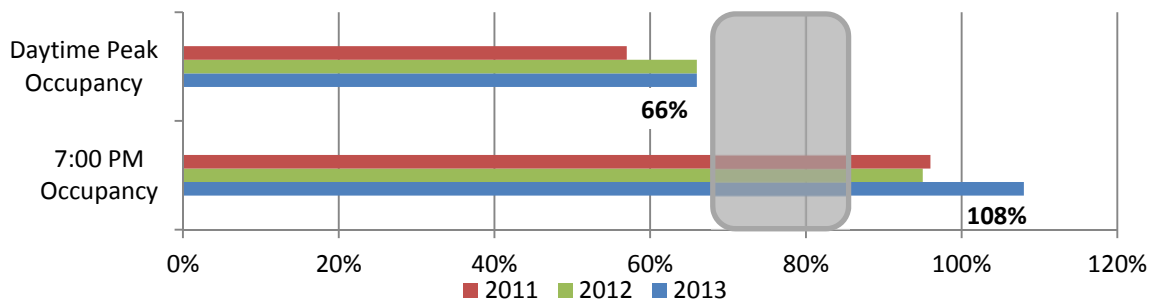
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Ballard

Ballard's paid parking area is divided into core and periphery subareas, with different rates and time limits (described on the following pages). In 2012 and 2013, SDOT also surveyed occupancy on time-limited (but unpaid) and unrestricted blocks south of NW Market Street and west of 17th Avenue NW.



Figure 3. Ballard Parking Areas

Ballard Core

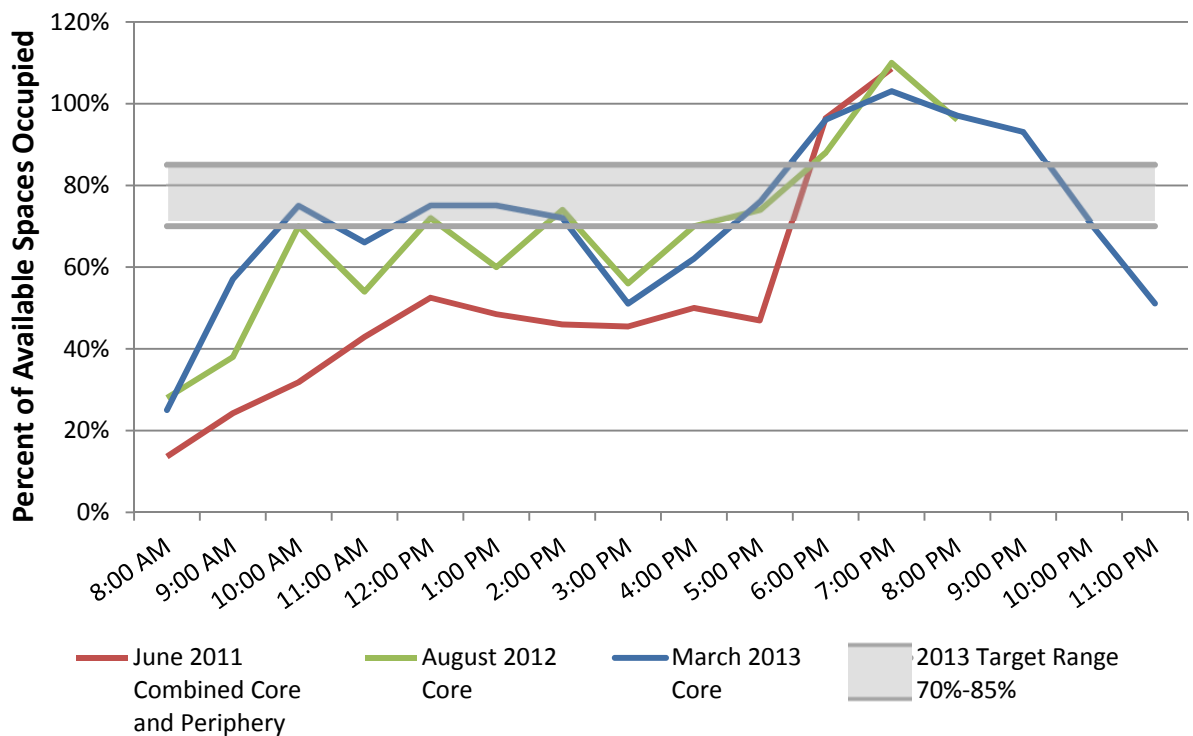
General Information

- Area is NW Market Street (between 20th Avenue NW and 24th Avenue NW) and 22nd Avenue NW (between Ballard Avenue NW and NW 56th Street)
- Occupancy in 2013 is similar to 2012
- Extended evening data collection in 2013 indicates that evening occupancy decreases sharply after 9:00 PM

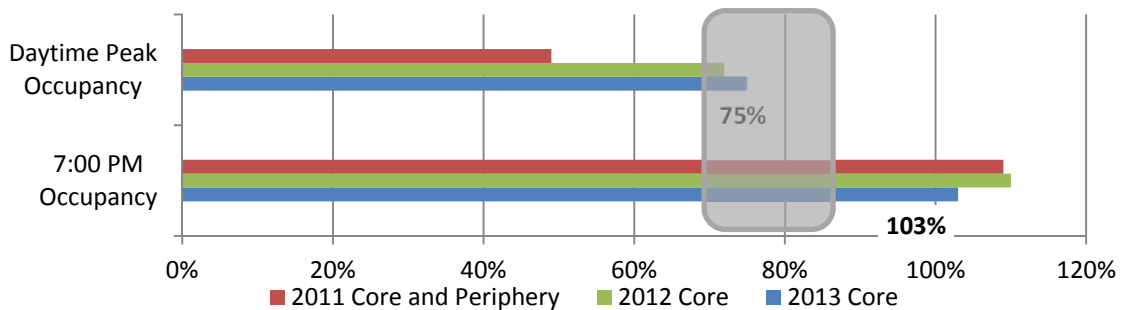
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$2.00 | \$2.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Ballard Periphery

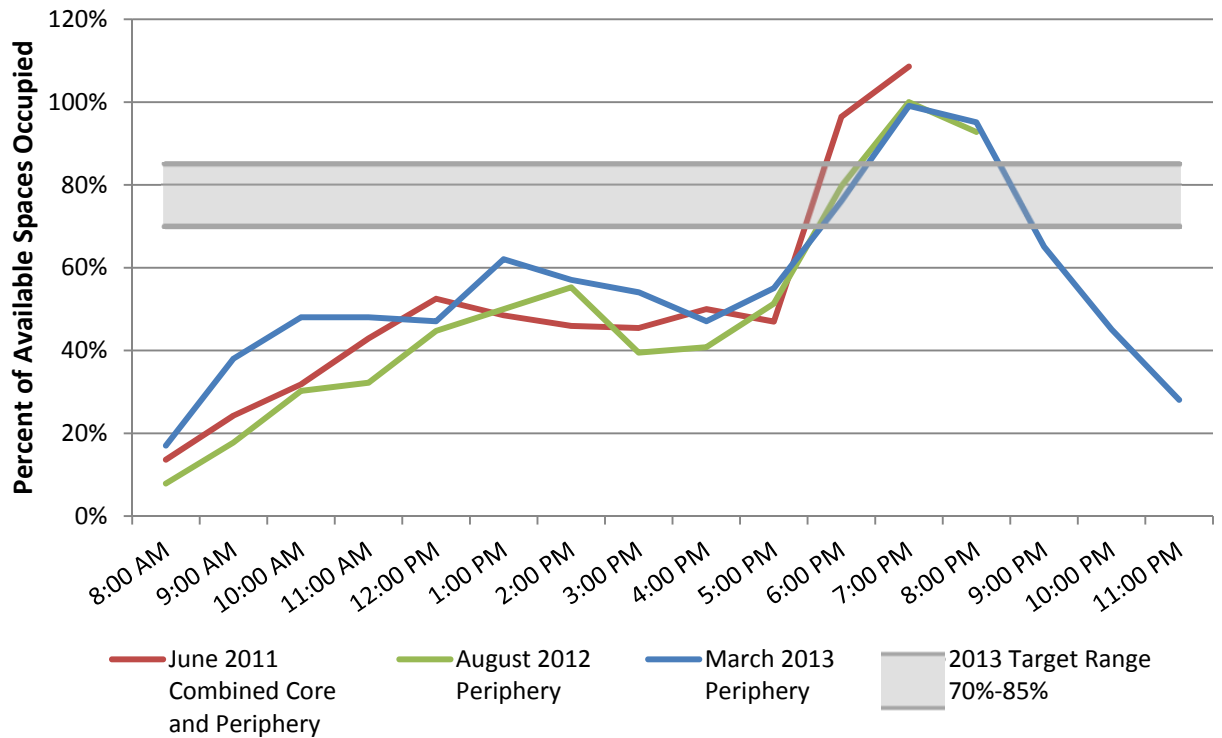
General Information

- Area is all of the non-core paid parking blockfaces in Ballard (as shown in Figure 3)
- Daytime occupancy in 2013 increased from 2012
- Extended evening data collection in 2013 indicates that evening occupancy decreases sharply after 8:00 PM

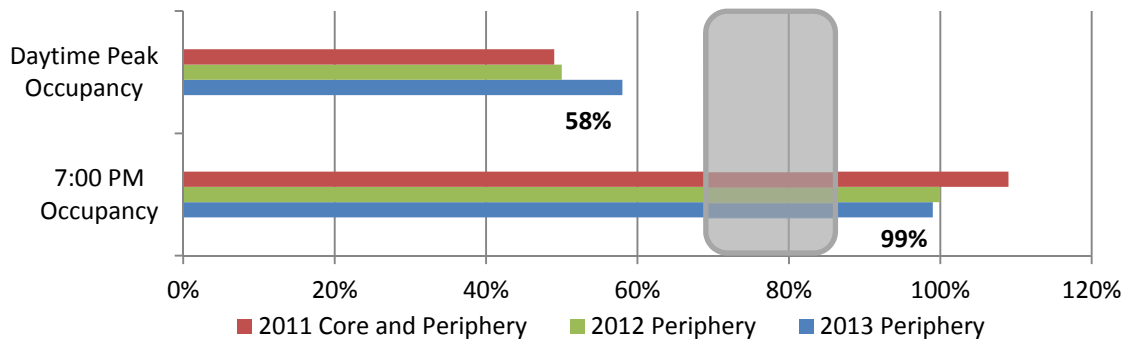
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy (3 Highest Hours) and 7:00 PM Occupancy



Ballard Unpaid Areas

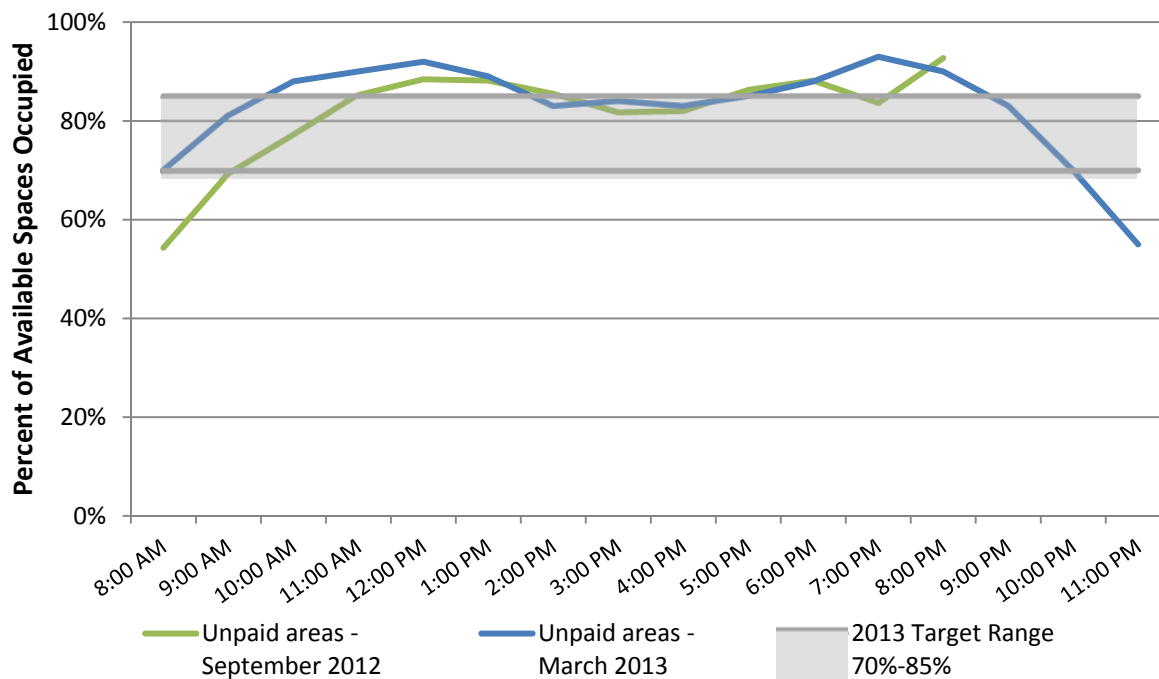
General Information

- Area is south of NW Market Street and identified in Figure 3 (in blue lines)
- Includes time limited and unrestricted parking, both unpaid
- Extended evening data collection in 2013 indicates that evening occupancy decreases sharply after 9:00 PM

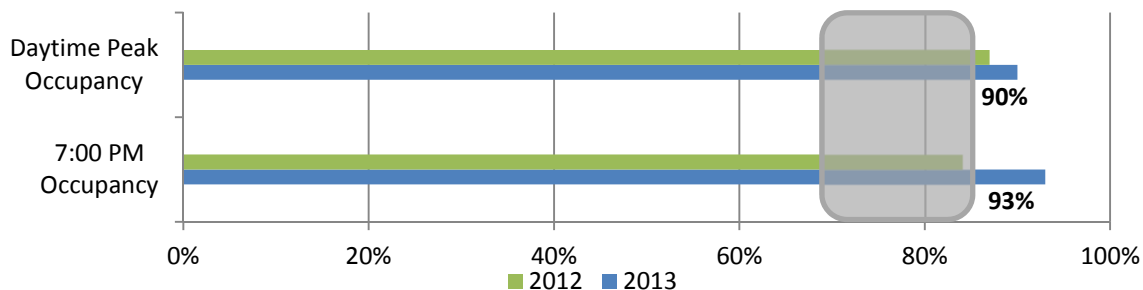
Parking Regulations

| | 2011 | 2012 | 2013 |
|-----------------------|--------|--------|--------|
| Meter Rate (per hour) | N/A | N/A | N/A |
| Enforcement Hours | Varies | Varies | Varies |
| Time Limit | Varies | Varies | Varies |

Occupancy by Time of Day



Daytime Peak Occupancy (3 Highest Hours) and 7:00 PM Occupancy



Ballard Locks

The Ballard Locks parking area covers the parking lots south of NW 54th Street adjacent to the Ballard Locks.

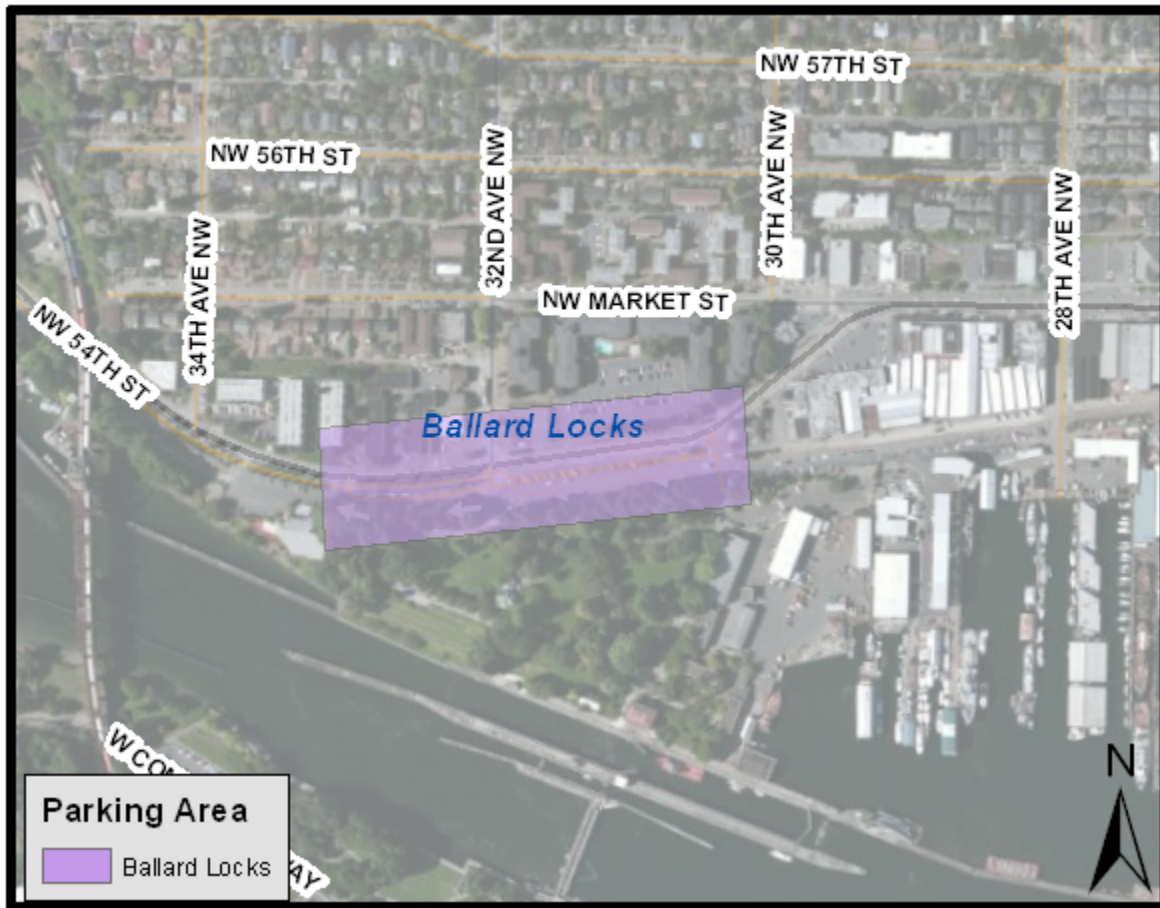


Figure 4. Ballard Locks Paid Parking Area

Ballard Locks

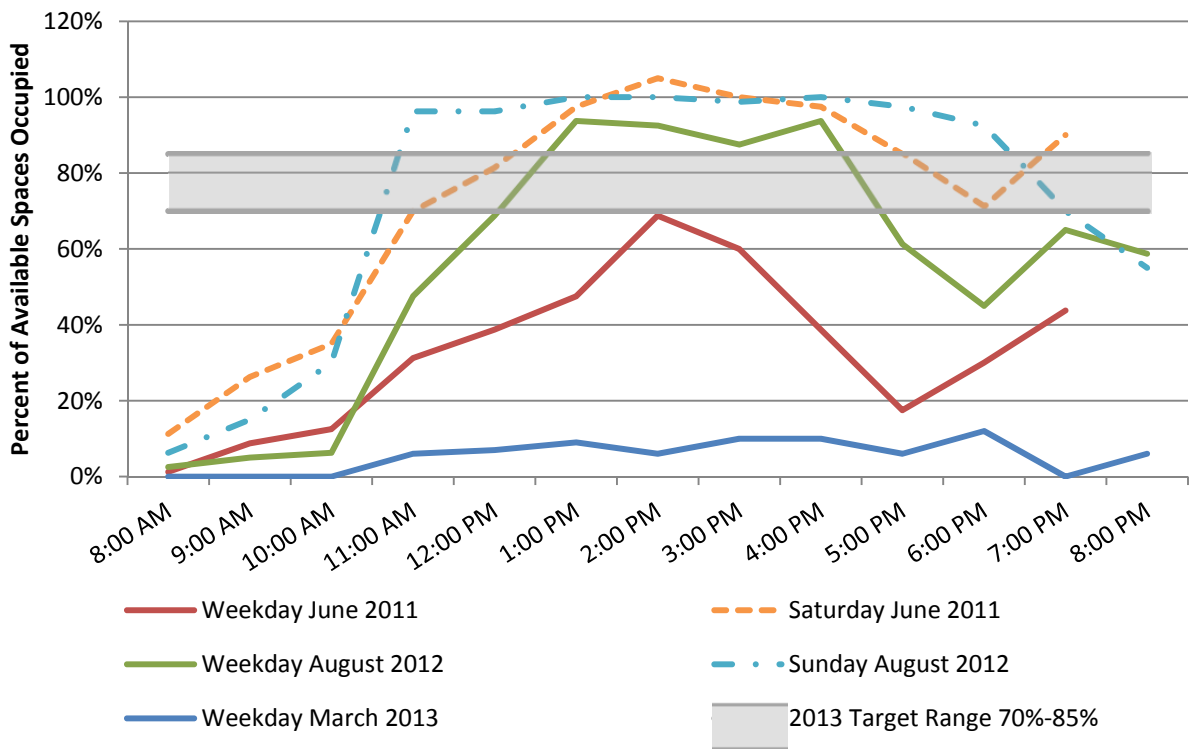
General Information

- Paid parking area is shown in Figure 4
- Occupancy rates are highly seasonal and highest on weekends

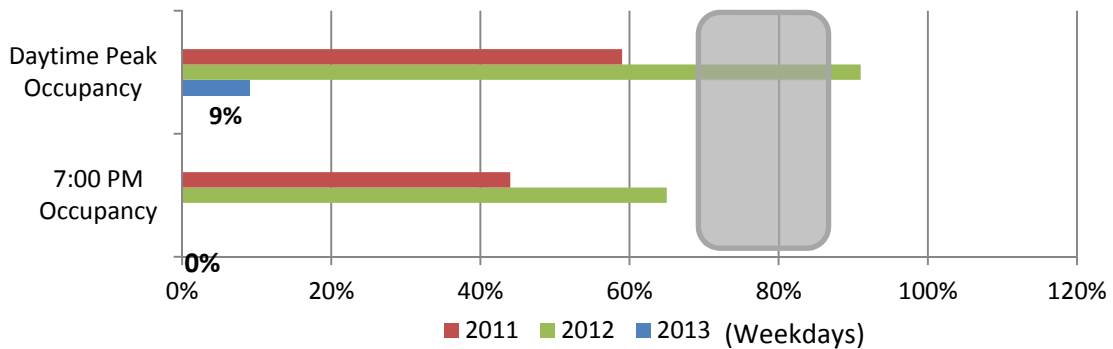
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 3 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Belltown

Belltown is bounded to the southwest by Alaskan Way, to the southeast by Stewart Street, to the northeast by 6th Avenue, and to the north by Denny Way. Belltown is divided into North and South subareas at Bell Street (with Bell Street included in the South subarea) to reflect different occupancy conditions in the two areas.

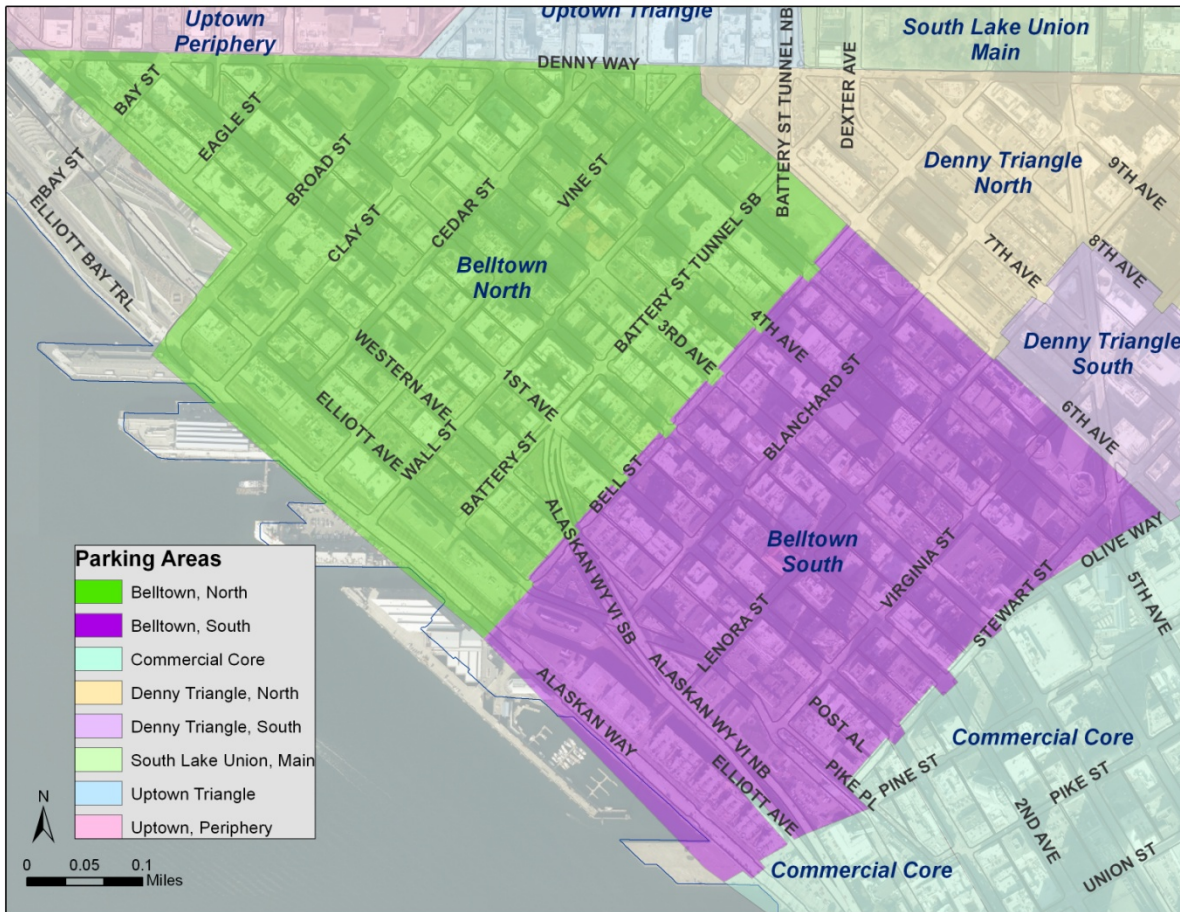


Figure 5. Belltown Paid Parking Areas

Belltown North

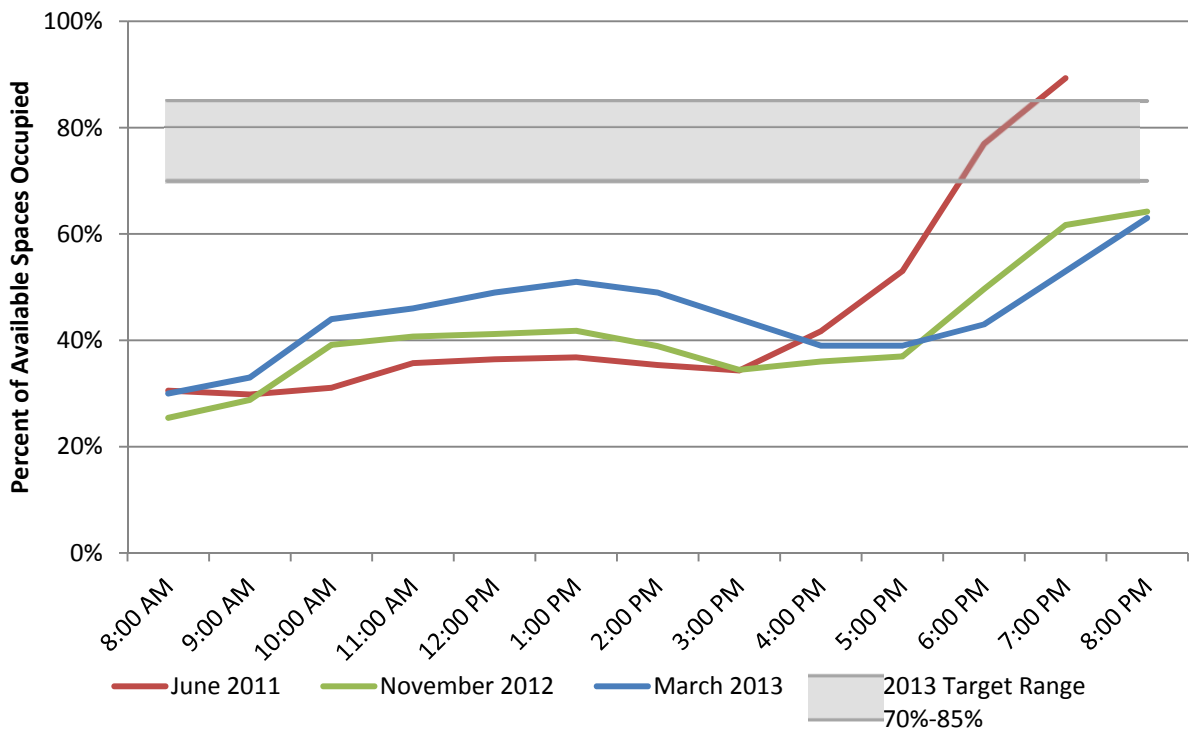
General Information

- Area is identified in Figure 5 and is north of Bell Street
- Occupancy in 2013 is similar to 2012, with a slight increase mid-day
- Evening paid parking was added in 2012 and evening occupancies have decreased since 2011

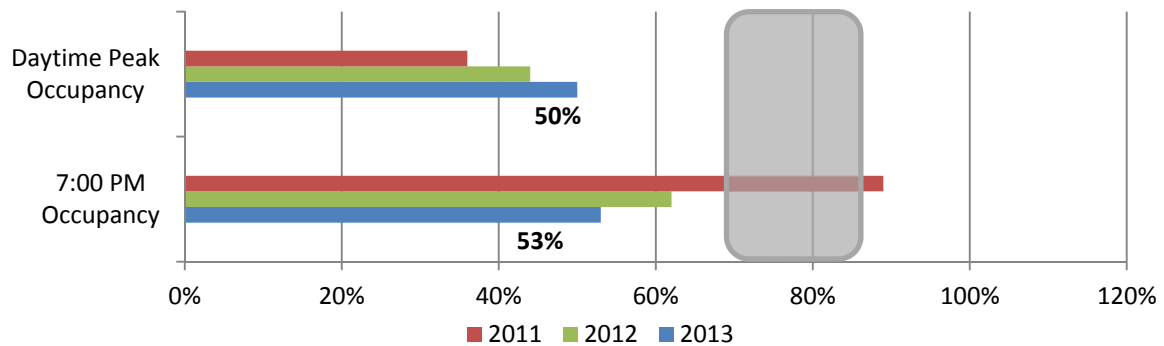
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$2.00 | \$2.00 | \$2.00 |
| Enforcement Hours | 8 AM - 8 PM | 8 AM - 8 PM | 8 AM - 8 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Belltown South

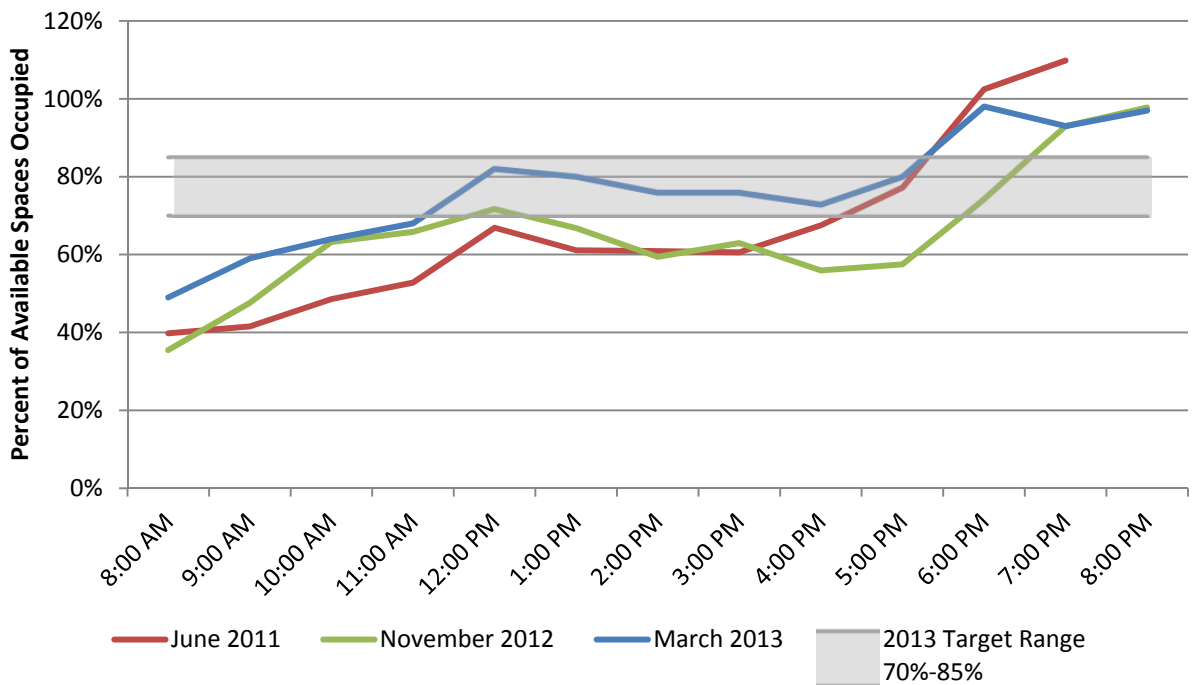
General Information

- Area is identified in Figure 5 and includes Bell Street and areas to the south
- Occupancy rates in 2013 are generally higher than previous years

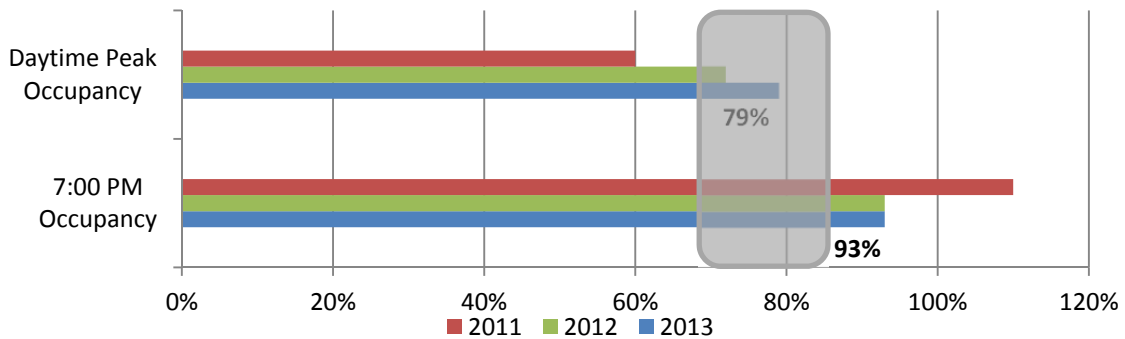
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|---------------------------------|---------------------------------|
| Meter Rate (per hour) | \$2.00 | \$2.50 | \$2.50 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 2 Hours / 3 Hours After 5 PM | 2 Hours / 3 Hours After 5 PM |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Capitol Hill

Capitol Hill is divided into two subareas—North and South—to reflect different occupancy conditions. In August 2011 (after the 2011 survey), paid parking hours were extended until 8:00 PM.

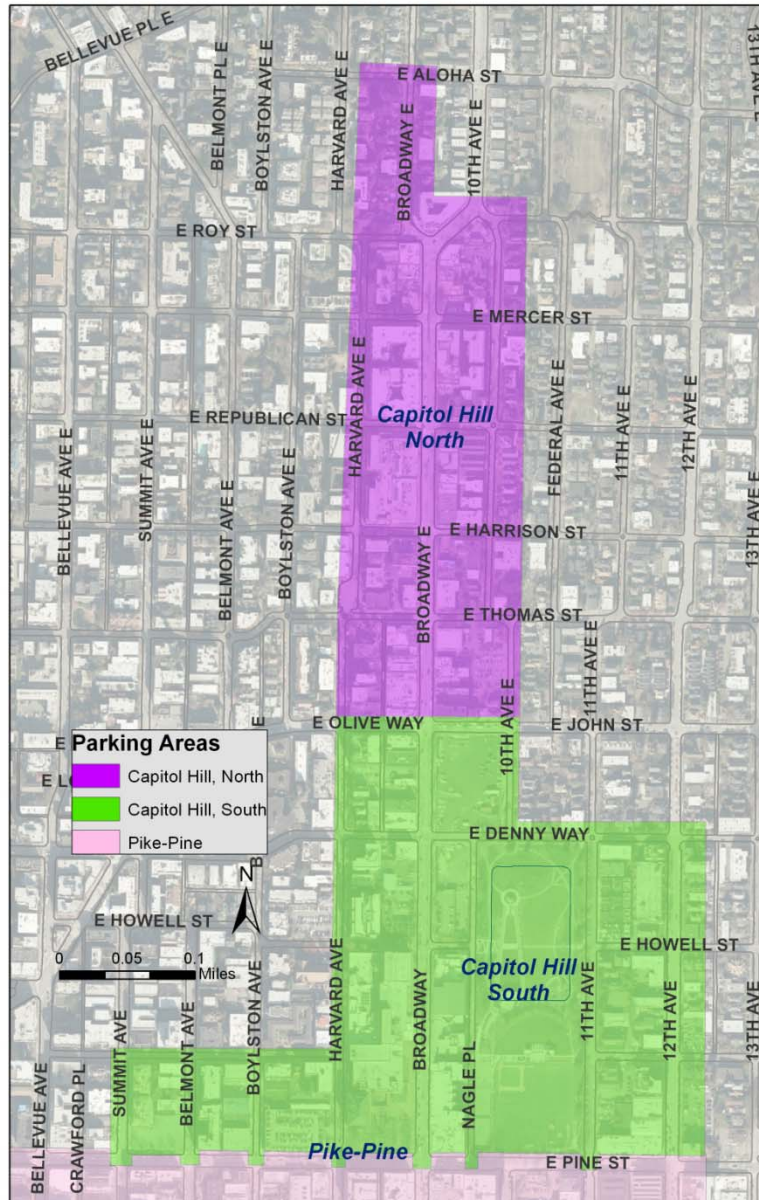


Figure 6. Capitol Hill Paid Parking Areas

Capitol Hill North

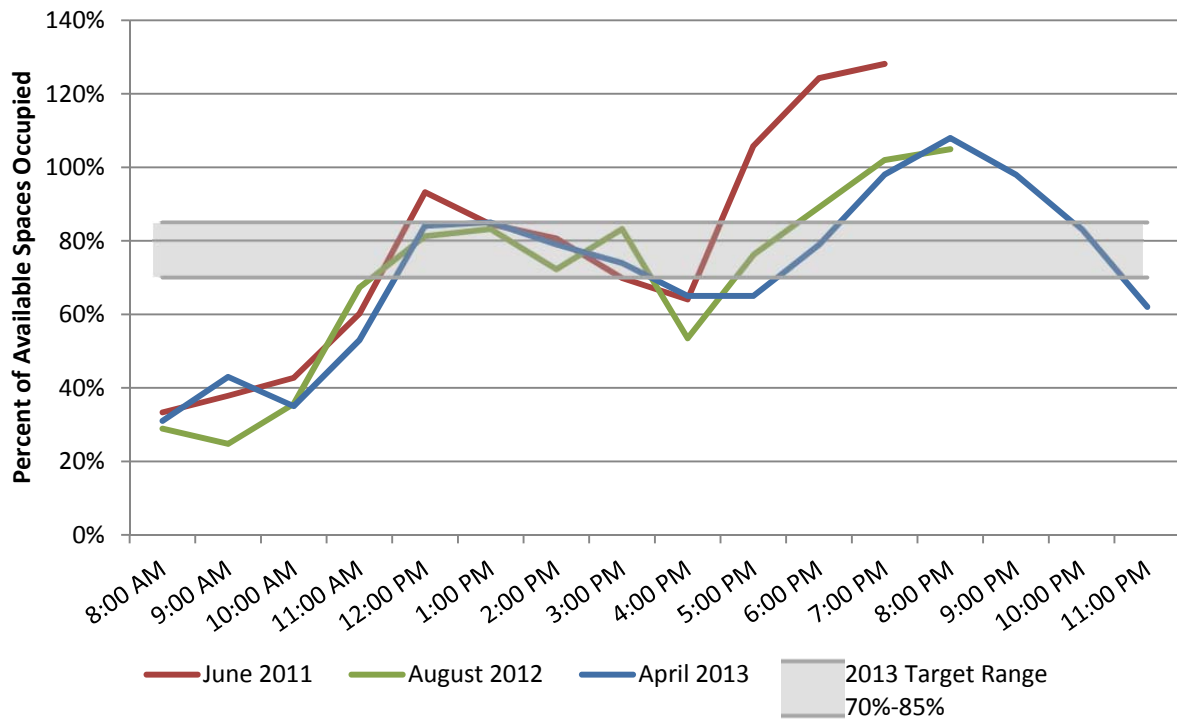
General Information

- Area is north of East John Street, as shown in Figure 6
- Occupancy in 2013 is very similar to 2012
- Extended evening data collection in 2013 indicates that evening occupancy peaks at 8:00 PM

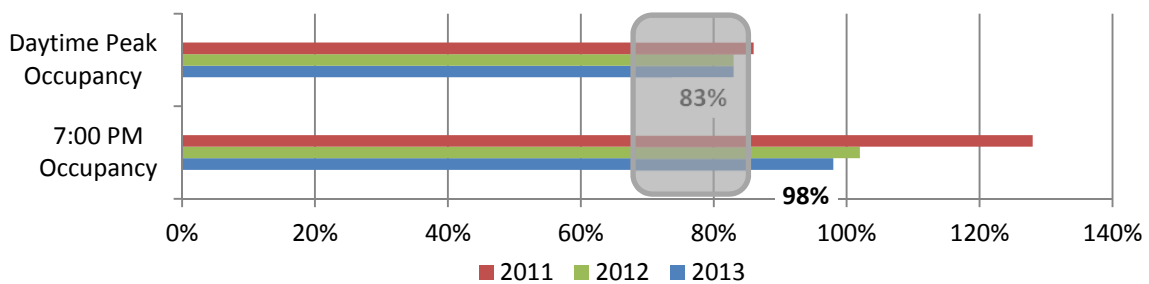
Parking Regulations

| | 2011 | 2012 | 2013 |
|-----------------------|-------------|---------------------------------|---------------------------------|
| Meter Rate (per hour) | \$3.00 | \$3.00 | \$3.00 |
| Enforcement Hours | 8 AM - 8 PM | 8 AM - 8 PM | 8 AM - 8 PM |
| Time Limit | 2 Hours | 2 Hours / 3 Hours After 5 PM | 2 Hours / 3 Hours After 5 PM |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Capitol Hill South

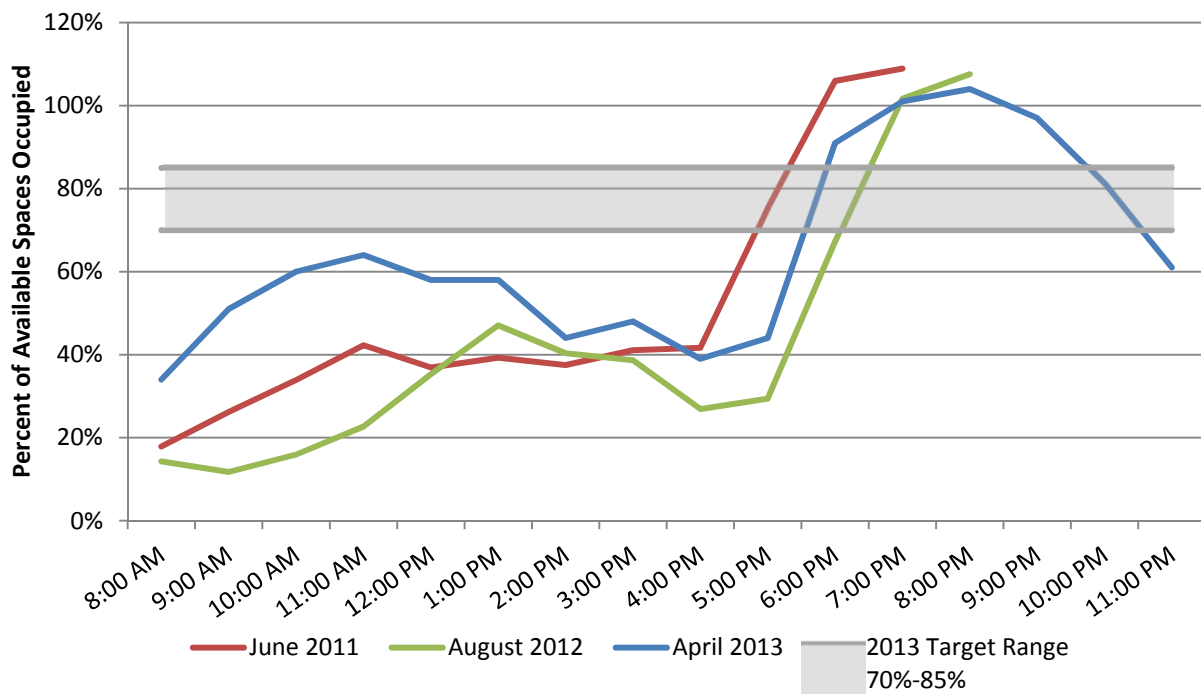
General Information

- Area is south of East John Street, as shown in Figure 6
- Occupancy in 2013 is generally higher than 2012
- Extended evening data collection in 2013 indicates that evening occupancy peaks at 8:00 PM

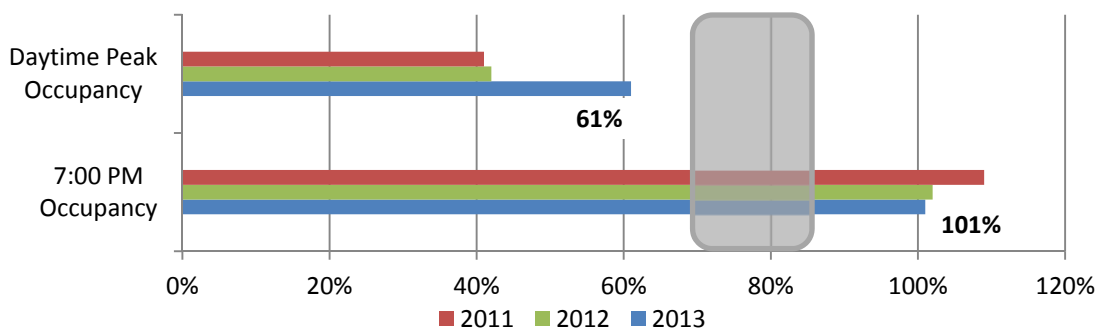
Parking Regulations

| | 2011 | 2012 | 2013 |
|-----------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$3.00 | \$2.50 | \$2.50 |
| Enforcement Hours | 8 AM - 8 PM | 8 AM - 8 PM | 8 AM - 8 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy (3 Highest Hours) and 7:00 PM Occupancy



Cherry Hill

The Cherry Hill paid parking area includes the blocks immediately surrounding the Swedish Medical Center Cherry Hill Campus.



Figure 7. Cherry Hill Paid Parking Area

Cherry Hill

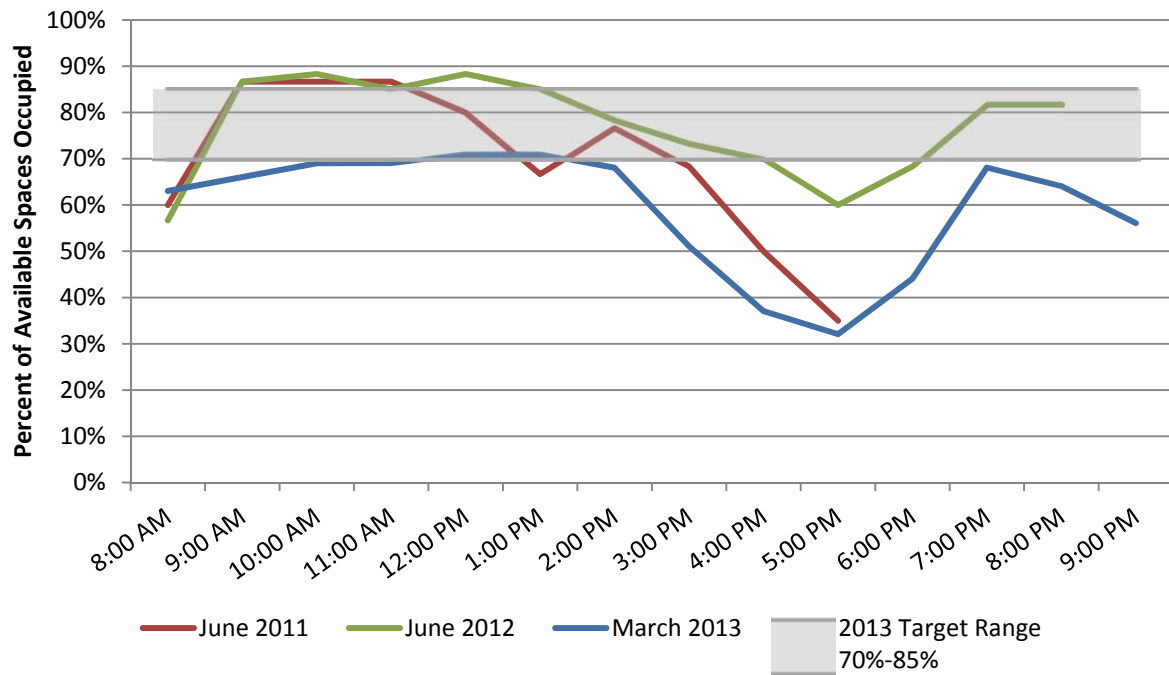
General Information

- Paid parking area is shown in Figure 7
- Occupancy rates are lower in 2013 compared to previous years

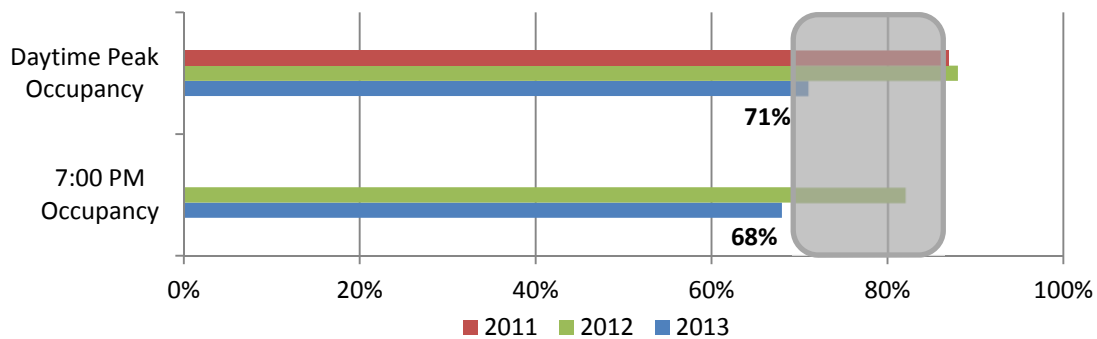
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Chinatown - International District Core

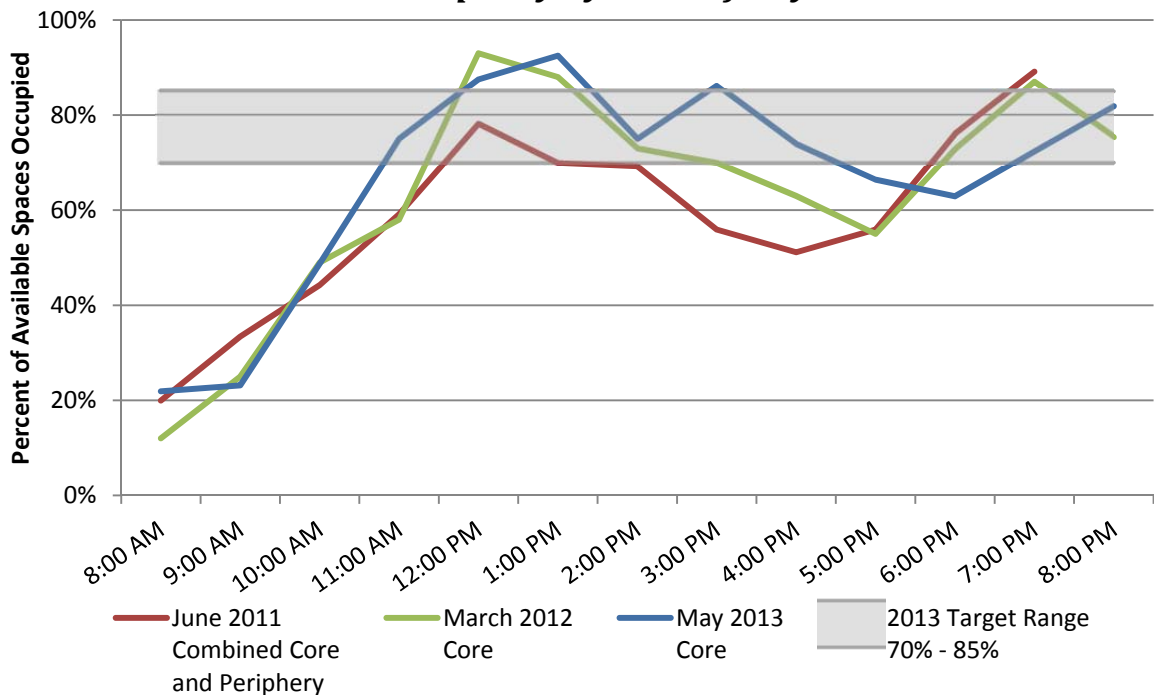
General Information

- Core area is shown in Figure 8
- Following the subarea split, the evening rate in the core was lowered Q1 2013 to \$1.50
- Occupancy in Q2 2013 is slightly higher in the afternoon, but lower in the evening

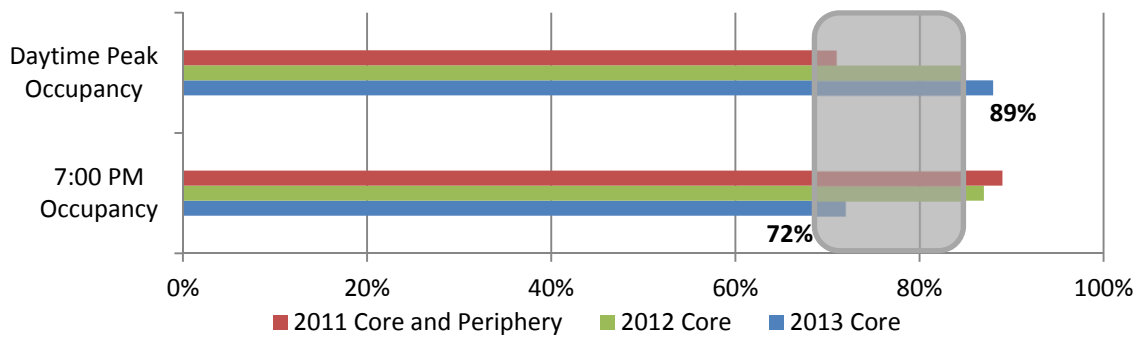
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|----------------------------|
| Meter Rate (per hour) | \$2.50 | \$2.50 | \$2.50 / \$1.50 after 5 PM |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Chinatown - International District Periphery

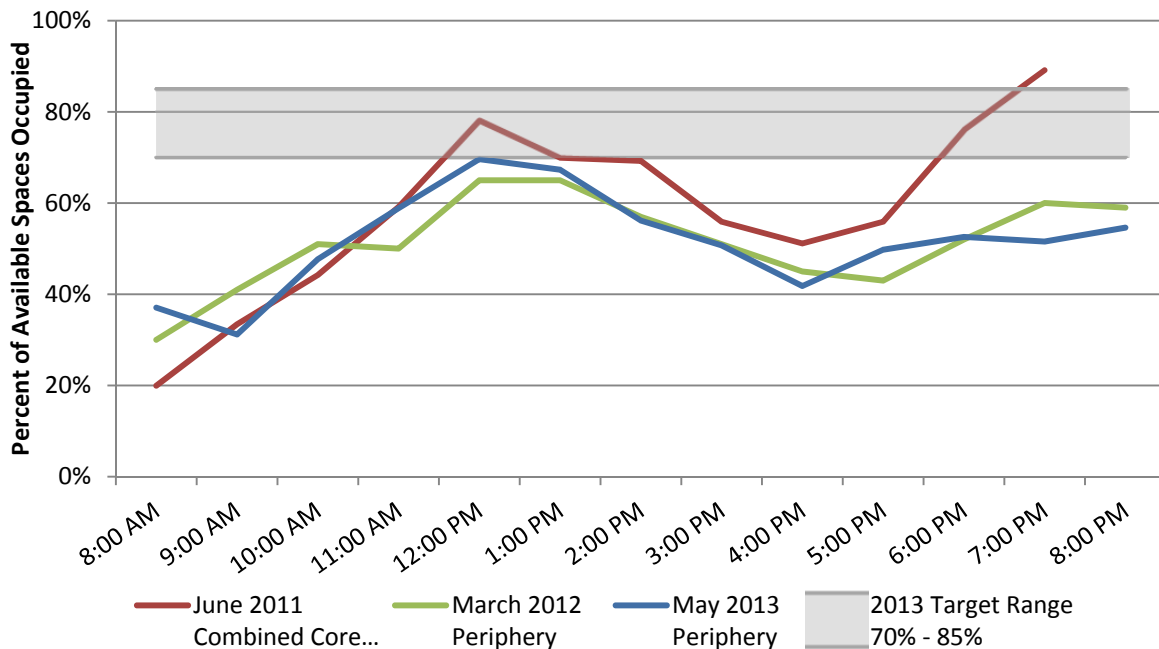
General Information

- Periphery area is shown in Figure 8
- Following the subarea split, the paid parking hours in the periphery were changed from 8 AM to 8 PM to 8 AM to 6 PM, and the rate reduced to \$2.00
- Despite the rate and paid hours changes, occupancy in 2013 is similar to 2012, but decreased slightly in the evening

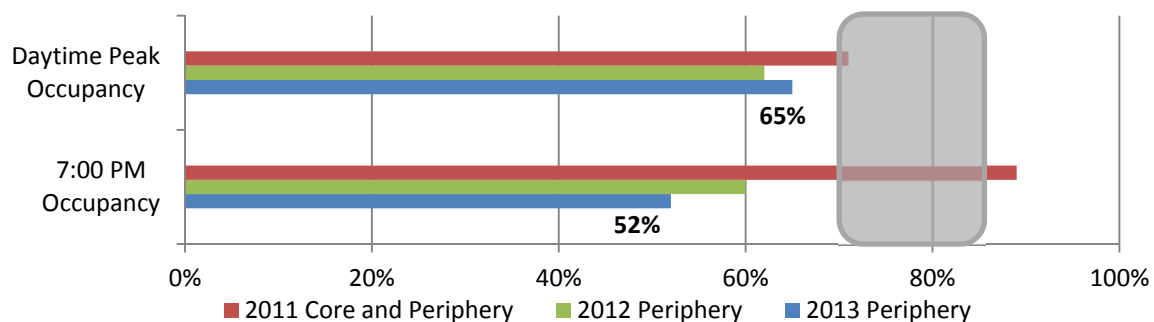
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$2.50 | \$2.50 | \$2.00 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Downtown Commercial Core

The Commercial Core includes areas south of Olive Way, west of I-5, and east of the Puget Sound. To the south of the Commercial Core lie Pioneer Square and the Chinatown-International District areas, along the borders shown in **Figure 9**.

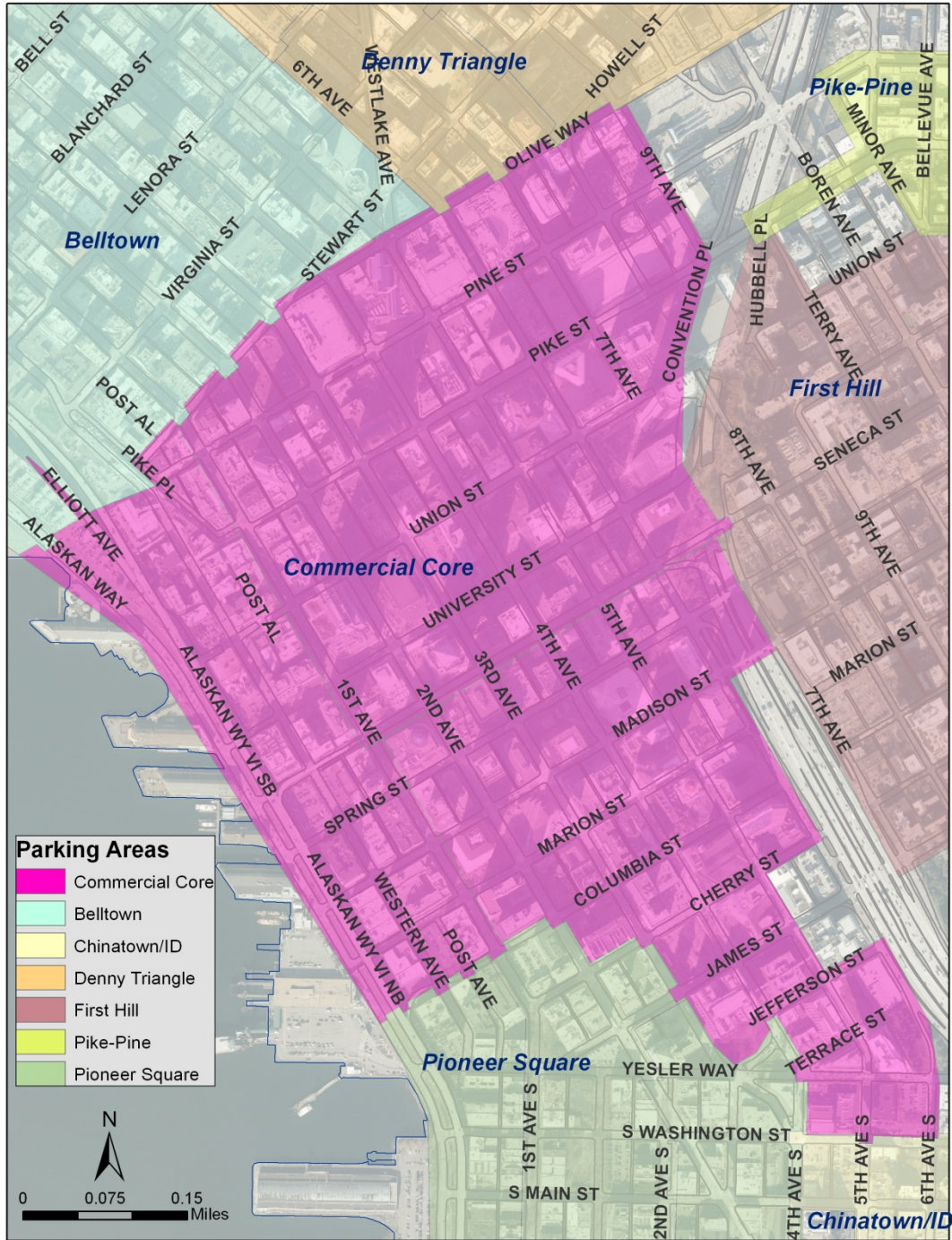


Figure 9. Downtown Commercial Core Paid Parking Area

Downtown Commercial Core

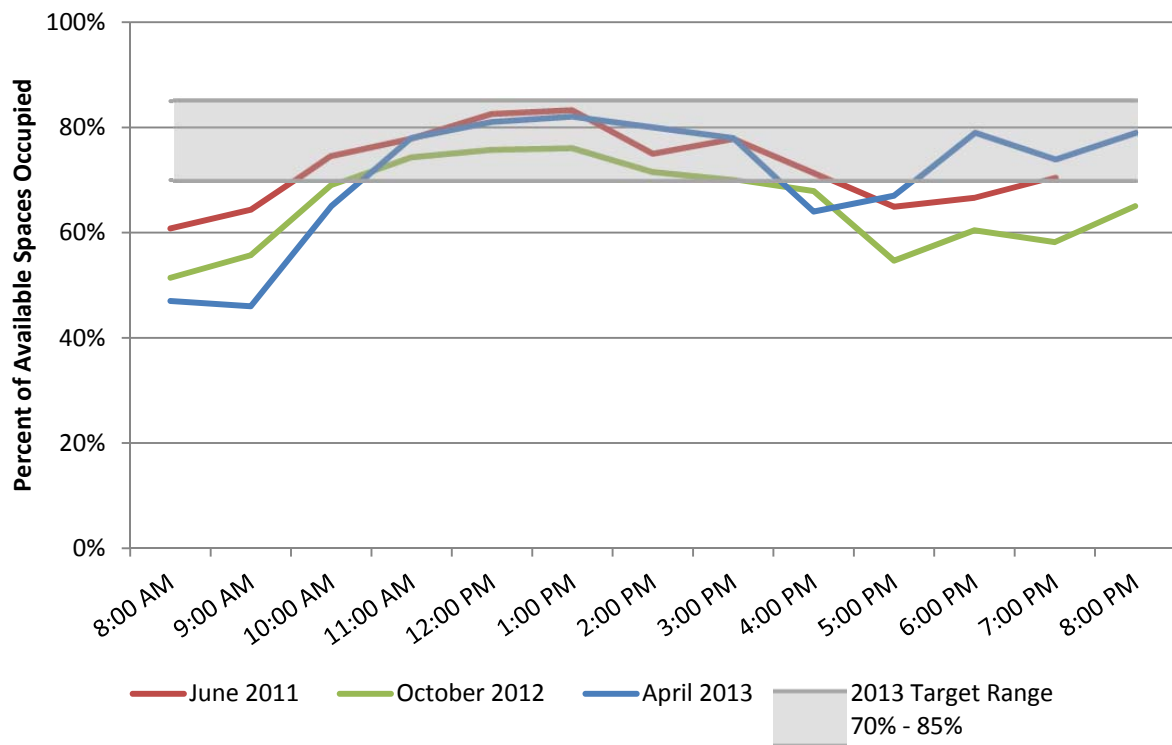
General Information

- Area is shown in Figure 9 and includes retail, financial, and waterfront areas of downtown
- Evening occupancy in 2013 shows a slight increase over previous years

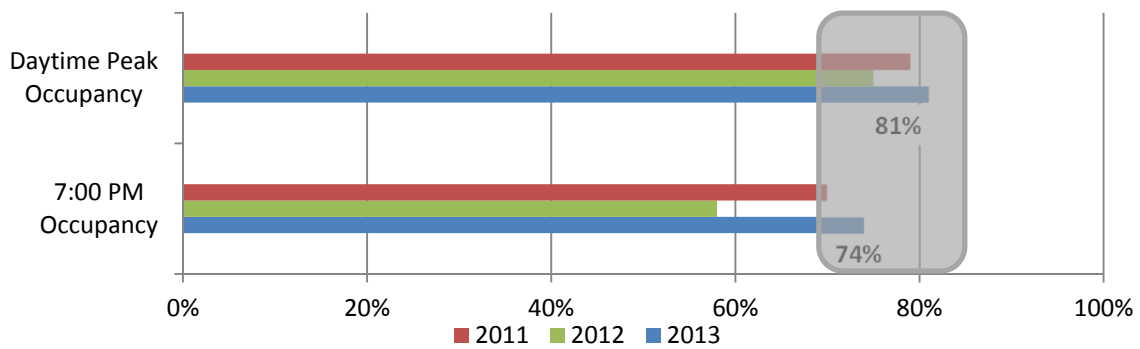
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|--------------------|---|---|
| Meter Rate (per hour) | \$4.00 | \$4.00 | \$4.00 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours or 4 Hours | 2 Hours / 3 Hours after 5 PM or 4 Hours | 2 Hours / 3 Hours after 5 PM or 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Denny Triangle

Denny Triangle is bounded by Denny Way to the north, 6th Avenue to the southwest (6th Avenue is included), Olive Way to southeast (including Olive Way east of 9th Avenue, not including Olive Way west of 9th Avenue), and I-5 to the east. It is divided into north and south subareas to reflect different occupancy conditions. Evening paid parking was implemented in 2012 in Denny Triangle South.

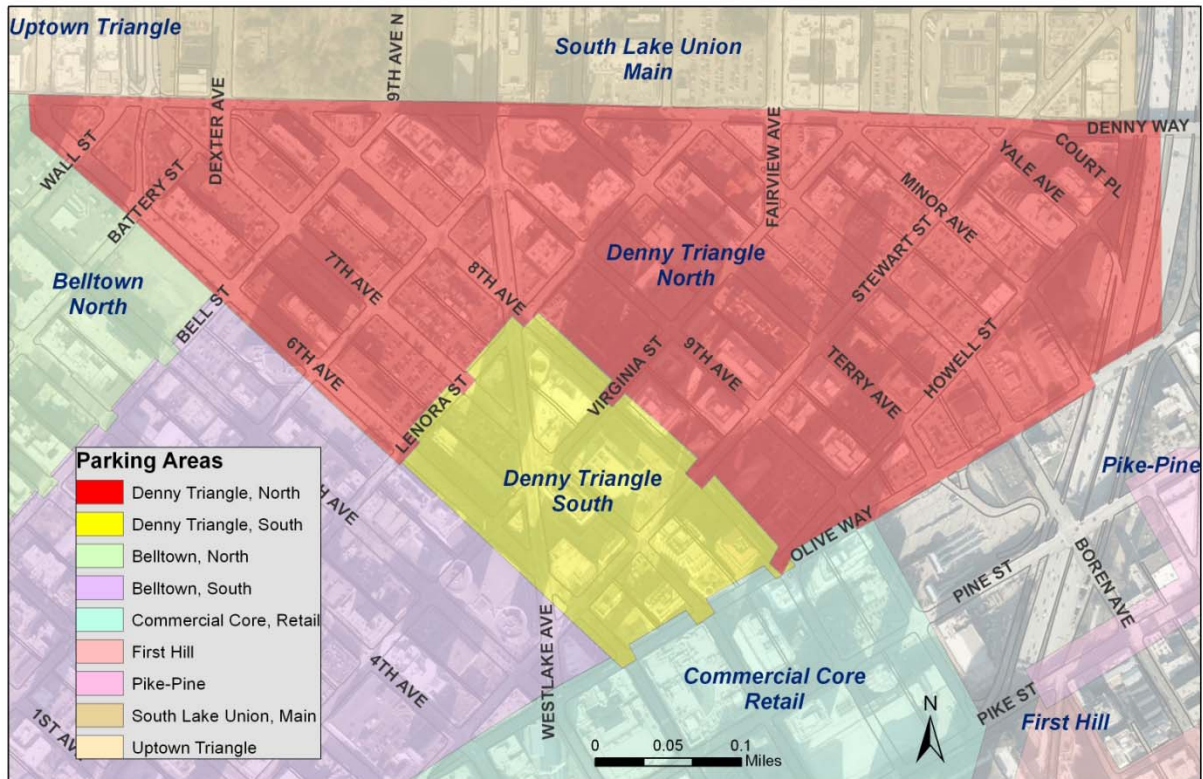


Figure 10. Denny Triangle Paid Parking Areas

Denny Triangle North

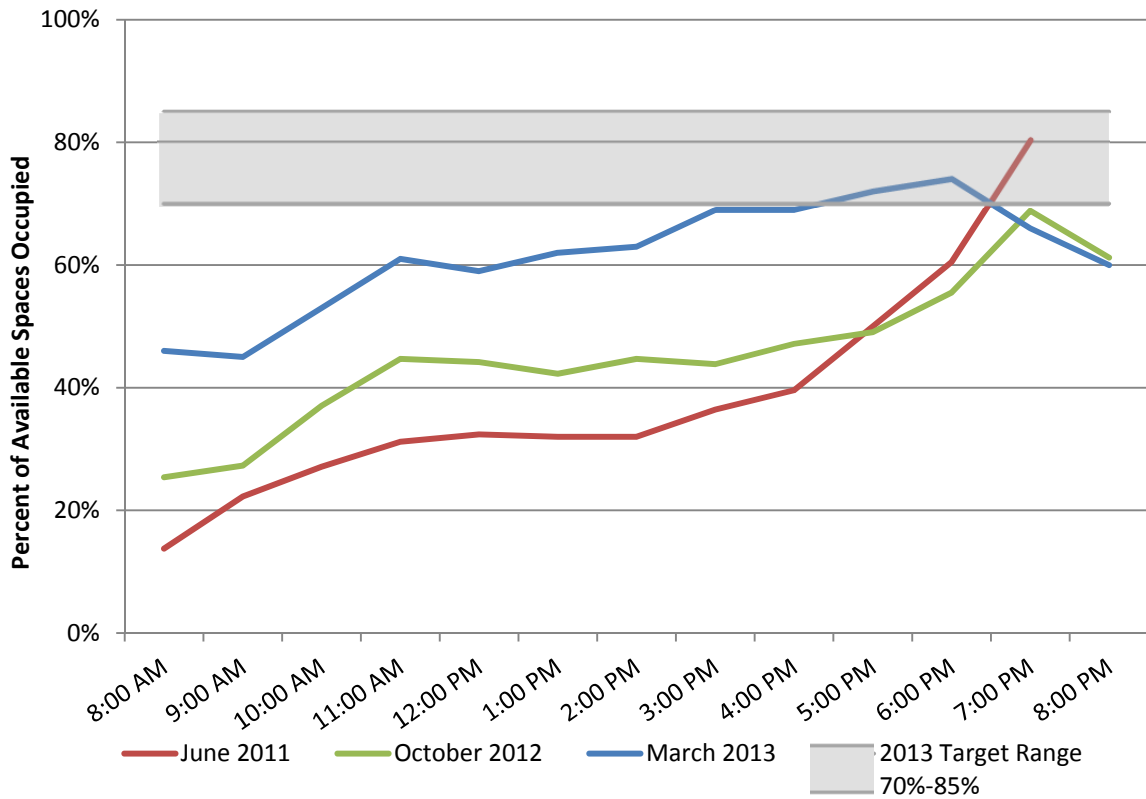
General Information

- North area is shown in Figure 10
- The time limit was increased in 2012 and occupancy increased in each of the last two studies

Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$2.00 | \$2.00 | \$2.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Denny Triangle South

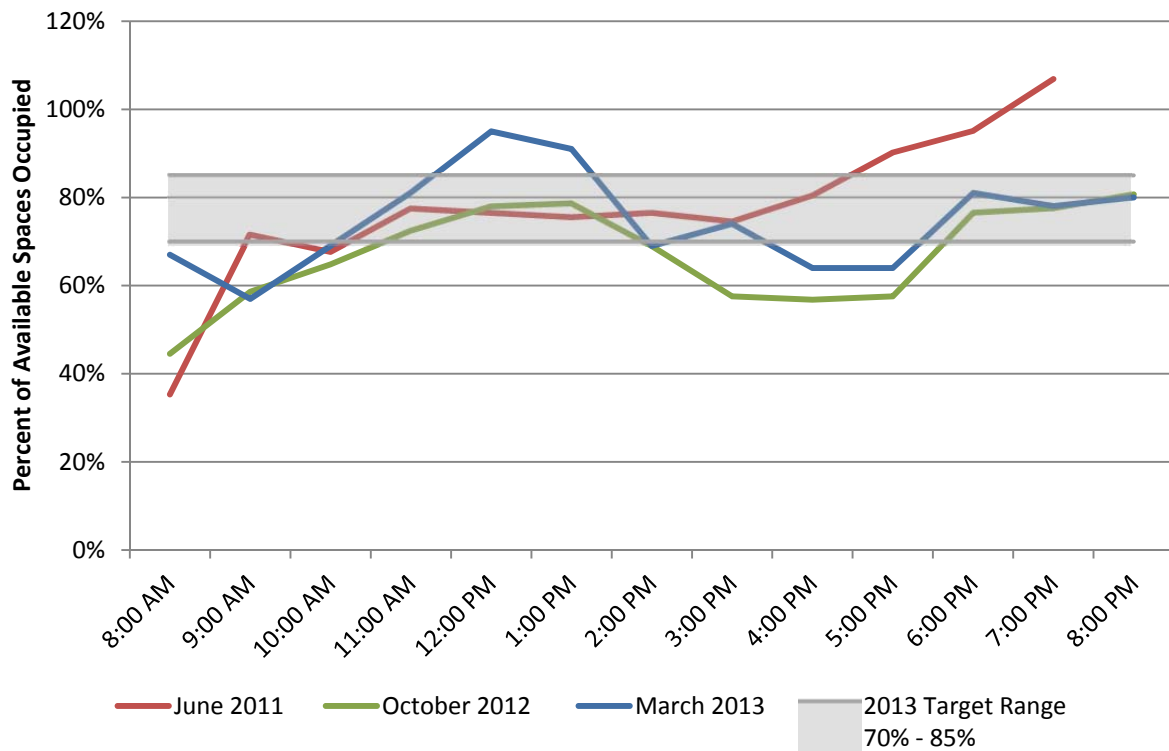
General Information

- South area includes the blocks southeast of Lenora Street and southwest of 8th Avenue, as shown in Figure 10
- Daytime occupancy increased in 2013

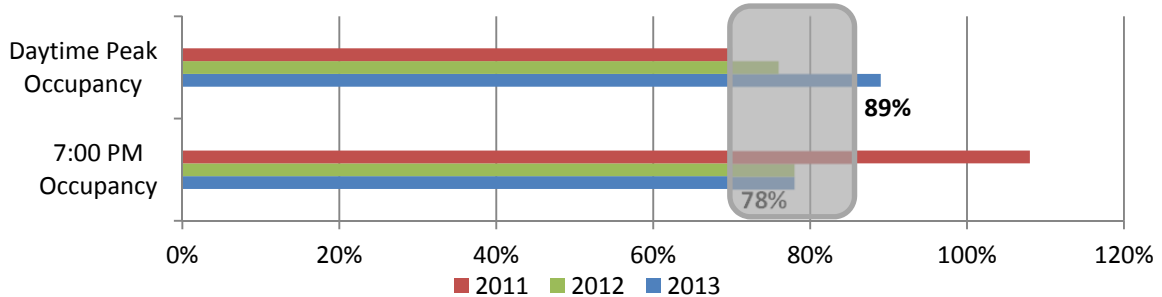
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|------------------------------|------------------------------|
| Meter Rate (per hour) | \$2.50 | \$2.50 | \$2.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 2 Hours / 3 Hours after 5 PM | 2 Hours / 3 Hours after 5 PM |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



First Hill

The First Hill paid parking area is east of I-5, west of Broadway, and south of East Union Street. It is immediately east of the commercial core and south of Pike-Pine.

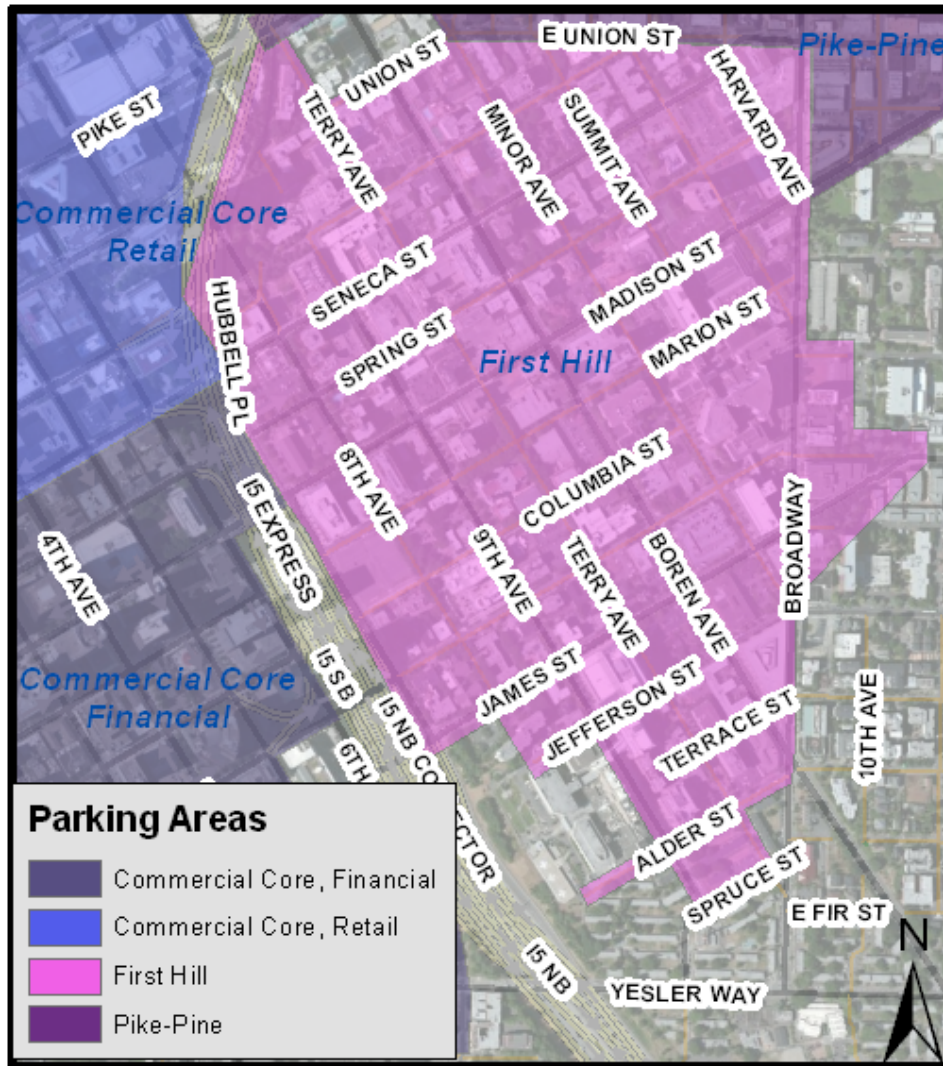


Figure 11. First Hill Paid Parking Area

First Hill

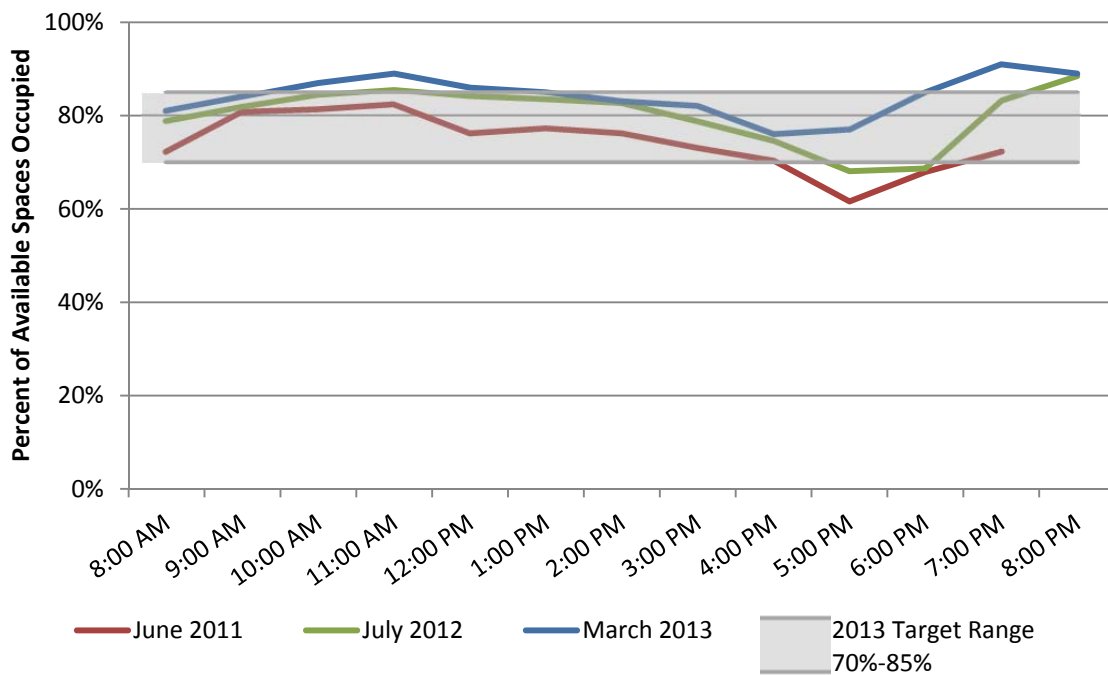
General Information

- Area is shown in Figure 11
- Occupancy rates slightly increased in 2013

Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$4.00 | \$4.00 | \$4.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Fremont

The Fremont paid parking area covers a portion of the commercial core of Fremont and is between North 36th Street and North 34th Street.



Figure 12. Fremont Paid Parking Area

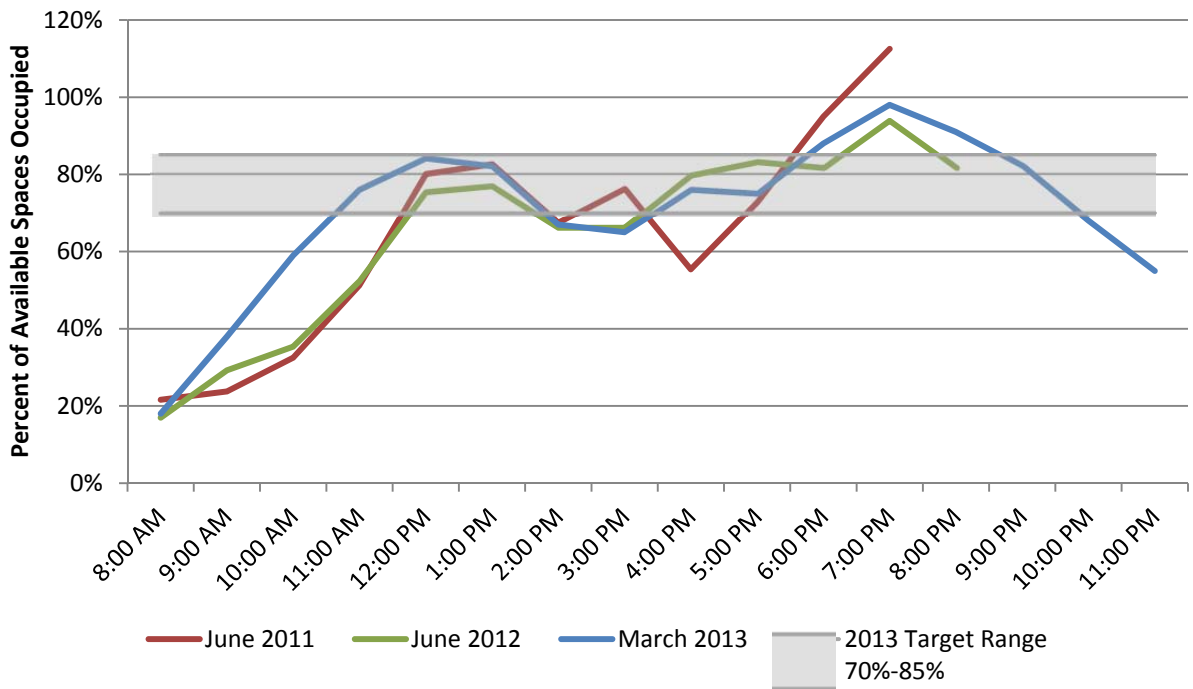
General Information

- Area is shown in Figure 12
- Occupancy in 2013 is similar to previous years

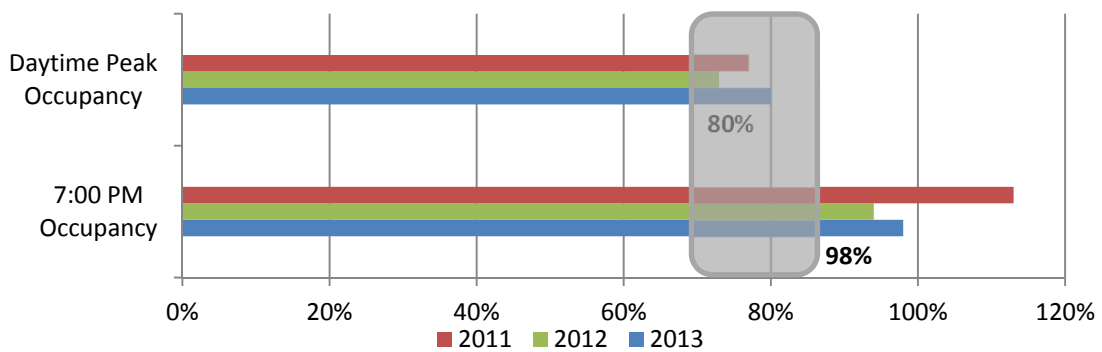
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Green Lake

The Green Lake paid parking area is east of East Green Lake Drive, between NW 73rd and NE 70th Streets.

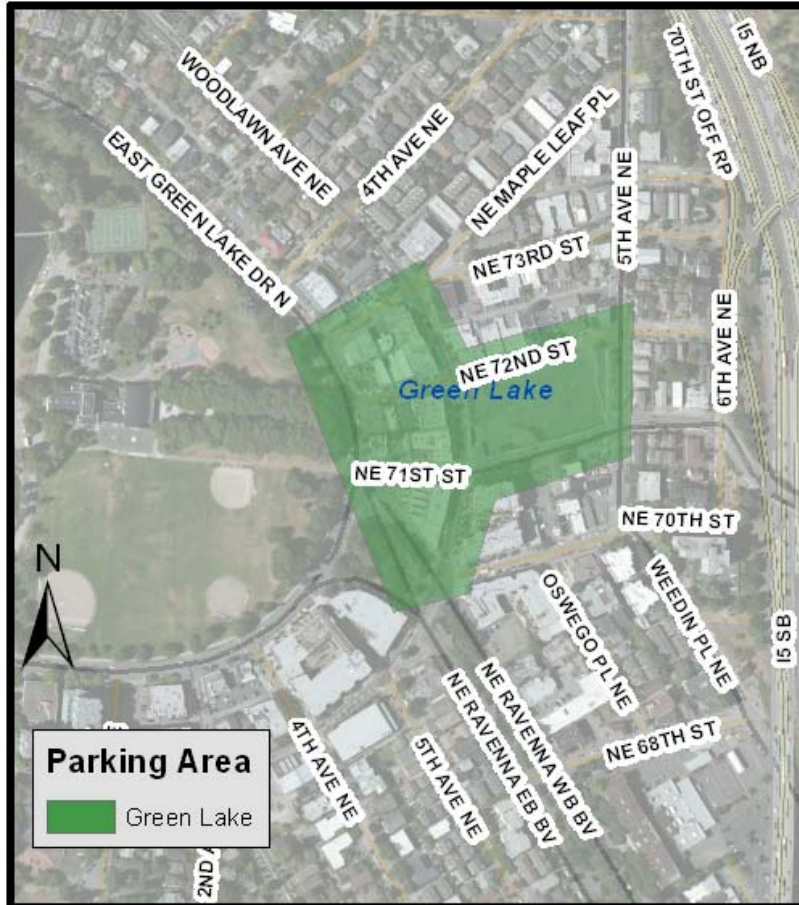


Figure 13. Green Lake Paid Parking Area

Green Lake

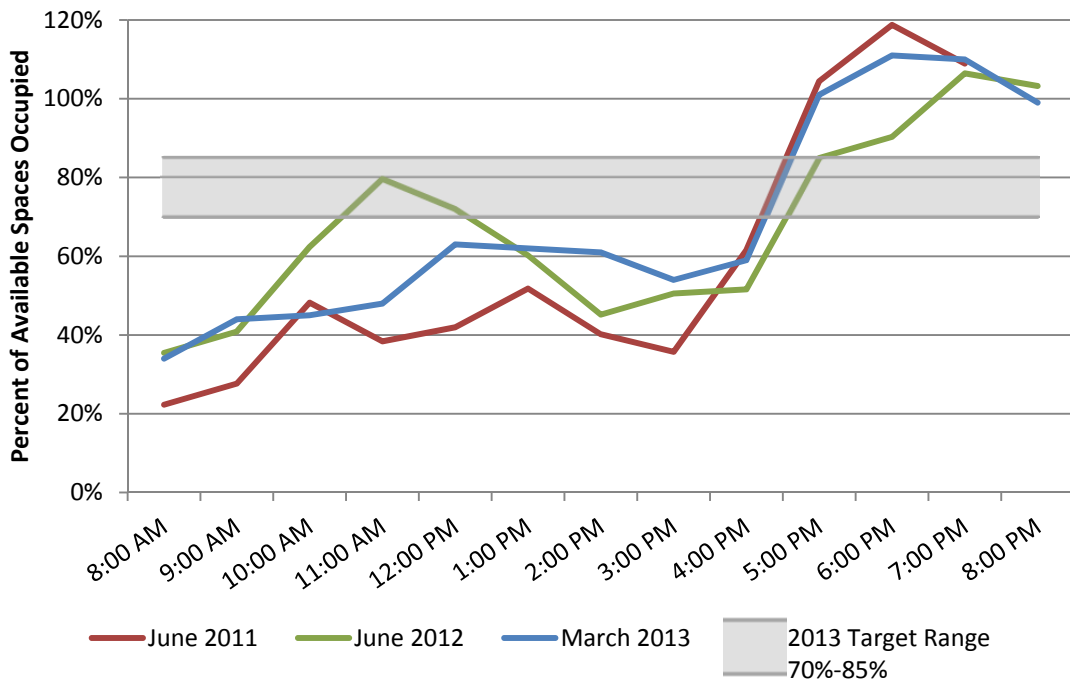
General Information

- Area is shown in Figure 13
- Daytime peak occupancy rate in 2013 is lower than 2012

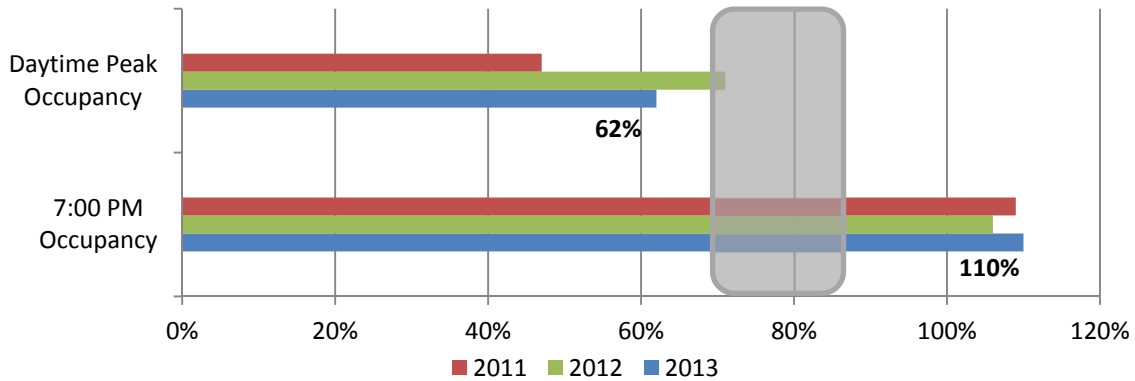
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.00 | \$1.00 | \$1.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Pike-Pine

The Pike-Pine paid parking area is between Terry Avenue on the west and 12th Avenue on the east. The entire area is east of I-5.



Figure 14. Pike-Pine Paid Parking Area

Pike-Pine

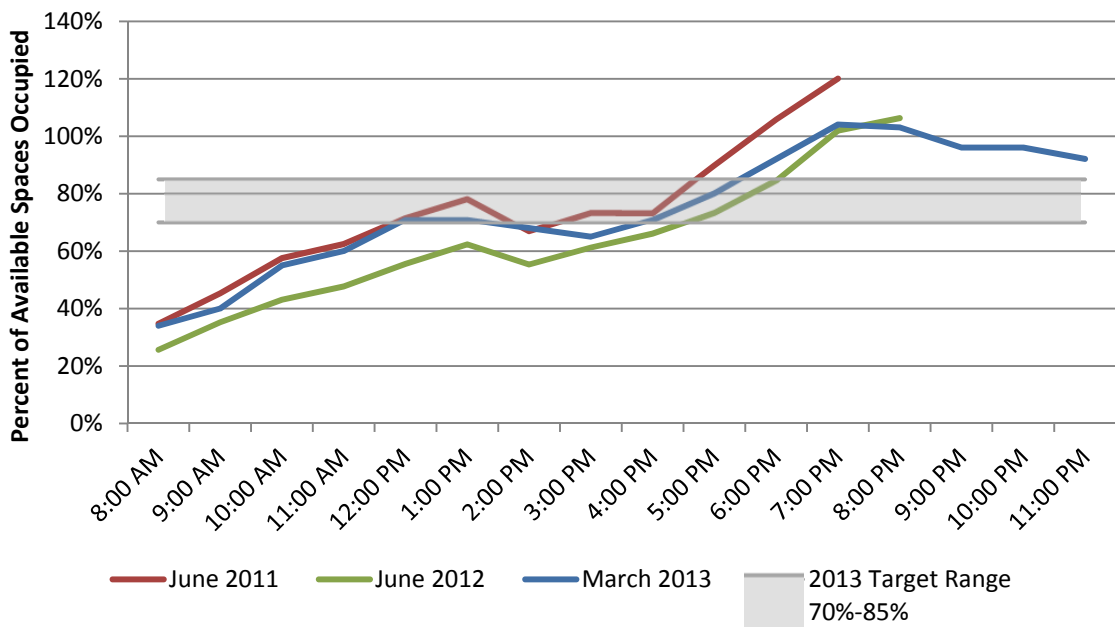
General Information

- Area is shown in Figure 14
- Occupancy rates in 2013 are similar to 2012
- Extended evening data collection in 2013 indicates that evening occupancy is high until later than 11 PM
- Rates are lowest in the 10-hour areas

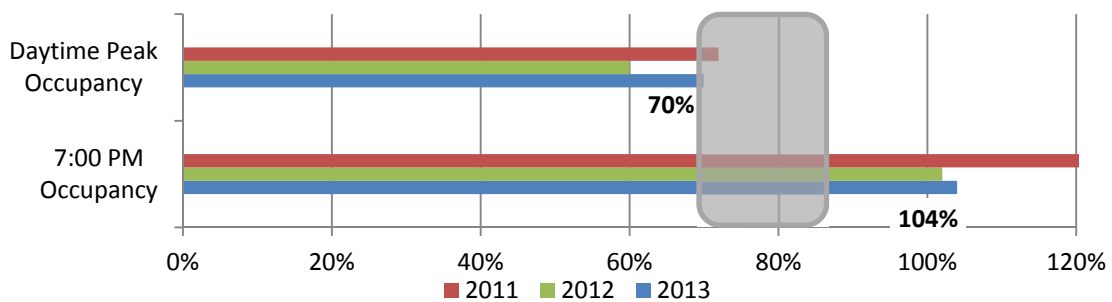
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-----------------------------------|--|--|
| Meter Rate (per hour) | \$2.00 / \$1.25 | \$2.00 / \$1.50 | \$2.00 / \$1.50 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours, some 4 and 10 Hour Areas | 2 Hours / 3 Hours After 5 PM, some 4 and 10 Hour Areas | 2 Hours / 3 Hours After 5 PM, some 4 and 10 Hour Areas |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Pioneer Square

Pioneer Square was divided into a core and periphery following the 2011 survey. Pioneer Square includes areas south of the Downtown Commercial Core. Its eastern edge is 4th Avenue South. Pioneer Square has experienced significant parking changes from State Route 99 construction due to the Alaskan Way Viaduct Replacement Project.

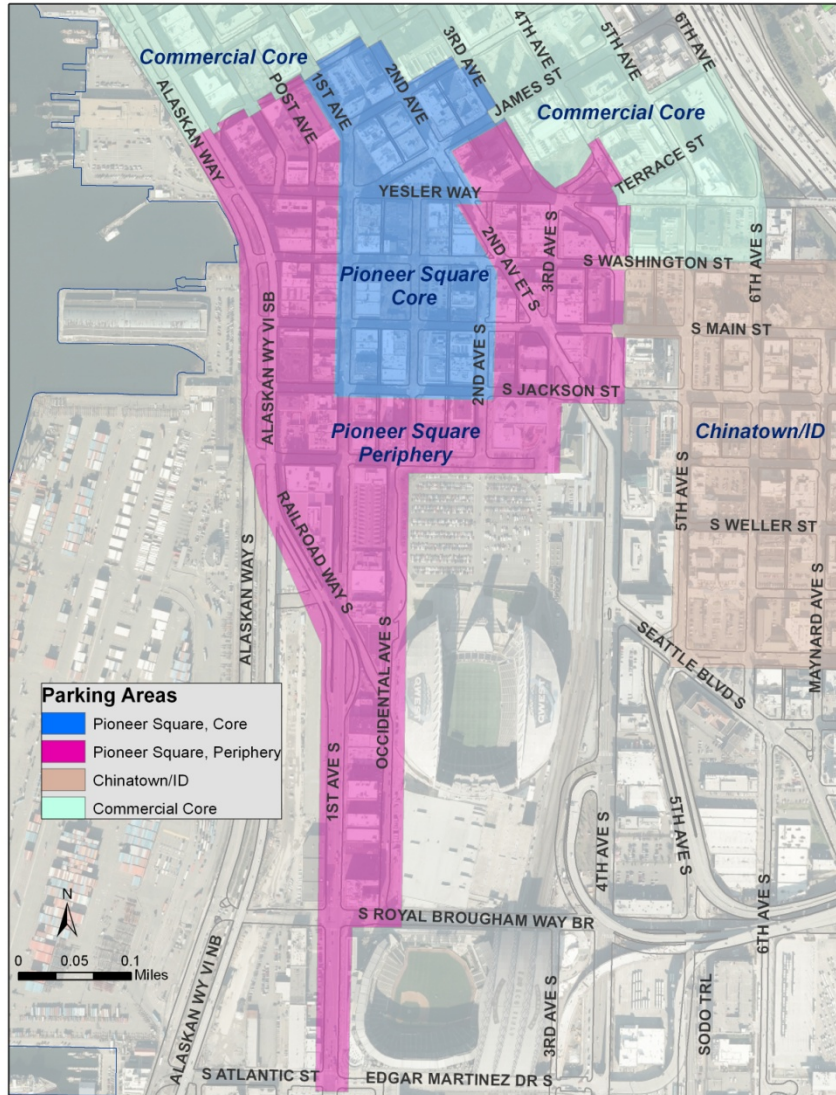


Figure 15. Pioneer Square Paid Parking Areas

Pioneer Square Core

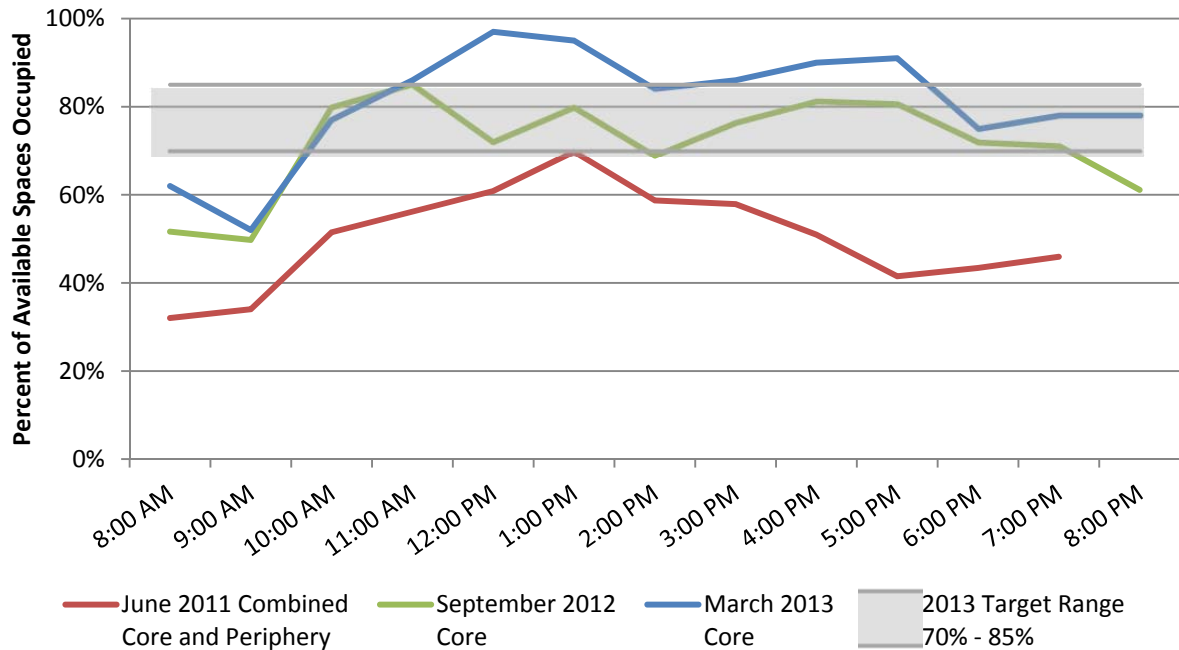
General Information

- Core area is shown in Figure 15
- Parking supply is unchanged in the core from 2012, but the occupancy rate has increased

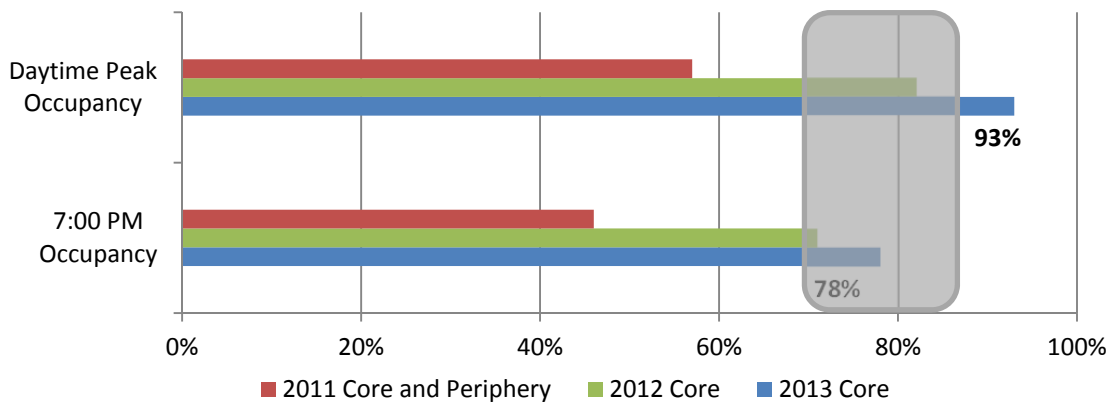
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$3.50 | \$3.50 | \$3.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Pioneer Square Periphery

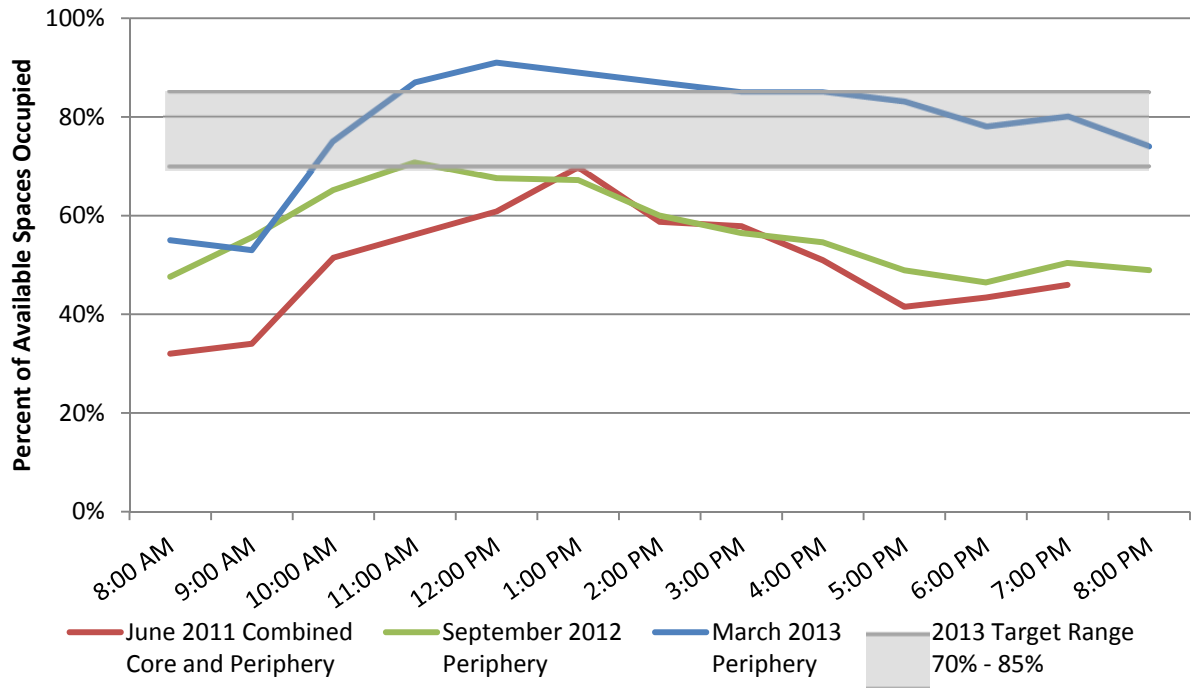
General Information

- Periphery area is shown in Figure 15
- The periphery area lost 64 spaces (26% of supply) from 2012 to 2013 surveys
- The number of parked vehicles in 2012 and 2013 were virtually identical, but the occupancy rate is up due to the reduced parking supply

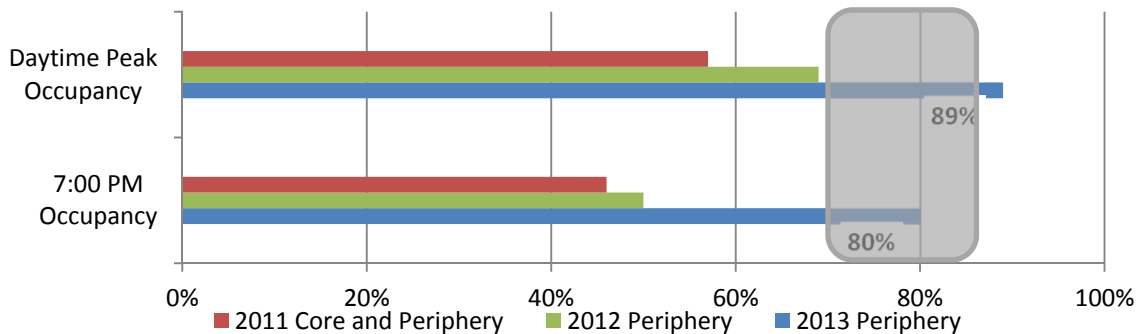
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$3.50 | \$3.00 | \$3.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Roosevelt

The Roosevelt paid parking area is primarily on Roosevelt Avenue NE and NE 65th Street with additional blocks on 12th Avenue NE and NE 64th Street.



Figure 16. Roosevelt Paid Parking Area

Roosevelt

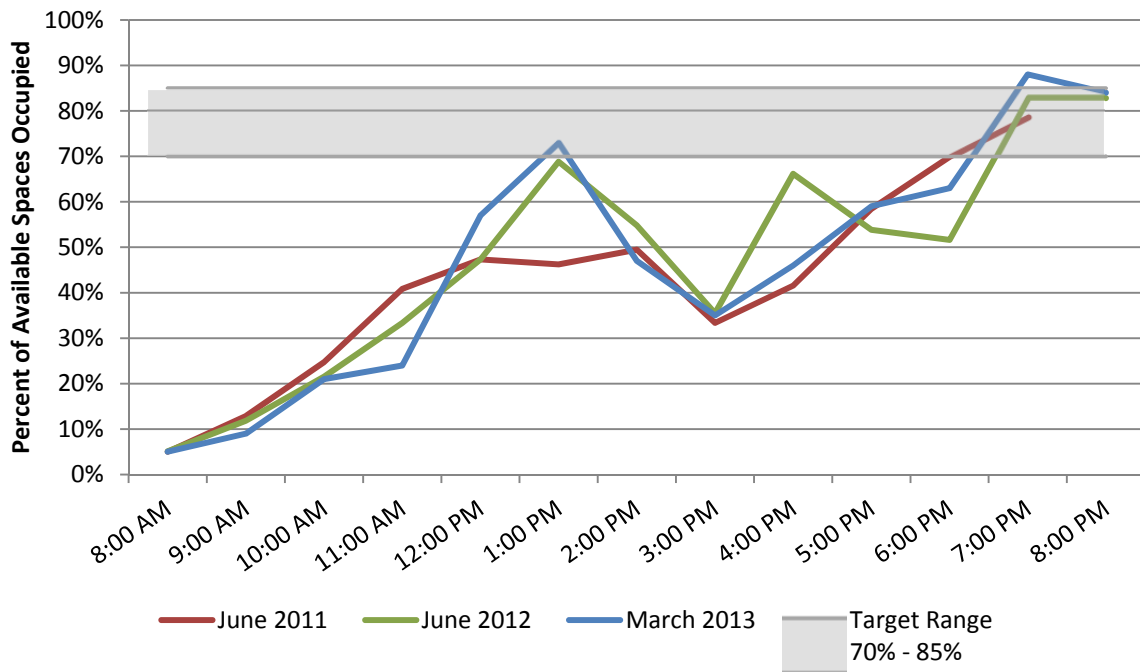
General Information

- Area is shown in Figure 16
- Occupancy and supply in 2013 are similar to 2012

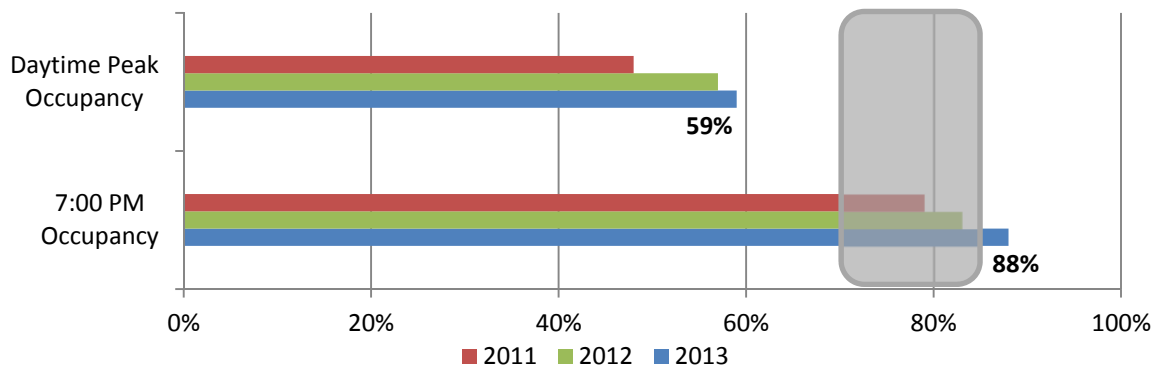
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.00 | \$1.00 | \$1.00 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



South Lake Union

South Lake Union is bounded by I-5 to the east, Denny Way to the south, Aurora Avenue to the west, and Lake Union to the north. South Lake Union is divided into two subareas. The Northwest subarea includes blocks northwest of Broad Street, and the Main subarea includes the rest of the South Lake Union area. The Main area of South Lake Union has some blockfaces with 10-hour time limits and some with 2-hour time limits. The Northwest area consists entirely of 10-hour time limits, as shown in **Figure 17** below.

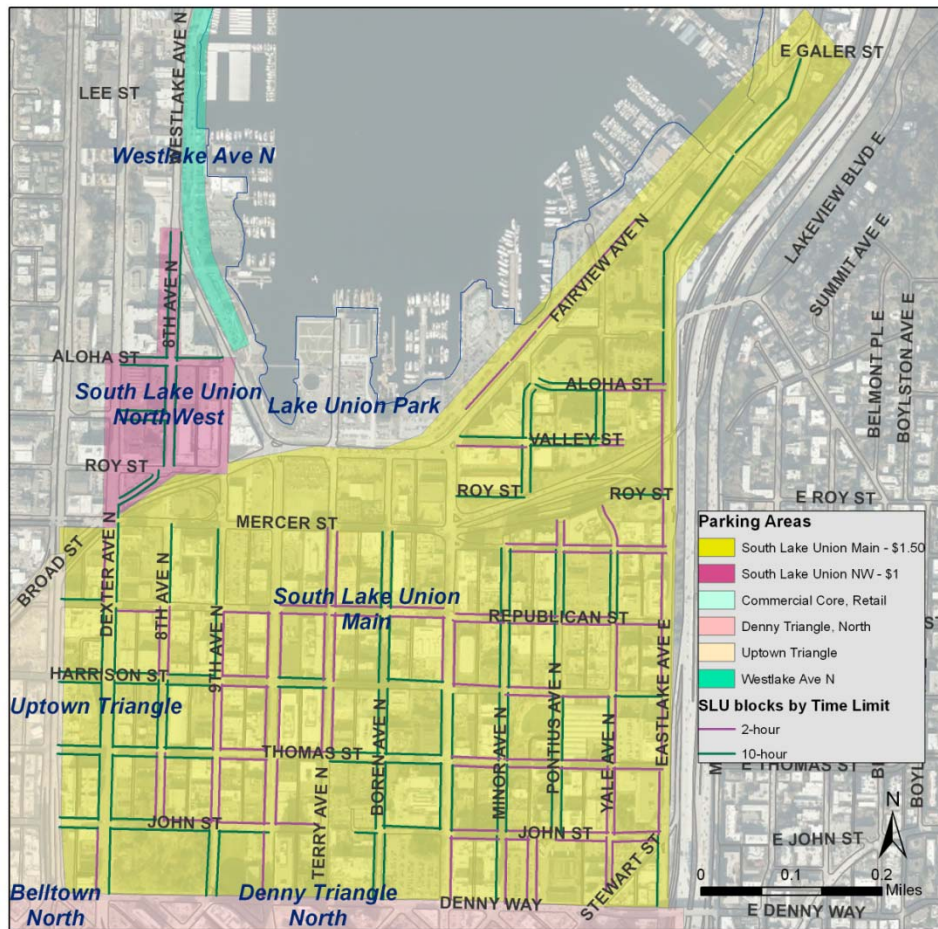


Figure 17. South Lake Union Paid Parking Areas

South Lake Union 2-Hour Spaces

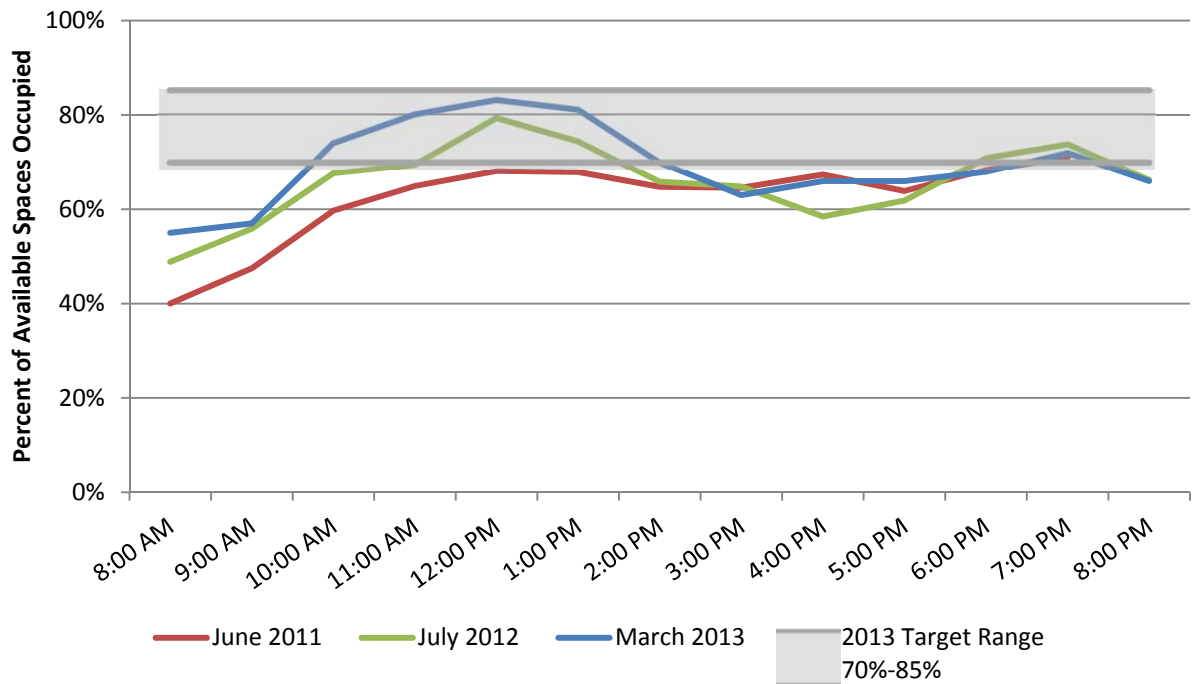
General Information

- Area is the 2-hour blocks shown in Figure 17
- Mid-day occupancy rates increased in 2012 and again in 2013

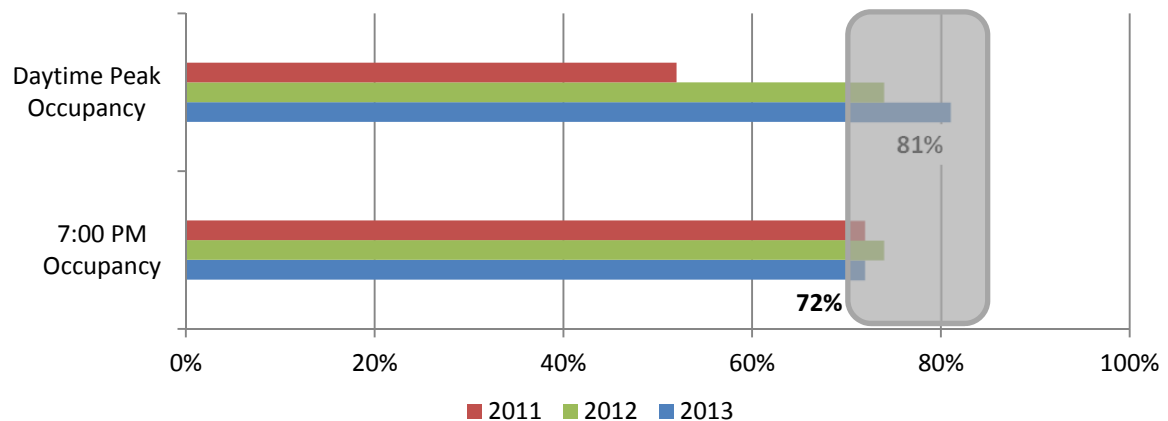
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 2 Hours | 2 Hours | 2 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



South Lake Union 10-Hour Spaces

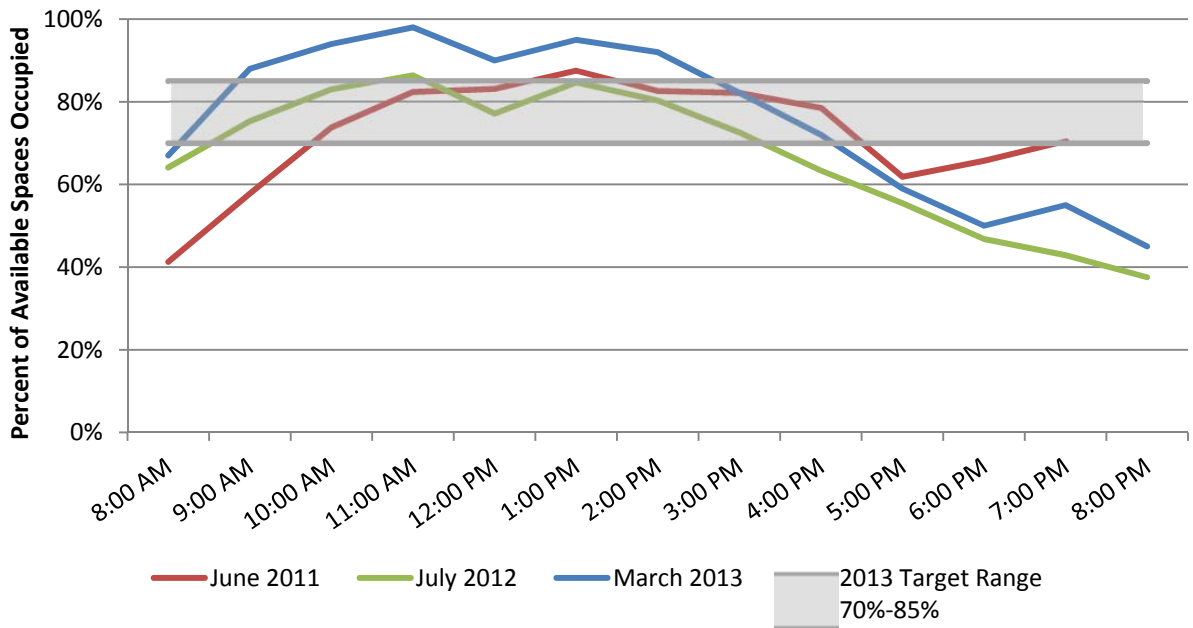
General Information

- Area is the 10-hour blocks shown in Figure 17; data excludes the Northwest area north of Broad Street
- Mid-day occupancy increased in 2013
- Rates are lowest in the Northwest area

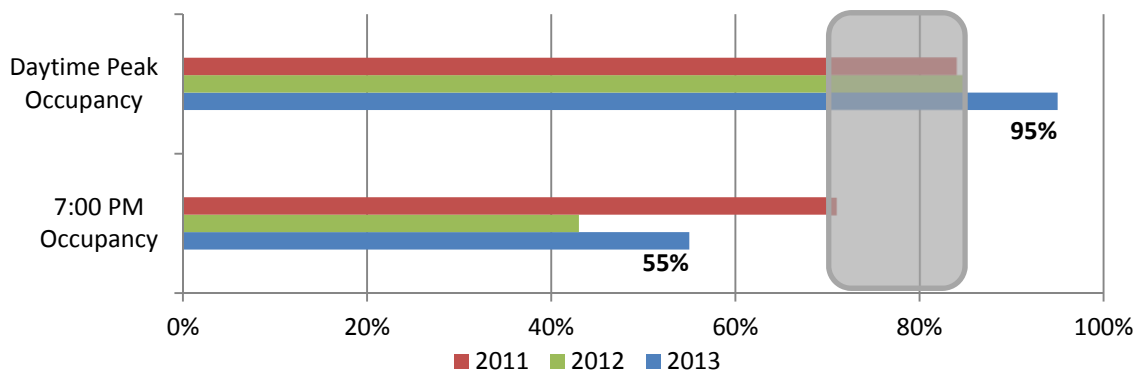
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-----------------|-----------------|
| Meter Rate (per hour) | \$1.25 | \$1.00 / \$1.50 | \$1.00 / \$1.50 |
| Enforcement Hours | 8 AM – 6 PM | 8 AM – 6 PM | 8 AM – 6 PM |
| Time Limit | 10 Hours | 10 Hours | 10 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



University District

The University District was split into core and periphery subareas following the 2011 survey to reflect the different occupancy conditions in those areas. The core area is centered along University Way (“The Ave”) and the blocks closest to the University of Washington’s campus. The remaining blocks comprise the periphery.

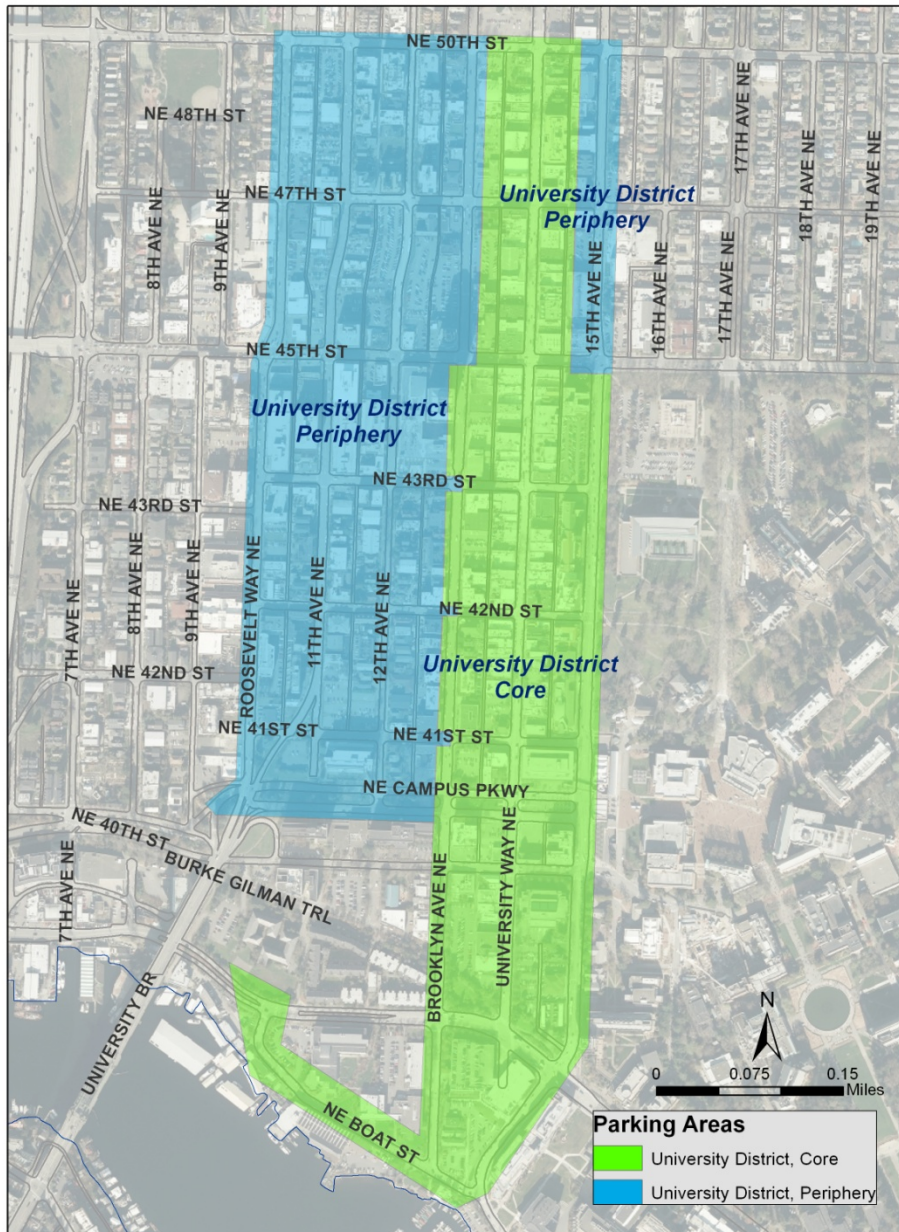


Figure 18. University District Paid Parking Areas

University District Core

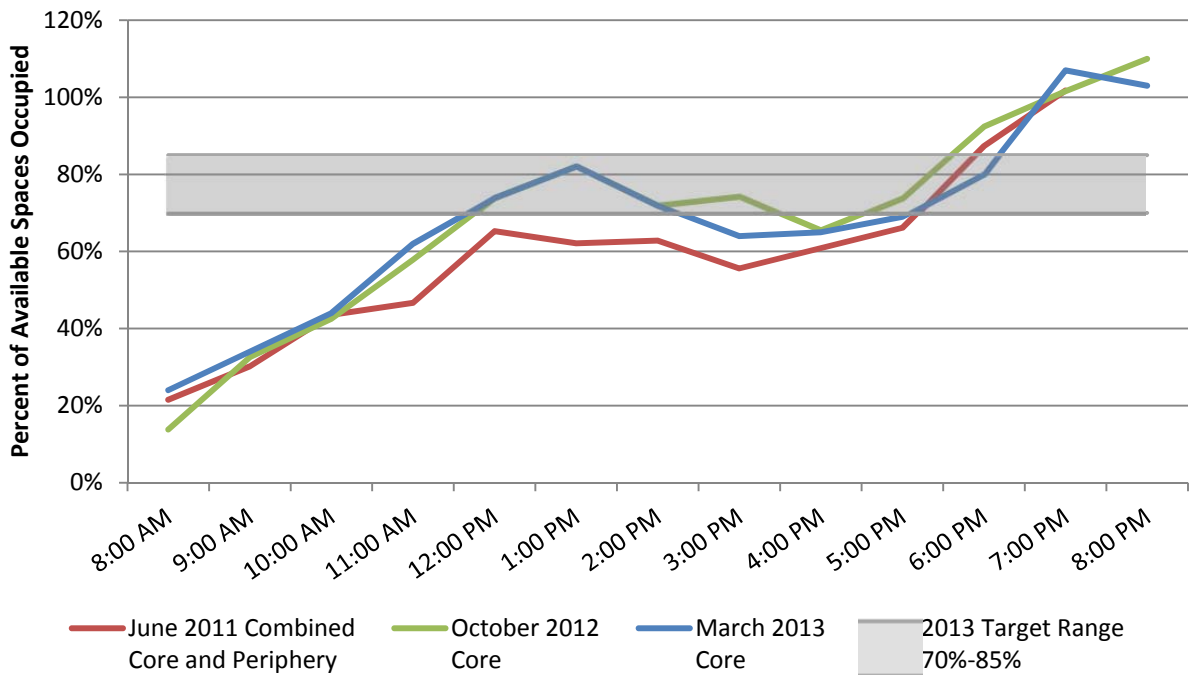
General Information

- Core area is shown in Figure 18
- 2013 occupancy is similar to 2012

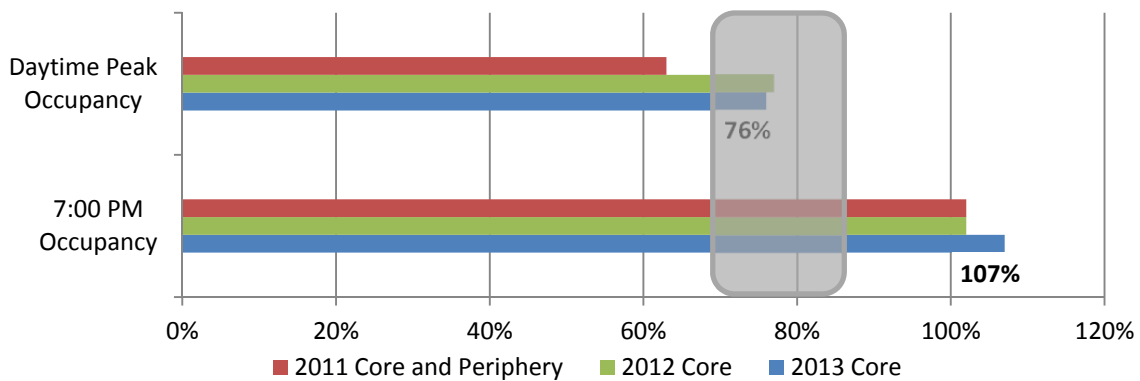
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|------------------------------|------------------------------|
| Meter Rate (per hour) | \$1.50 | \$2.00 | \$2.00 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 2 Hours / 3 Hours after 5 PM | 2 Hours / 3 Hours after 5 PM |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



University District Periphery

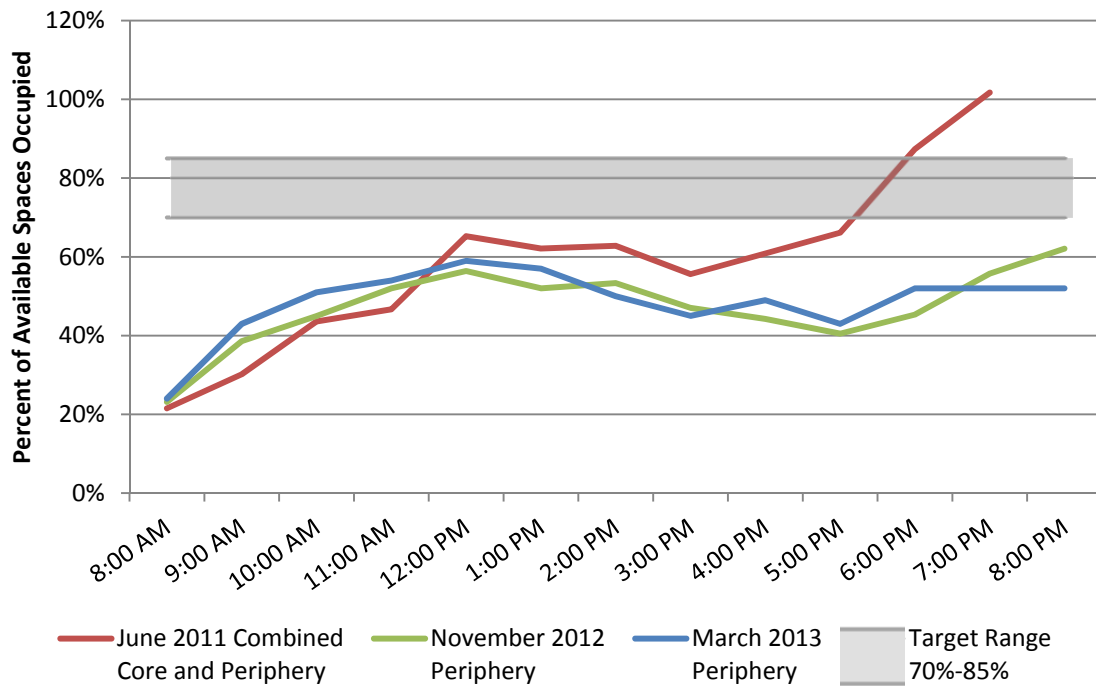
General Information

- Periphery area is identified in Figure 18
- 2013 occupancy is similar to 2012

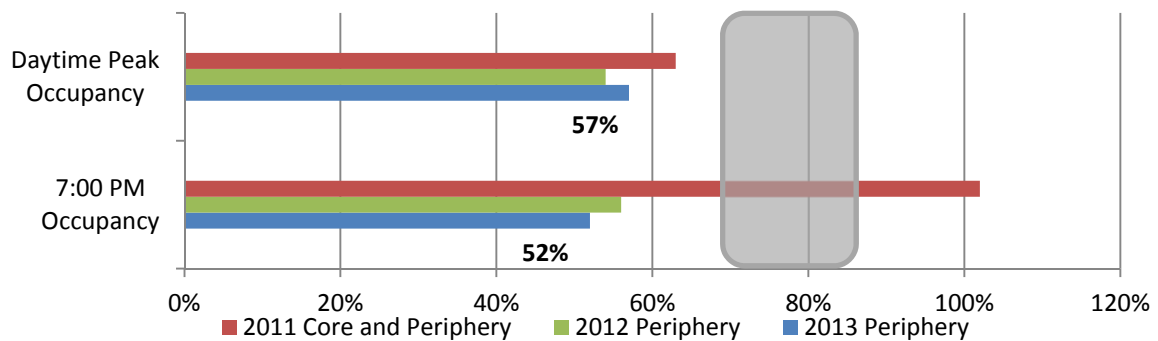
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Uptown

Uptown is bounded by 2nd Avenue West to the west, Roy Street to the north, 5th Avenue North to the east, Broad Street to the southeast, Denny Way to the south, and Western Avenue West to the southwest. Following the 2011 survey, Uptown was divided into core and periphery subareas.



Figure 19. Uptown Paid Parking Areas

Uptown Core

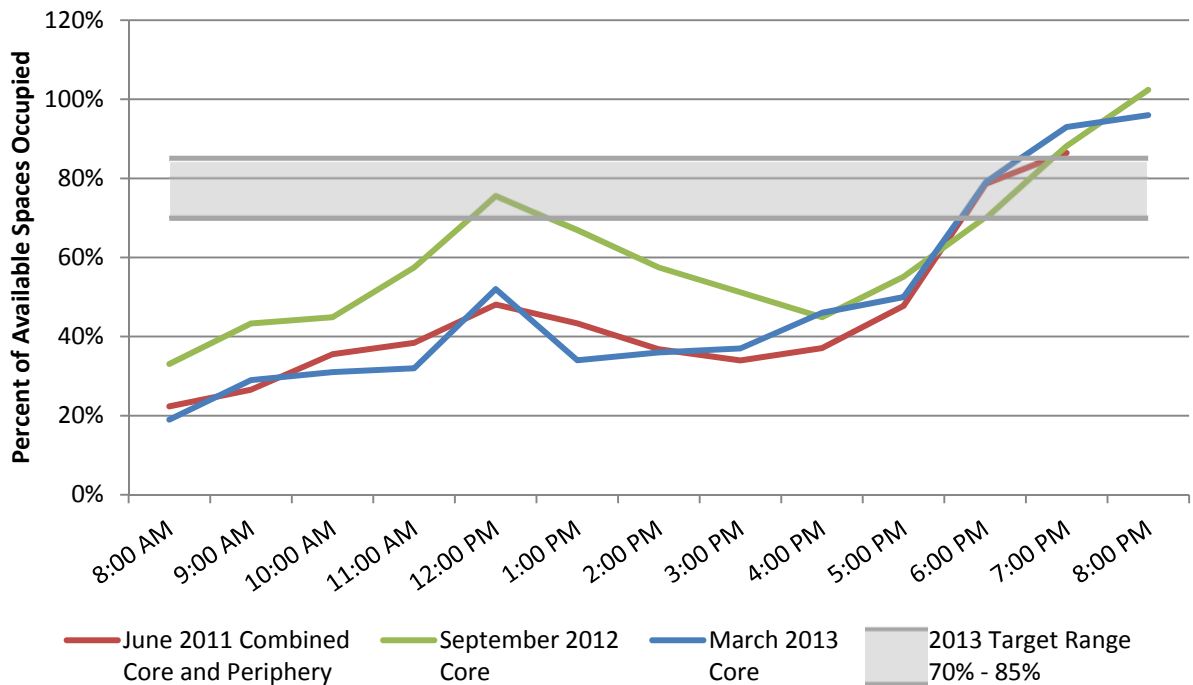
General Information

- Core area is shown in Figure 19
- 2013 mid-day occupancy is lower than 2012

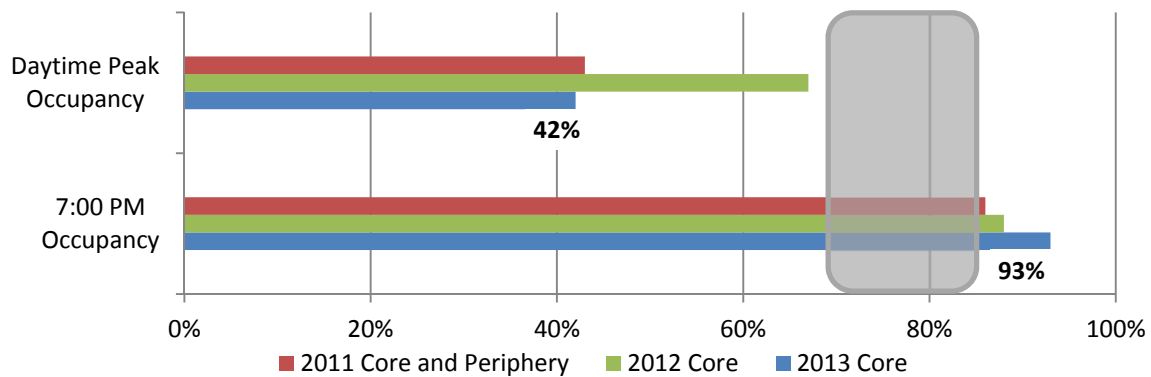
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|---------------------------------|---------------------------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 2 Hours / 3 Hours After 5 PM | 2 Hours / 3 Hours After 5 PM |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Uptown Periphery

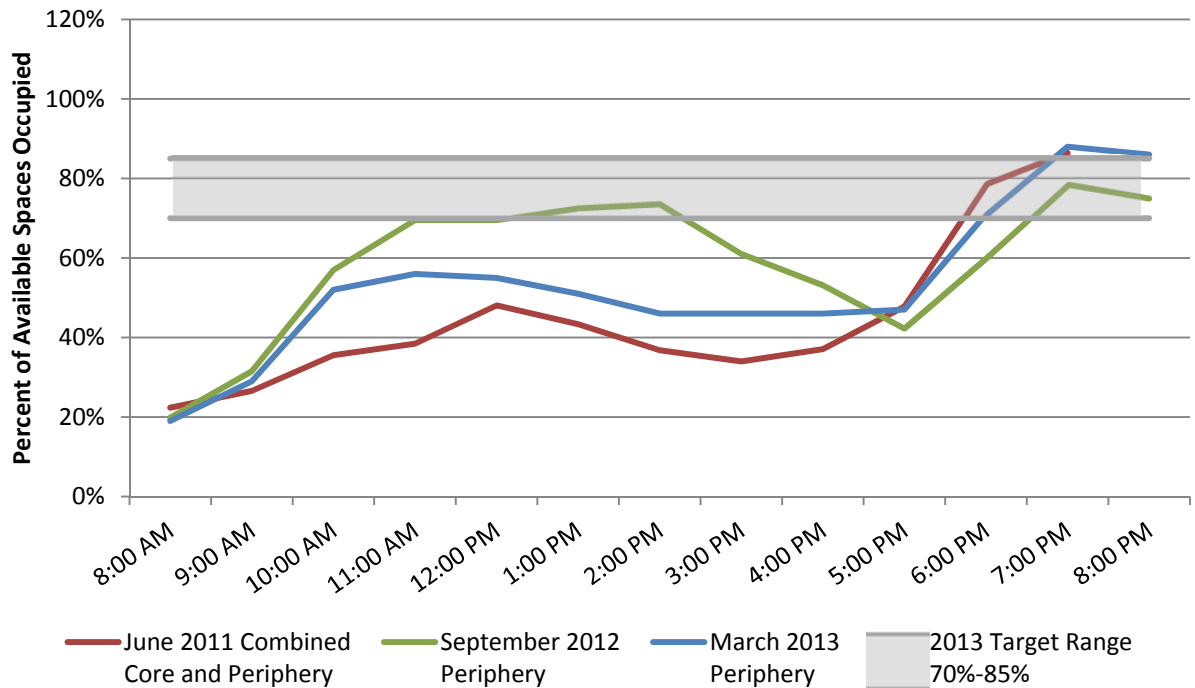
General Information

- Periphery area is shown in Figure 19
- 2013 occupancy is lower than 2012, but higher than 2011

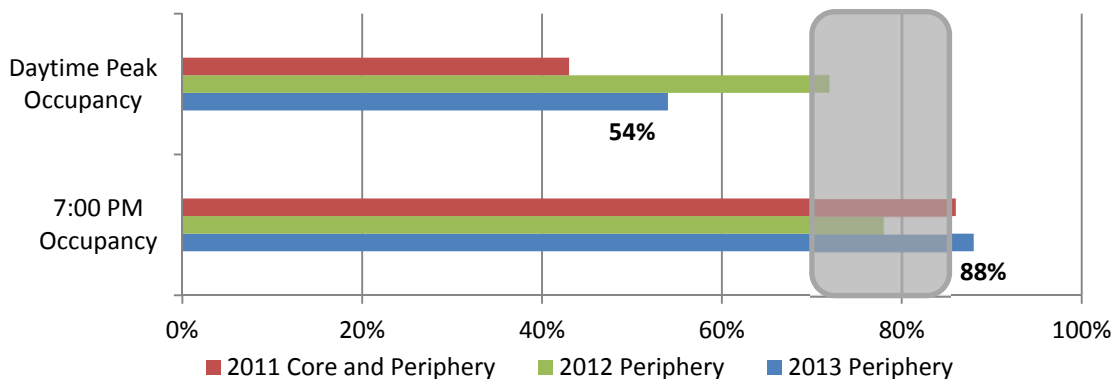
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.50 | \$1.50 | \$1.50 |
| Enforcement Hours | 8 AM – 8 PM | 8 AM – 8 PM | 8 AM – 8 PM |
| Time Limit | 2 Hours | 4 Hours | 4 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Uptown Triangle

The Uptown Triangle paid parking area lies southeast of Broad Street, north of Denny Way, and west of Aurora Avenue North. It is adjacent to the Uptown, South Lake Union, Belltown, and Denny Triangle paid parking areas.

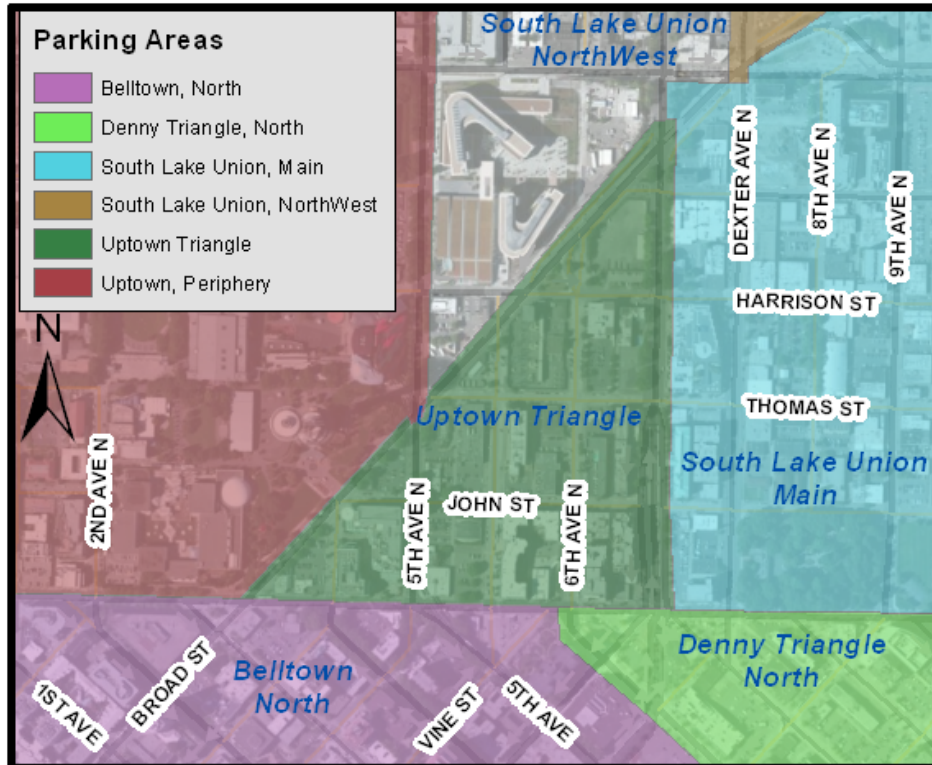


Figure 20. Uptown Triangle Paid Parking Area

Uptown Triangle

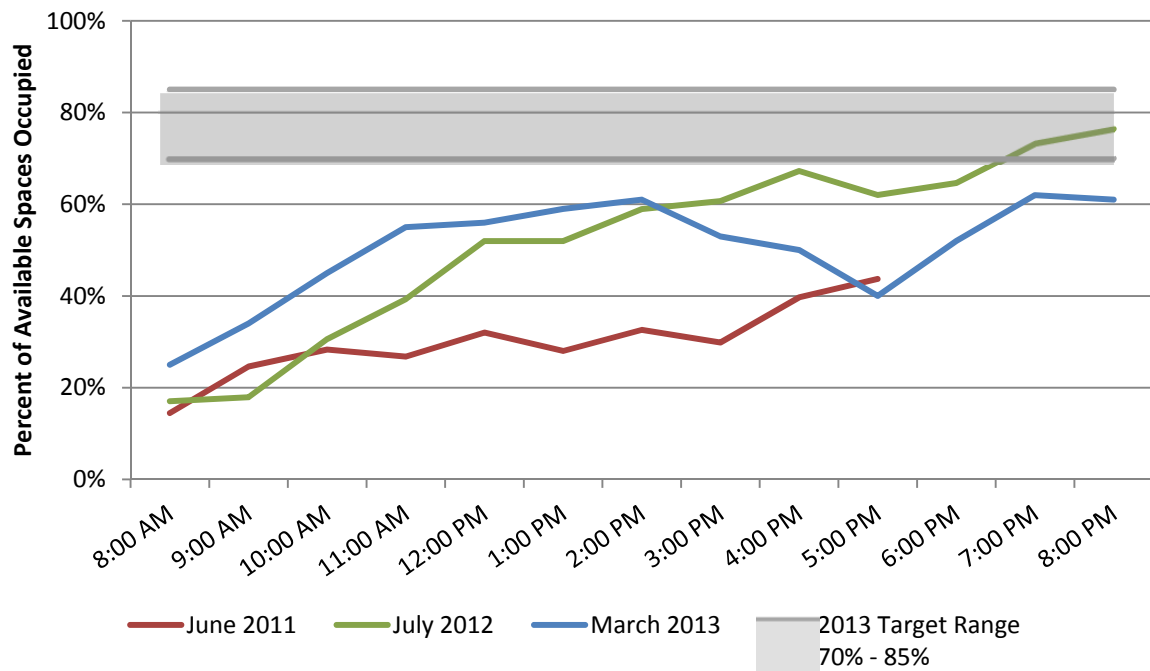
General Information

- Area is shown in Figure 20
- Occupancy rates have varied every survey year; 2013 data shows lower evening occupancy than 2012

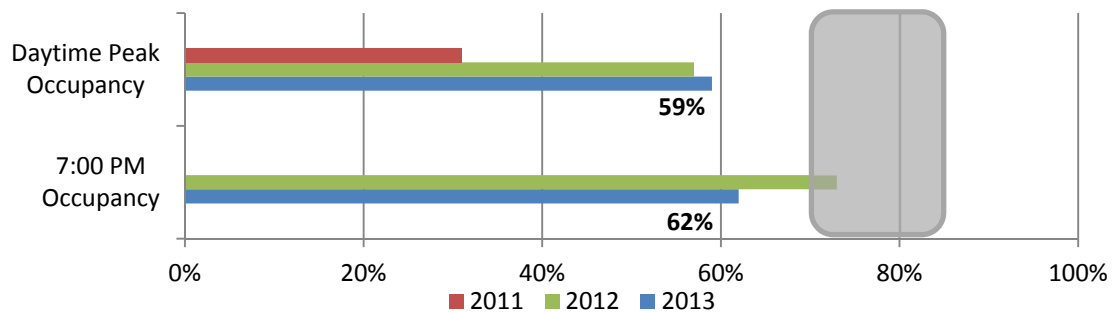
Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|-------------|-------------|-------------|
| Meter Rate (per hour) | \$1.00 | \$1.00 | \$1.00 |
| Enforcement Hours | 8 AM - 6 PM | 8 AM - 6 PM | 8 AM - 6 PM |
| Time Limit | 2 Hours | 10 Hours | 10 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy



Westlake Avenue North

The Westlake Avenue North area includes the blocks and parking lots along Westlake Avenue North between Aloha Street and McGraw Street.



Figure 21. Westlake Avenue North Paid Parking Area

Westlake Avenue North

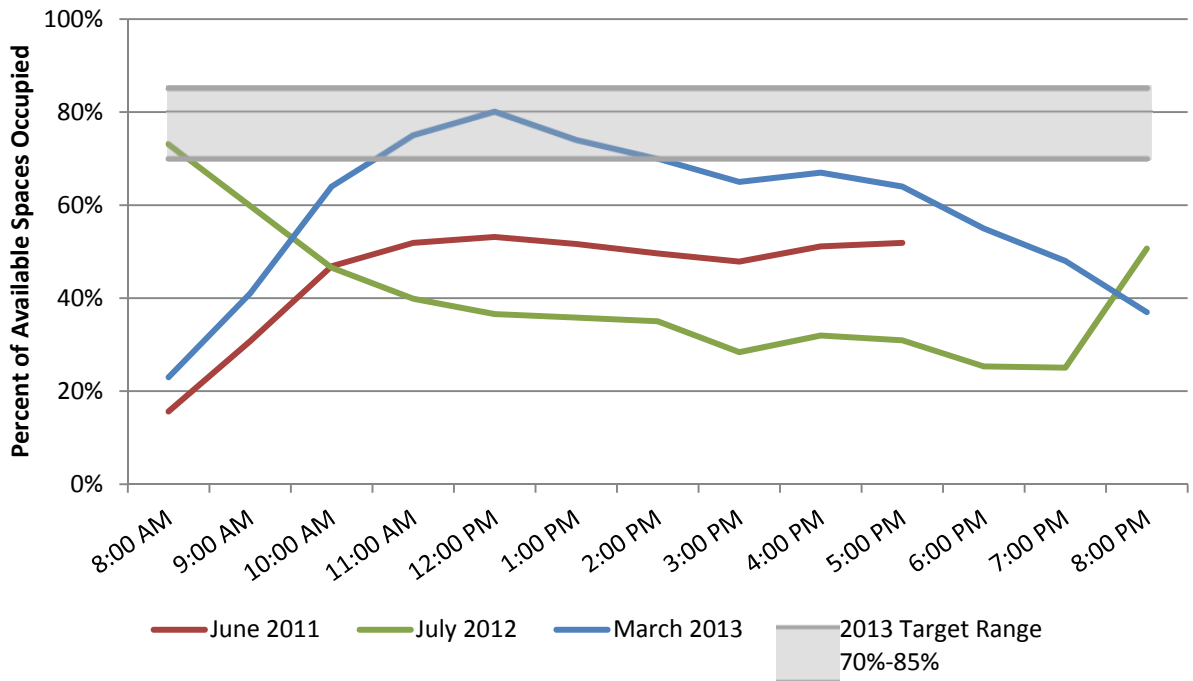
General Information

- Area is shown in Figure 21
- Occupancy rates increased in the March 2013 survey
- Due to the proximity to Lake Union, it was expected that demand would be highest in summer months, but surveys have not indicated such a trend

Parking Regulations

| | 2011 | 2012 | 2013 |
|------------------------------|--------------|-------------|-------------|
| Meter Rate (per hour) | \$1.00 | \$1.00 | \$1.00 |
| Enforcement Hours | 9 AM – 4 PM | 9 AM – 4 PM | 9 AM – 4 PM |
| Time Limit | 2 or 3 Hours | 7 Hours | 7 Hours |

Occupancy by Time of Day



Daytime Peak Occupancy(3 Highest Hours) and 7:00 PM Occupancy

