

BURKE-GILMAN TRAIL MISSING LINK PROJECT



Seattle
Department of
Transportation

Final Environmental Impact Statement

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May 2017





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Department of
Transportation

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Parking Discipline Report

Prepared by: Parametrix

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ACRONYMS AND 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
EIS	Environmental Impact Statement
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
TOD	transit-oriented development

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, 9th Ave NW to the east, NW 50th St/Tallman Ave NW/NW 58th St to the north, and 32nd 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 2017. In addition, on-street passenger and commercial loading spaces were identified. The on-street parking supply in the study area includes 3,086 on-street spaces and 730 off-street spaces.

Parking utilization in the study area varies between paid and unpaid parking, and between different time periods. Data were collected on both weekdays and weekends to capture parking occupancy from daytime employers and evening retail businesses as well as weekend parking trends.

Overall, weekday utilization for on-street parking varies throughout the day. For off-street parking, weekday utilization is higher during the morning peak period than the afternoon peak period. Parking utilization for non-paid parking is consistently moderate throughout the weekday. Parking utilization for paid parking varies dramatically throughout the weekday and is low in the morning and very high later in the evening. On a weekday, a minimum of 1,009 on-street spaces and 213 off-street spaces were unused and available in the study area during each time period inventoried.

Overall, weekend utilization for on-street parking starts at roughly 50% utilized and then quickly increases to over 70% by 12 PM and maintains that level until after 9 PM. For off-street parking, weekend utilization is higher during the afternoon and evening peak period than the morning peak period. Parking utilization for non-paid parking is consistently moderate throughout the weekend. Parking utilization for paid parking is extremely well utilized all day on weekends. On a weekend, a minimum of 848 on-street spaces and 483 off-street spaces were unused and 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 Preferred Alternative would permanently remove approximately 344 on-street parking spaces. In some instances, unregulated parking within the public right-of-way that has historically been used for private businesses, where vehicles are double- and triple-parked, 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 11% of the on-street parking supply, which is 9% of all parking in the study area.

The proposed removal of on-street parking in the study area is consistent with City of Seattle (City) policies outlined in the Seattle Comprehensive Plan (2016). 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.

CHAPTER 1: PROJECT HISTORY AND ALTERNATIVES

1.1 Introduction to the Project

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

Completing this section of the BGT has been discussed since the late 1980s. Refer to the Final Environmental Impact Statement (EIS) for a comprehensive project history summary.

1.2 No Build Alternative

The No Build Alternative would result in no new multi-use trail connecting the existing two end points of the regional Burke-Gilman Trail. Trail users would continue to connect between the points using existing surface streets and sidewalks.

1.3 Build Alternatives

1.3.1 Preferred Alternative

Under the Preferred Alternative, the multi-use trail would be routed along NW 54th St, NW Market St, the southern side of Shilshole Ave NW, and NW 45th St (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 54th St until it turns into NW Market St. On NW 54th St, the westbound left-turn pocket provided at the Ballard Locks driveway that is adjacent to the Lockspot Café would be removed and replaced at 32nd Ave NW. The public angled parking lot along NW 54th St would be reoriented to provide eastbound one-way travel with angled parking. The trail would continue along the south side of NW Market St, until the intersection with 24th Ave NW. Between the terminus of the existing trail and the intersection of NW Market St and 24th Ave NW, the Preferred Alternative follows the same route as both the Shilshole North and Leary Alternatives.

At the intersection of NW Market St and 24th Ave NW, the Preferred Alternative would head south on the west side of 24th Ave NW for approximately 125 feet before the intersection with the south side of Shilshole Ave NW.

The Preferred Alternative would then cross 24th Ave NW and proceed along the south side of Shilshole Ave NW, continuing onto the south side of NW 45th St to 11th Ave NW, and the eastern terminus of the trail. This section of the Preferred Alternative route is identical to the Shilshole South Alternative.

A signal would be installed at the intersection of Shilshole Ave NW and 17th Ave NW. The signal would facilitate nonmotorized user crossings of Shilshole Ave NW and allow for better traffic flow between Shilshole Ave NW and 17th Ave NW, which would benefit traffic mobility and trail users.



Burke-Gilman Trail Missing Link
Figure 1-1
Proposed Alternatives
 April 2017

SDOT selected the route components of the Preferred Alternative to balance benefits with potential impacts of constructing and operating the Missing Link. Like the other alternatives, there would be changes to parking areas, travel and motor vehicle lanes, as well as intersection configurations on both sides of the streets along the Preferred Alternative. The trail would accommodate users on a newly paved surface for of its entire length.

The trail width would vary throughout the corridor due to existing conditions and constraints, but would generally be between 10 and 12 feet wide. Based on the design concepts, the typical right-of-way on Shilshole Ave NW would include a barrier or buffer zone adjacent to the railroad tracks and vehicle travel lanes, a multi-use trail, two vehicle travel lanes, and preservation or addition of parking areas where feasible.

1.3.2 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 with this alternative. The trail would accommodate users on a newly paved surface for the majority of its length.

Beginning at the existing trail end at the Ballard Locks, the trail would continue along the north side of the NW 54th St right-of-way until the intersection with Shilshole Ave NW, just east of 24th Ave NW. The trail would then proceed along the southern side of Shilshole Ave NW, continuing onto the southern side of NW 45th St to the eastern project end at 11th Ave NW. From the existing trail end at the Ballard Locks, the trail would be north of the railroad tracks until just before 17th Ave NW, where the trail would jog to the south of the tracks. A signal would be installed at the intersection of Shilshole Ave NW and 17th Ave NW to improve safety for trail users crossing Shilshole Ave NW to access 17th Ave NW.

The trail width would vary throughout the corridor due to existing conditions and constraints. Based upon the design concepts, the typical right-of-way section 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.

1.3.3 Shilshole North Alternative

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

There would be changes to parking, vehicle travel lanes, and intersection configurations on both sides of the streets in this alternative. The Shilshole Ave NW right-of-way would include a buffer zone adjacent to the railroad tracks or vehicle travel lanes, multi-use trail, sidewalk, parallel parking area, and two vehicle travel lanes. 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.

1.3.4 Ballard Avenue Alternative

Under the Ballard Avenue Alternative, the multi-use trail would be primarily routed along the southern side of Ballard Ave NW (Figure 1-1). Beginning at the existing trail end at the Ballard Locks, the trail would continue along the north side of NW 54th St until 28th Ave NW. At this point, the trail would turn north along the eastern side of 28th Ave NW until it reaches NW 56th St. The trail would then turn east along the south side of NW 56th St to the intersection with 22nd Ave NW. At 24th Ave NW and NW 56th St a new pedestrian-activated signal would be installed to facilitate the trail crossing of 24th Ave NW. The trail would turn south along the western side of 22nd Ave NW, cross NW Market St, and proceed south to Ballard Ave NW. At this point, the trail would turn southeasterly along the south side of Ballard Ave NW and then continue east on the south side of NW Ballard Way to the intersection with 15th Ave NW. The trail would then turn south onto the one-way road on the west side of 15th Ave NW, which could potentially be converted to trail only use (no motor vehicles). The trail would cross to the south side of NW 46th St at a newly signalized intersection and proceed east across 11th Ave NW. It would then turn south along the eastern side of 11th Ave NW to the eastern trail end located at NW 45th St.

There would be changes to parking and vehicle travel lane configurations on all streets traversed by this alternative. The right-of-way would include a buffer zone, pedestrian sidewalk, two vehicle travel lanes, and an adjacent parking area. In addition to the multi-use trail, sidewalks would be included on both sides of the street. These elements would vary along the trail due to the existing road configurations and structures.

1.3.5 Leary Alternative

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

There would be changes to parking, vehicle travel lanes, and intersection configurations on both sides of the streets with this alternative. The typical Leary Ave NW right-of-way would include a buffer zone, 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 NW Market St right-of-way 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 throughout the trail length due to the existing road configuration and structures.

1.3.6 Connector Segments

There were a number of possibilities to connect segments of the routes that were evaluated in the Draft EIS. The six segments listed below were identified as the most likely connectors (Figure 1-1).

- Ballard Ave NW Segment
- NW Vernon Place Segment
- 20th Ave NW Segment
- 17th Ave NW Segment
- 15th Ave NW Segment
- 14th Ave NW Segment

The Preferred Alternative does not use any of these connector segments.

1.4 Features Common to All Build Alternatives

Roadway designs would vary for each alternative based on factors such as intersection geometry, vehicle volumes, and types of vehicles. These features are common to all Build Alternatives, but the location and other specifications would vary according to the alternative considered.

1.4.1 Roadway Modifications

Adding a trail to the street system would require roadway modifications for vehicles to co-exist with nonmotorized 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 nonmotorized users.

1.4.2 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.
- Intersections could be converted to driveway style entrances.
- Signalized intersections.
- Road crossings of the trail could include rapid flashing beacons.
- Medians could be used either to improve the street crossing for pedestrians or to restrict left turns across the trail.
- In some locations, barriers, fences, or buffers could be used to separate nonmotorized trail users from moving vehicular traffic or the railroad.
- Alternative pavement treatments.

1.4.3 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, pavement markings, and restricted parking. 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 in the case of multiple driveways at a single property.

1.4.4 Parking Modifications

Parking in some private lots may be affected due to changes to property access from the multi-use trail. For example, striping in parking lots may need to be modified to prevent vehicles from blocking the trail when parked, which may result in a reduction of parking spaces in some lots.

1.5 Construction Methods

This section describes the construction methods that the City currently anticipates using for the Build Alternatives including the Preferred Alternative. Because of the dynamic nature of construction, the sequencing, extent, and timing of construction activities would vary to some degree from what are

described here. However, this description represents a reasonable scenario that allows an understanding of the range of potential methods that could be used as the project is being built.

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

1.5.1 Construction Activities and Durations

Construction of any of the Build Alternatives, including the Preferred Alternative, is expected to 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 future 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 paving, landscaping, barriers, fencing, and signage, etc.
- Utility relocations ranging from moving fire hydrants, stormwater catch basins, and overhead utility and power poles to installing new drainage facilities.

1.5.2 Construction Staging

Construction staging and scheduling is typically determined by the contractor; however, the City will establish some restrictions that the contractor must adhere to. It is likely that demolition would 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. It is anticipated that the project would be constructed in multiple (approximately 3 to 5) 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.

1.5.3 Construction Timing and Road Closures

Based on the alternative, including the Preferred Alternative, and specific design features selected, construction is estimated to occur over a 12- to 18-month duration. Primarily, construction work would occur during typical daylight weekday work hours. However, night and/or weekend work could be scheduled for construction at high-volume intersections and driveways.

Throughout construction, the City would maintain access to private property, and would notify property owners in advance of activities that might temporarily limit access. If properties have multiple access points, one driveway could be closed while the other remains open. Pedestrian access would also be maintained, where it exists currently, in which commercial businesses remain open and residential and industrial properties are accessible. Temporary pedestrian access would be compliant with the Americans with Disabilities Act (ADA); options may include temporary asphalt paths, steel plates, fabricated timber

walkway with handrails, or a cordoned section of the roadway. Specific methods would be determined by the contractor, subject to review and approval by SDOT.

Construction activities could result in temporary removal of on-street parking and restrictions in travel lanes such as full-lane closures or flagger-controlled travel through the construction zone. Clearly signed detour routes would be provided around construction areas.

1.5.4 Construction Sequencing

The sequence of construction activities is typically determined by the contractor, in consultation with, and with concurrence from, the City.

1.5.5 Worker Access and Parking

The contractor is expected to establish a job site office, which could be located in existing office space within the project vicinity or elsewhere along the Preferred Alternative route in a trailer. While a limited number of construction workers would park at the job site, other construction workers may be required to park away from the construction site in order to preserve parking for local businesses and customers to the greatest extent feasible.

1.5.6 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. Material transport for project construction would be by truck. 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 46th St, NW Leary Way/Leary Way NW, and 15th 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, 2016). The City updated their Comprehensive Plan 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.

Policies included in the Transportation Element of the Comprehensive Plan that guide the provision and maintenance of parking include:

- Employ the following tactics to resolve potential conflicts for space in the right-of-way (Policy T2.8):
 - Implement transportation and parking-demand management strategies to encourage more efficient use of the existing right-of-way;
 - Prioritize assignment of space to shared and shorter-duration uses;
 - Encourage off-street accommodation for nonmobility uses, including parking and transit layover.
- Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City (Policy T3.19).
- Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss (Policy T3.20).
- Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand (Policy T3.21).

The Land Use Element of the Comprehensive Plan also includes goals and policies that guide off-street parking provision. 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. Land Use Goal G6 outlined in the Land Use

Element states that the City shall regulate off-street parking to address parking demand in ways that reduce the reliance on automobiles, improves public health and safety, reduces greenhouse gas emissions, lowers construction costs, creates attractive and walkable environments, and promotes economic development throughout the city. Policies that support this goal include:

- Establish bicycle parking requirements to encourage bicycle ownership and use (Policy LU6.4).
- Prohibit most street-level parking between buildings and the street in multifamily zones and pedestrian-oriented commercial zones in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts (Policy LU6.7).
- Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use (Policy LU6.12).

2.2 Seattle Transportation Strategic Plan

The Seattle Transportation Strategic Plan (SDOT, 2005) is designed to implement, through specific programs and projects, the transportation goals and policies set forth in the Comprehensive Plan (SDOT, 2005). The Seattle Transportation 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% or more occupied during the afternoon period before the parking program implementation to approximately 80% 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 met the minimum requirements for an RPZ. A new RPZ must not only meet minimum occupancy requirements, but it must also be reviewed and generally supported by stakeholders in the area. Based upon the collected data, consistency with other zones, and initial input from the Central Ballard Residential Association, SDOT developed a plan for an RPZ and sent out an initial proposal and online survey to the community for public outreach. The feedback from the survey and comments did not indicate general support for an RPZ for the residential blocks in and around downtown Ballard (SDOT, 2015d; SDOT, 2016).

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.

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 2017 (attached as Appendices A, B, and C, respectively). The three recent parking studies that were used are shown on Table 3-1 and described in detail below:

- The 2015 Ballard Parking Study—on-street parking (SDOT, 2015e)
- The 2017 BGT Missing Link Parking Study—on-street and off-street parking (IDAX, 2017)
- 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, 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 the day of the week and the time of day. Therefore, data were collected during multiple hours of both weekdays and weekends. Data collected during any weekday are assumed to reflect typical weekday parking. Data collected during any weekend are assumed to reflect typical weekend parking.

Table 3-1. Data Sources for Parking Analysis

Location		Supply	Occupancy	Utilization
Weekday				
On-street	Paid parking areas in Ballard	2015 Ballard Parking Study	2015 Ballard Parking Study	Calculated using 2015 Ballard Parking Study supply and occupancy data
	All other on-street parking	2017 BGT Missing Link Parking Study	2017 BGT Missing Link Parking Study	Calculated using 2017 BGT Missing Link Parking Study supply and occupancy data
Off-street	Lots 1-9	2017 BGT Missing Link Parking Study	Ballard Off-street Parking Study and 2017 BGT Missing Link Parking Study	Calculated using Ballard Off-street Parking Study and 2017 BGT Missing Link Parking Study supply and occupancy data
	Lots 11-20	2017 BGT Missing Link Parking Study	2017 BGT Missing Link Parking Study	Calculated using 2017 BGT Missing Link Parking Study supply and occupancy data
Weekend				
On-street	Paid parking areas in Ballard	2017 BGT Missing Link Parking Study	2017 BGT Missing Link Parking Study	Calculated using 2017 BGT Missing Link Parking Study supply and occupancy data
	All other on-street parking	2017 BGT Missing Link Parking Study	2017 BGT Missing Link Parking Study	Calculated using 2017 BGT Missing Link Parking Study supply and occupancy data
Off-street	Lots 1-20	2017 BGT Missing Link Parking Study	2017 BGT Missing Link Parking Study	Calculated using 2017 BGT Missing Link Parking Study supply and occupancy data

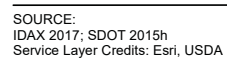
Source: Parametrix

3.1.1 On-street Parking Supply, Occupancy, and Utilization

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.

Data from multiple sources were analyzed to create representative calculations of on-street parking supply, occupancy, and utilization in the study area for weekdays and weekends. On-street parking counts for weekdays were analyzed for every hour between 8 AM and 10 AM and 3 PM and 10 PM. On-street parking counts for weekends were analyzed for every hour between 8 AM and 10 AM, 12 PM, and 3 PM and 10 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 utilization on a typical weekday.



– Burke-Gilman Trail Missing Link
Figure 3-1
Parking Study Extents
April 2017

Because the 2015 Ballard Parking Study did not cover all of the streets within the study area or on weekends, it was supplemented with the 2017 BGT Missing Link Parking Study. The area covered by this study is also shown in Figure 3-1. The majority of the weekday data for the 2017 BGT Missing Link Parking Study was collected on July 29, 2015 and included on-street parking supply, occupancy, and utilization. Data for a few additional block faces were collected on September 23, 2015 and September 30, 2015, which were also typical weekdays. In response to comments on the Draft EIS, weekday data were collected on February 1, 2017 in order to capture the later evening hours (6 PM to 9 PM).

Weekend data were also collected in response to comments on the Draft EIS. Weekend data were collected on Saturday February 4, 2017 to capture parking occupancy and utilization on a typical weekend. Because SDOT had not collected weekend data previously, all of the weekend data were collected for all of the block faces within the study area as part of the 2017 BGT Missing Link Parking Study. These parking trends are relevant for Saturdays within the study area because all parking is free on Sundays.

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 Ave NW are not formally organized and have not been expressly approved or permitted as parking areas 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; 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 Ave NW, the occupancy of parked vehicles depends on the efficiency of the drivers parking on a particular day. In some areas along Shilshole Ave 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 Ave SW, pointing to the unorganized nature of the parking on this street and how the number of parking spaces changes day to day.

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.

NW 54th St between 26th Ave NW and 30th Ave NW is not identified as a legal City street. While people do park on this section of NW 54th St, the parking was not counted as available public parking supply because it is not an officially sanctioned City street or public parking area.

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 in lots and garages within the study area. Users of these off-street lots and garages available for public use are generally required to pay lot/garage-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 and garages or including new lots and garages. This analysis provides the most accurate estimation of off-street parking at time of writing.

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 2017, the BGT Missing Link Parking analysis only used data from nine of the lots covered in the Ballard Off-street Parking Study. In addition to those nine parking lots, 11 more parking lots and garages were inventoried as part of the 2017 BGT Missing Link Parking Study. For lots 10 through 19, data were collected on July 29, 2015 for most of the day. For lot 20, data were collected on December 2, 2015, because it was a private lot during the July 2015 data collection period. In response to comments on the Draft EIS, weekday off-street parking data were collected on February 1, 2017 in order to capture the later evening hours (6 PM to 9 PM). Lots 11 and 17 were no longer available in 2017. The 2017 BGT Missing Link Parking Study summarized the most recent data on off-street parking supply, occupancy, and utilization.

Weekend off-street parking data were also collected in response to comments on the Draft EIS on Saturday February 4, 2017 to capture parking occupancy and utilization on a typical weekend. The 2017 BGT Missing Link Parking Study summarized the off-street weekend parking supply, occupancy, and utilization.

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). 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.

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. 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 2017. 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, 9th Ave NW to the east, NW 50th St/Tallman Ave NW/NW 58th St to the north, and 32nd 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 approximately 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

4.3 Parking Supply

4.3.1 On-street and Off-street Parking

A total of 3,086 on-street parking spaces and a minimum of 730 off-street parking spaces are available for public use in the study area. Table 4-1 summarizes the supply of on-street and off-street parking for weekdays and weekends. The off-street parking supply varies throughout the day as well as by day of week. The weekday off-street supply from 8 AM to 5 PM is 730 spaces, from 5 PM to 6 PM it is 855 spaces, and after 6 PM it is 950 spaces. The weekend off-street supply from 8 AM to 1 PM is 795 spaces, from 1 PM to 5 PM it is 825 spaces, from 5 PM to 6 PM it is 932 spaces, and after 6 PM it is 950 spaces. To be conservative, the minimum off-street parking supply count for weekday (730) and weekend (795) is used in Table 4-1.



SOURCE:
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-1
Parking Discipline Study Area
April 2017

Table 4-1. Parking Supply in Study Area

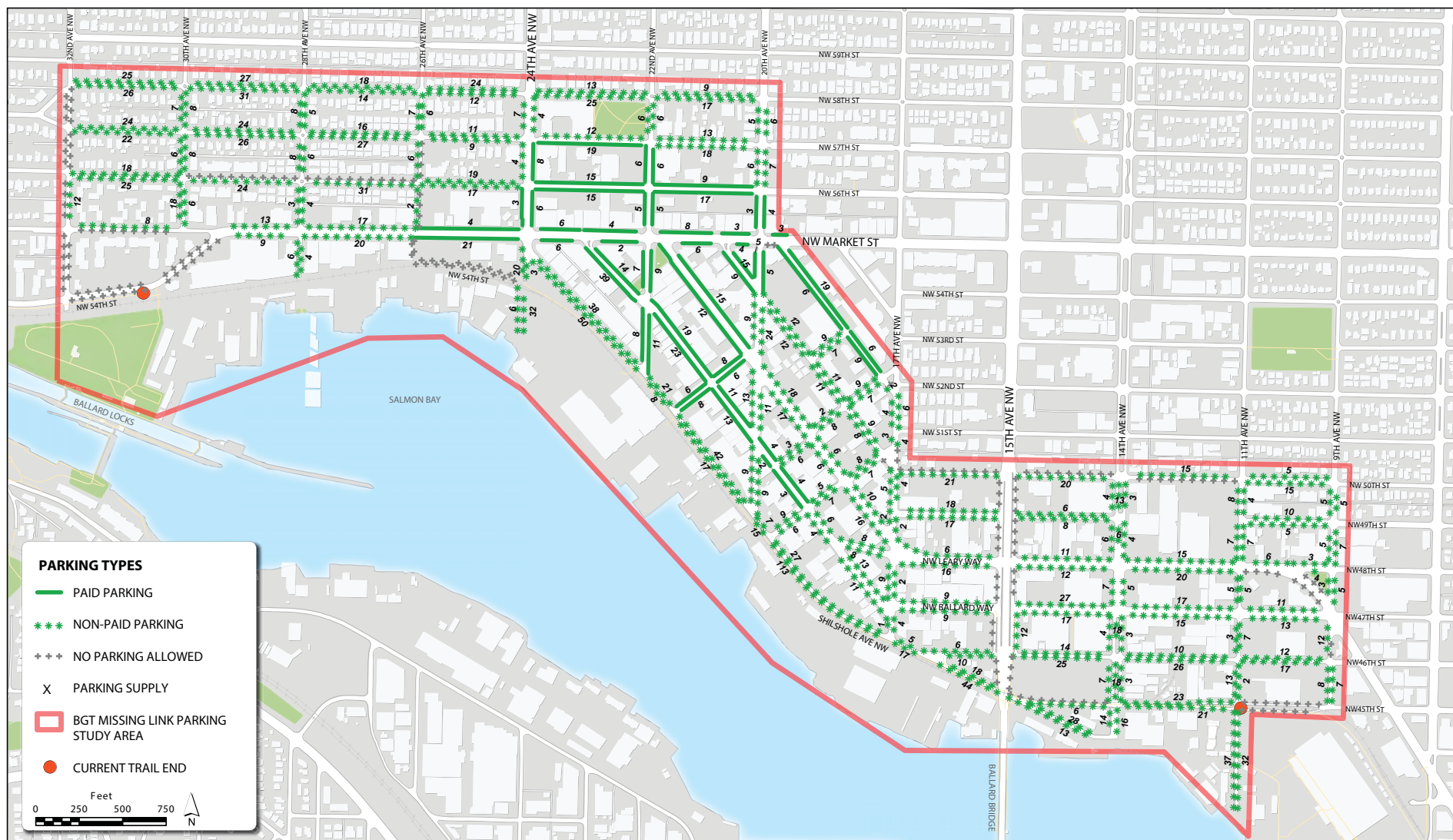
	<i>Paid On-street Supply¹</i>	<i>Non-Paid On-street Supply²</i>	<i>Total On-street Supply</i>	<i>Off-street Parking Supply³</i>	<i>Total Parking Supply</i>
Weekday					
Number of Spaces	484	2,602	3,086	730	3,816
Percent of Total	13%	68%	81%	19%	100%
Weekend					
Number of Spaces	484	2,602	3,086	795	3,881
Percent of Total	12%	67%	79%	21%	100%

Sources:

¹ SDOT, 2015e² IDAX, 2017³ IDAX, 2017

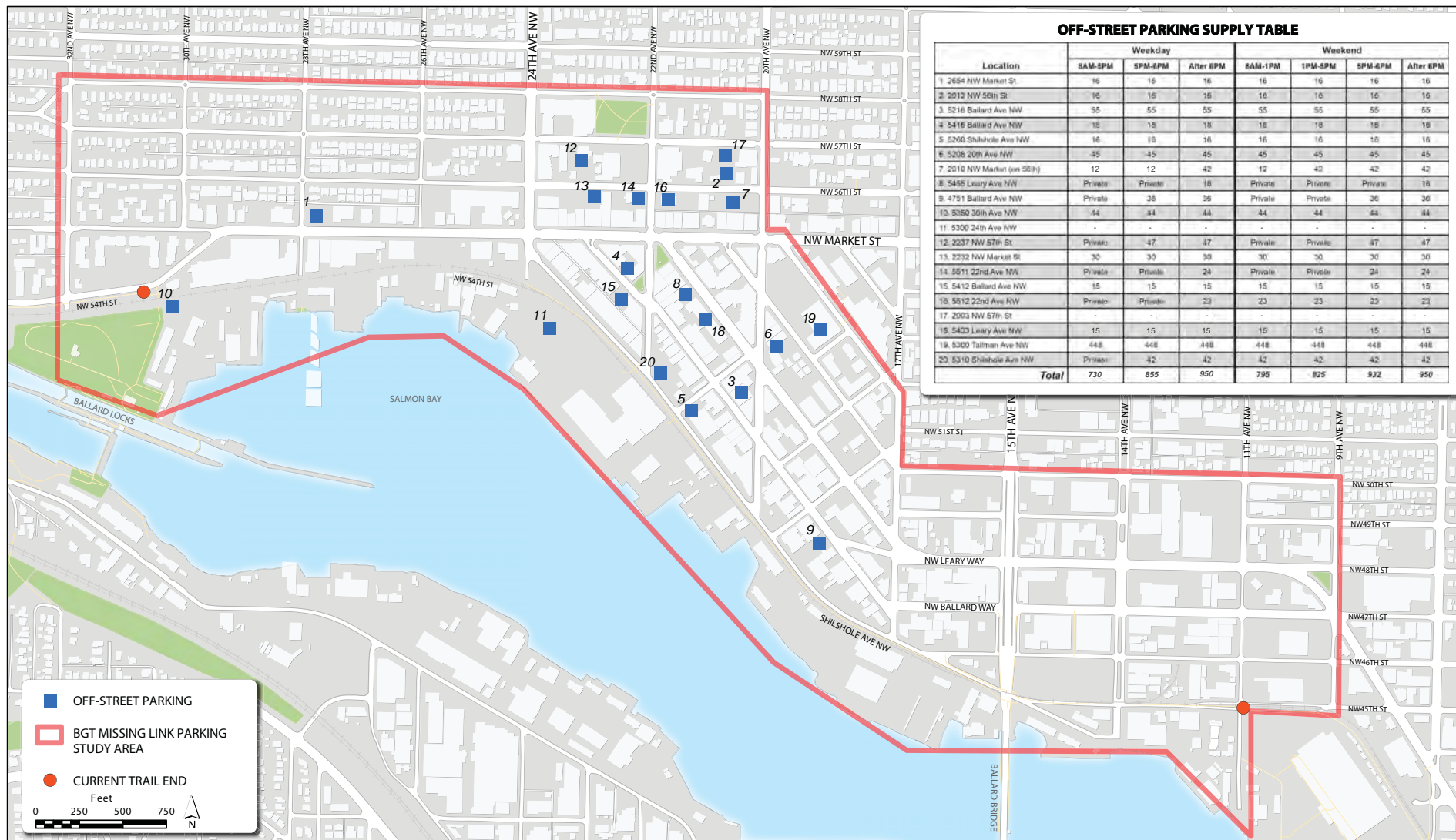
Figure 4-2 shows the on-street parking supply for each block face in the study area, and Figure 4-3 shows the off-street parking supply for each lot and garage in the study area.

The weekend on-street parking supply can be affected by events such as the Ballard Farmers Market, which is held every Sunday on one block of Ballard Ave NW between NW Vernon Pl and 22nd Ave NW and on 22nd Ave NW between Ballard Ave NW and NW Market St. On Sundays, no on-street parking is allowed on this block between 6 AM and 5 PM. In addition, all of the paid parking blocks in the study area are free on Sundays with no time restrictions; therefore, parking occupancy and utilization could be considerably different than on Saturdays.



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-2
Public On-Street Parking Supply
April 2017



SOURCE:
IDAX 2017; SDOT 2014
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-3
Off-Street Parking Supply
April 2017

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 (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

Unrestricted Loading Zone Spaces	Passenger Loading Zone Spaces	Truck-Only Loading Zone Spaces	Commercial Vehicle Loading Zone Spaces	Total Loading Zone Spaces
82	15	32	3	132

Source: SDOT, 2015h

4.4 Parking Occupancy and Utilization

SDOT sets an on-street utilization target range of 70 to 85% 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 SDOT's Annual On-Street Paid Parking Occupancy (SDOT 2015e) 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% 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.

4.4.1 Occupancy and Utilization by Time of Day—Weekday

Weekday occupancy and utilization data were collected during the AM and PM peak periods to capture the daily fluctuations in occupancy and utilization from business-related, retail-related, and residential parking. Occupancy and utilization data were collected at 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM.



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

Burke-Gilman Trail Missing Link
Figure 4-4
Loading Zone Spaces
April 2017

The parking supply on Shilshole Ave 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). Similar to the 2011 parking assessment, these parking behaviors existed during the 2015/2017 data collection periods.

On-Street Parking Occupancy and Utilization

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

- Parking occupancy and 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 7 PM and 8 PM (95%) and lowest at 8 AM (29%).
- Parking occupancy and utilization for non-paid parking is consistently moderate throughout the day. Non-paid parking utilization is highest at 9 AM (68%) and lowest at 9 PM (57%).

On-street occupancy and utilization can also be examined at a more detailed geographic level by looking at each individual block face within the study area. Figures 4-5 through 4-13 depict the weekday occupancy and utilization for each individual block face at 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM, respectively. Green-colored blocks indicate that utilization is under 55%, and yellow-colored blocks indicate that utilization is between 55 and 70%. Orange-colored blocks indicate that utilization is between 70 and 85%. Blocks that are colored red are those with utilization above 85%.

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 Ballard has very low utilization at 8 AM. It is assumed that the main destination in the study area on weekdays is the Ballard 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, south of NW Market St and west of 15th 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 28th Ave NW, the residential density is lower; therefore, there is more available parking in the northernmost 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% utilization. Utilization on the northernmost blocks slightly increased after 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 PM and 4 PM. The central Ballard 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, utilization continued to decline slightly between 4 PM and 5 PM. This could reflect more daytime workers leaving the study area for the day. At the same time, utilization on the paid blocks increased by 13%, possibly reflecting more people coming to the Ballard 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, utilization for the study area increased slightly at 6 PM, but the geographic utilization pattern is unique at 6 PM. Utilization for paid spaces in the Ballard central business district increased dramatically from 71 to 91%, possibly reflecting the high utilization 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.

7 PM: As shown in Figure 4-11, utilization for the study area increased slightly at 7 PM. Utilization for paid spaces in the Ballard central business district continued to increase to almost capacity at 95%, reflecting the high utilization for evening activities in the study area. Utilization for non-paid spaces stayed similar to 6 PM, possibly reflecting that many daytime workers have left the study area for the day. Utilization for the northern portion of the study area started filling up, while utilization for the southeastern portion of the study area continued to decline.

8 PM: As shown in Figure 4-12, utilization for the study area decreased slightly at 8 PM. Utilization for paid spaces in the Ballard central business district continued to be near capacity at 95%, reflecting the high utilization 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 continued to increase, while utilization for the southeastern portion of the study area continued to decline.

9 PM: As shown in Figure 4-13, utilization for the study area decreased slightly at 9 PM. Utilization for paid spaces in the Ballard central business district started to decline from the peak of 95% at 7 and 8 PM to 92%. Utilization for non-paid spaces continued to decline slightly from its peak at 9 AM. Utilization for the northern portion of the study area continued to increase, while utilization for the southeastern portion of the study area continued to decline with a large amount of availability in this area.

Table 4-3. On-Street Parking Occupancy and Utilization—Weekday

Parking Type	Parking Supply	Weekday Occupancy and Utilization (%)																	
		8 AM		9 AM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	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%	461	95%	460	95%	447	92%
Non-Paid	2,602	1,706	66%	1,779	68%	1,754	67%	1,684	65%	1,579	61%	1,564	60%	1,595	61%	1,564	60%	1,482	57%
Total	3,086	1,845	60%	1,985	64%	2,077	67%	1,964	64%	1,922	62%	2,004	65%	2,056	67%	2,024	66%	1,929	63%

Sources: SDOT, 2015e; IDAX, 2017



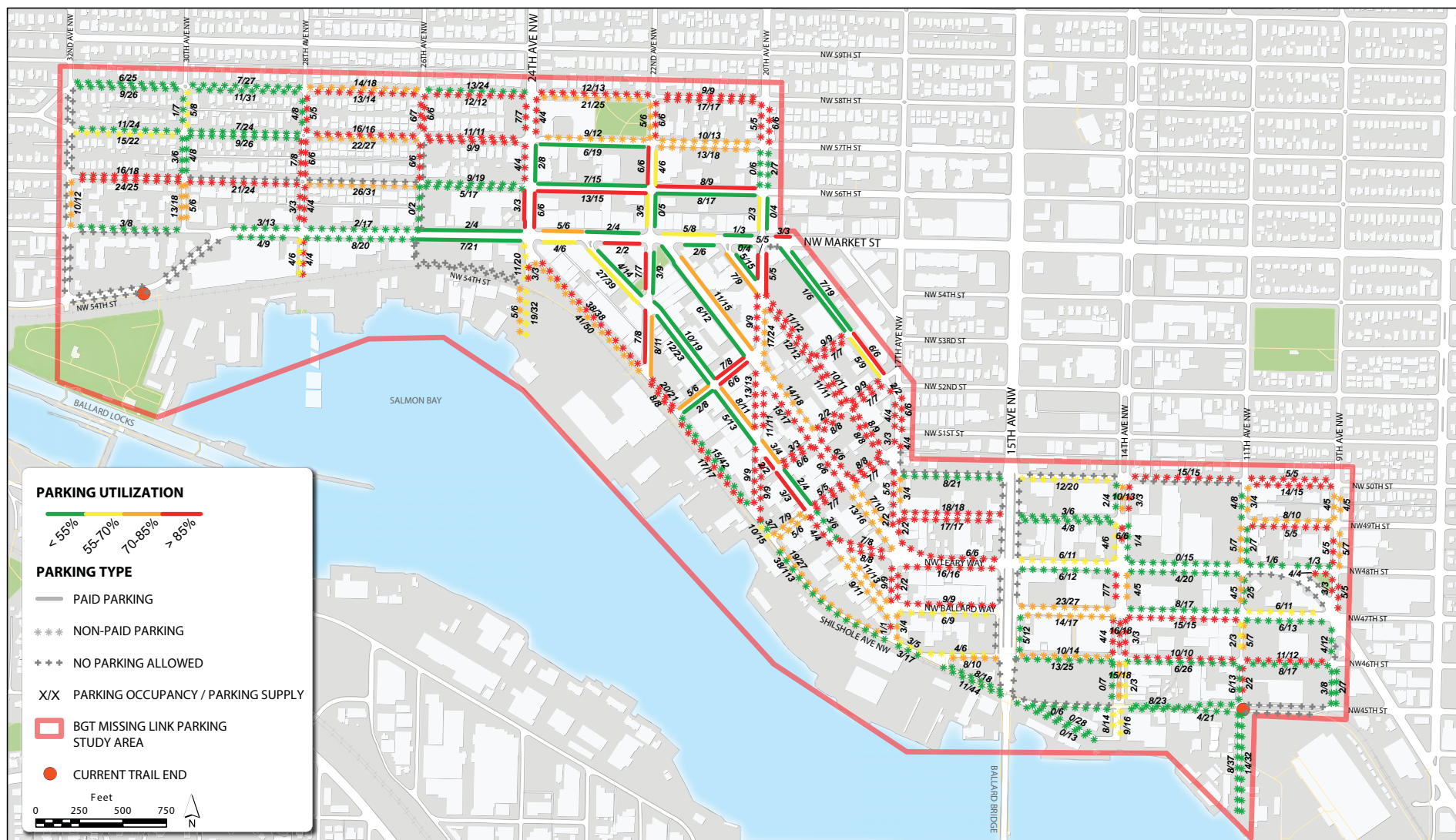
SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-5
8 AM Weekday On-Street
Parking Occupancy and Utilization
April 2017



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-7
3 PM Weekday On-Street
Parking Occupancy and Utilization
April 2017



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-8
4 PM Weekday On-Street
Parking Occupancy and Utilization
April 2017



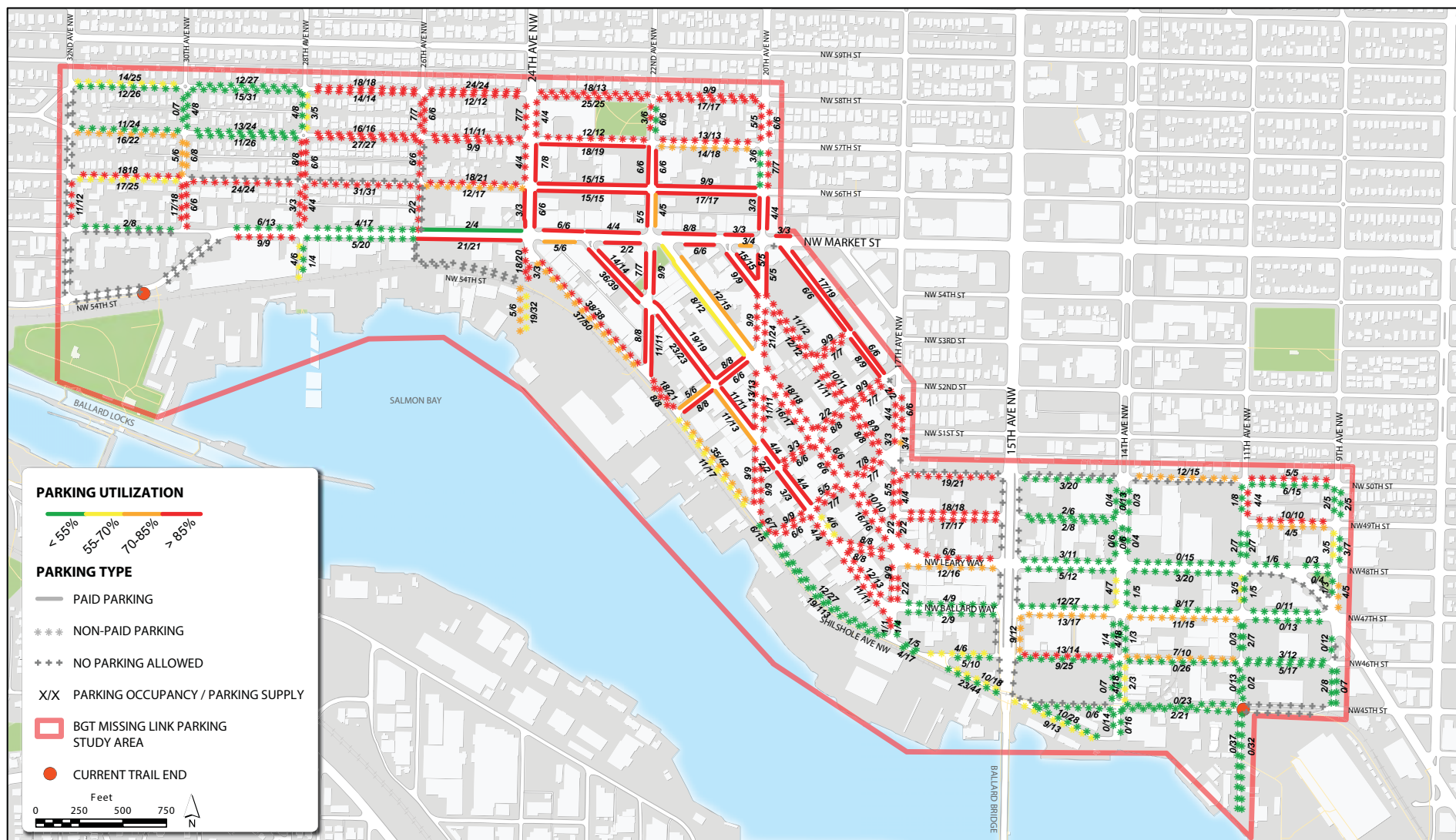
SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-9
5 PM Weekday On-Street
Parking Occupancy and Utilization
April 2017



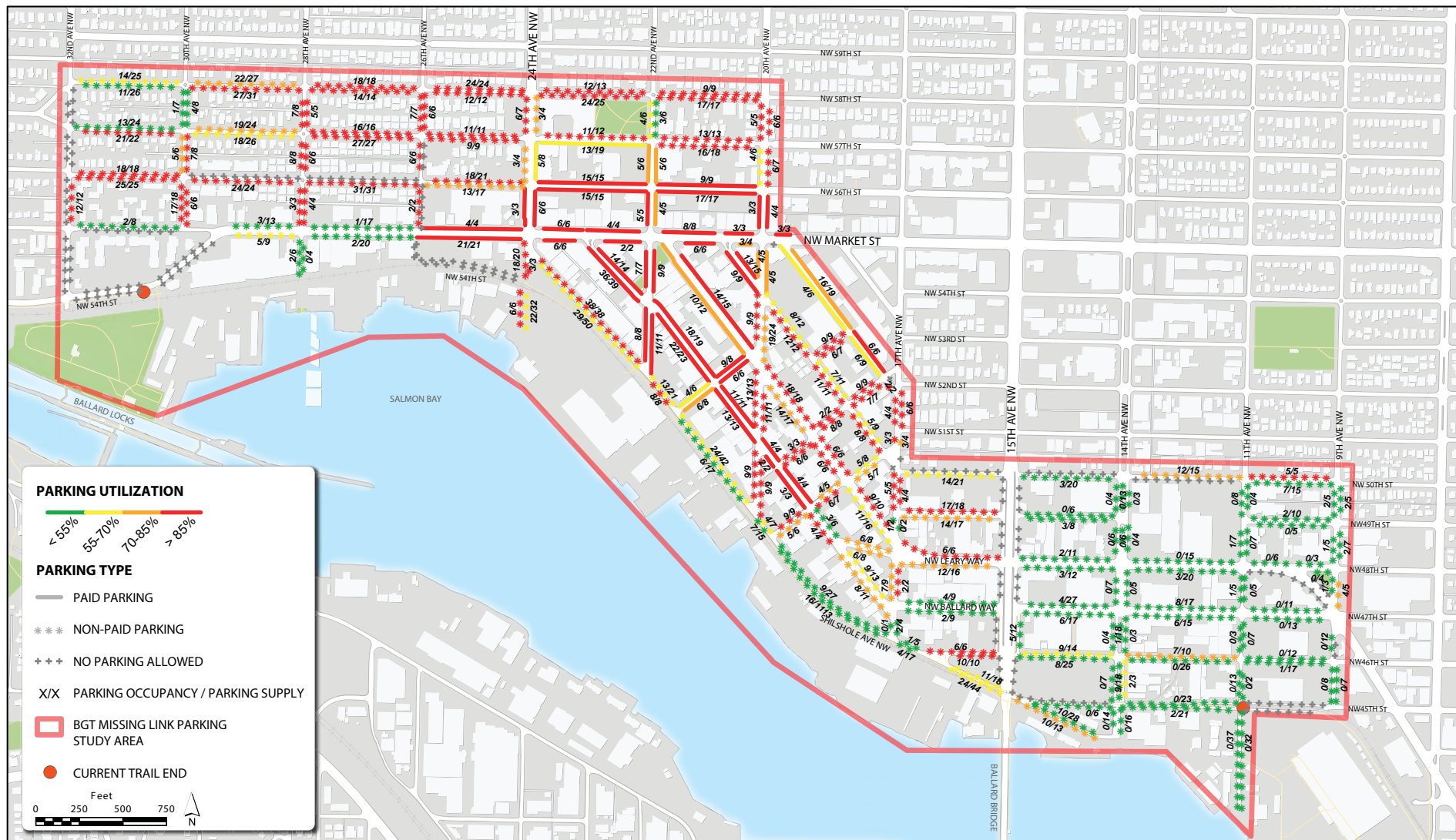
SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-10
6 PM Weekday On-Street
Parking Occupancy and Utilization
 April 2017



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-11
7 PM Weekday On-Street
Parking Occupancy and Utilization
 April 2017



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-13
9 PM Weekday On-Street
Parking Occupancy and Utilization
 April 2017

Off-Street Parking Occupancy and Utilization

Table 4-4 summarizes weekday off-street parking occupancy and utilization within the study area. Utilization by time ranges from a high of 71% at 9 AM to a low of 20% at 9 PM. Parking utilization is higher during the AM peak period than the PM peak period. Some lots and garages within the study area are not open to the public at all hours of the day. When lots or garages are not available for public use, they are indicated as “Private” in Table 4-4.

Occupancy data for lots 10 through 19 were collected during the same hours as on-street parking: 8 AM, 9 AM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM. Occupancy 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 occupancy and utilization at 8 AM and 9 AM for lots 1 through 9, ratios were applied to the daytime occupancy based on occupancy at nearby lots and garages that had similar surroundings and were the same type (i.e., lots versus garages). To determine the occupancy and utilization at 4 PM and 5 PM for lots 1 through 9, ratios were applied to the evening occupancy based on occupancy at similar nearby lots and garages. Occupancy for lot 20 was collected at 6 PM, and to determine the occupancy and utilization at 5 PM, a ratio was applied to the 6 PM occupancy based on occupancy at a similar nearby lot. Occupancy data were collected for all of the current lots and garages from 6 PM to 9 PM. Lots 11 and 17 were no longer available for parking in 2017.

4.4.2 Total Unused and Available Parking—Weekday

Table 4-5 shows the number of unused parking spaces in the study area that are available on-street and off-street parking on weekdays during each hour of the parking study. A minimum of 1,009 on-street spaces and 213 off-street spaces are unused and available during any given time period. Overall, 3 PM has the smallest supply of unused and available parking spaces (1,286), because both on- and off-street utilization is moderate at this time (67 and 62%, respectively).

Table 4-4. Off-Street Parking Occupancy and Utilization—Weekday

Lot/ Garage Number	Parking Supply	Weekday Occupancy and Utilization (%)																	
		8 AM		9 AM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Occupancy	Utilization	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%	7	44%	4	25%	4	25%
2	16	3	16%	3	16%	5	31%	16	100%	16	100%	10	63%	2	13%	1	6%	1	6%
3	55	14	25%	31	56%	24	44%	21	39%	55	100%	32	58%	8	15%	18	33%	10	18%
4	18	7	38%	9	51%	16	89%	8	44%	11	59%	16	89%	9	50%	6	33%	5	28%
5	16	4	27%	6	36%	10	63%	8	50%	11	67%	16	100%	11	69%	10	63%	4	25%
6	45	7	15%	9	20%	16	36%	11	23%	14	31%	21	47%	36	80%	25	56%	12	27%
7	12/42	2	17%	2	17%	4	33%	5	42%	10	83%	24	57%	39	93%	23	55%	16	38%
8	18	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	13	72%	5	28%	7	39%	5	28%
9	36	Private	Private	Private	Private	Private	Private	Private	Private	11	30%	16	44%	6	17%	2	6%	1	3%
10	44	10	23%	20	45%	29	66%	24	55%	15	34%	7	16%	28	64%	33	75%	19	43%
11	-	-0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	47	Private	Private	Private	Private	Private	Private	Private	Private	4	9%	1	2%	3	6%	0	0%	0	0%
13	30	6	20%	8	27%	21	70%	16	53%	14	47%	11	37%	17	57%	9	30%	7	23%
14	24	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	16	67%	24	100%	17	71%	13	54%
15	15	3	20%	4	27%	7	47%	6	40%	8	53%	12	80%	6	40%	8	53%	7	47%
16	23	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	8	35%	7	30%	7	30%	6	26%
17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	15	4	27%	9	60%	7	47%	2	13%	6	40%	3	20%	6	40%	8	53%	1	7%
19	448	333	74%	408	91%	302	67%	263	59%	152	34%	106	24%	123	27%	95	21%	74	17%
20	42	Private	Private	Private	Private	Private	Private	Private	Private	28	67%	42	100%	25	60%	7	17%	6	14%
Total	730/ 855/ 950 ¹	396	54%	517	71%	453	62%	387	53%	358	42%	356	37%	362	38%	280	29%	191	20%

Source: IDAX, 2017; SDOT, 2014
Note: Utilization highlighted in gray indicates that this is an estimated value, based on ratios of similar nearby lots and garages.
¹ 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.

Table 4-5. Available Unused Parking—Weekday

	8 AM		9 AM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²
Parking Supply	3,086	730	3,086	730	3,086	730	3,086	730	3,086	855	3,086	950	3,086	950	3,086	950	3,086	950
Parking Occupancy	1,845	396	1,985	517	2,077	453	1,964	387	1,922	358	2,004	356	2,056	362	2,024	280	1,929	191
Utilization (%)	60%	54%	64%	71%	67%	62%	64%	53%	62%	42%	65%	37%	67%	38%	66%	29%	63%	20%
Available Unused Parking	1,241	334	1,101	213	1,009	277	1,122	343	1,164	497	1,082	594	1,030	588	1,062	670	1,157	759

Sources:

¹ SDOT, 2015e; IDAX, 2017² IDAX, 2017; SDOT, 2014

4.4.3 Occupancy and Utilization by Time of Day—Weekend

Weekend occupancy and utilization data were collected during the AM and PM peak periods on a typical Saturday to capture the daily fluctuations in occupancy and utilization from business-related, retail-related, and residential parking. Occupancy and utilization data were collected at 8 AM, 9 AM, 12 PM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM.

On-Street Parking Occupancy and Utilization

As shown in Table 4-6, the occupancy and utilization for weekend on-street parking is similar to but more heavily utilized than on weekdays. Specific findings are as follows:

- Parking occupancy and 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 7 PM and 8 PM (99%) and lowest at 8 AM (35%).
- Parking occupancy and utilization for non-paid parking is consistently moderate throughout the day. Non-paid parking utilization is highest at 4 PM (68%) and lowest at 8 AM (51%).
- The weekend on-street parking supply can be affected by events such as the Ballard Farmers Market, which is held every Sunday on one block of Ballard Ave NW between NW Vernon Pl and 22nd Ave NW. On Sundays, no on-street parking is allowed on this block between 6 AM and 5 PM.
- In addition, all of the paid parking blocks in the study area are free on Sundays with no time restrictions; therefore, parking occupancy and utilization could be considerably different than on Saturdays.

On-street occupancy and utilization can also be examined at a more detailed geographic level by looking at each individual block face within the study area. Figures 4-14 through 4-23 depict the weekend occupancy and utilization for each individual block face at 8 AM, 9 AM, 12 PM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM, respectively. Green-colored blocks indicate that utilization is under 55%, and yellow-colored blocks indicate that utilization is between 55 and 70%. Orange-colored blocks indicate that utilization is between 70 and 85%. Blocks that are colored red are those with utilization above 85%.

Table 4-6. On-Street Parking Occupancy and Utilization—Weekend

Parking Type	Parking Supply	Weekend Occupancy and Utilization (%)																			
		8 AM		9 AM		12 PM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
Paid	484	167	35%	231	48%	461	95%	464	96%	465	96%	472	98%	476	98%	478	99%	478	99%	466	96%
Non-Paid	2,602	1,333	51%	1,497	58%	1,711	66%	1,749	67%	1,773	68%	1,755	67%	1,705	66%	1,705	66%	1,669	64%	1,627	63%
Total	3,086	1,500	49%	1,728	56%	2,172	70%	2,213	72%	2,238	73%	2,227	72%	2,181	71%	2,183	71%	2,147	70%	2,093	68%

Sources: SDOT, 2015e; IDAX, 2017

8 AM: As shown in Figure 4-14, 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 Ballard has very low utilization at 8 AM. It is assumed that the main destination on weekends in the study area is the Ballard central business district. It is also assumed that the non-paid, residential parking areas in the central portion of the study area, approximately south of NW Market St and west of 15th Ave NW, and the northernmost blocks may have high utilization due to residents leaving cars there. The non-paid, residential area in central Ballard has high utilization throughout all hours studied. West of 28th Ave NW, the residential density is lower; therefore, there is more available parking in the northernmost corner of the study area. Utilization in the southeast portion of the study area is low on weekend mornings.

9 AM: As shown in Figure 4-15 at 9 AM, even more of the non-paid parking in central Ballard has filled up, and utilization on some of the paid blocks has started to increase. In the northernmost portion of the study area, the utilization remained similar to 8 AM as residents are assumed to still be at home. In the southeastern portion of the study area utilization increased slightly, but was still low.

12 PM: As shown in Figure 4-16 at 12 PM, utilization is very different than during the morning hours studied. Not only is utilization very high on the non-paid blocks in central Ballard, but by 12 PM most of the paid blocks are approaching 100% utilization. On the northernmost blocks the utilization slightly increased compared to the morning, while utilization in the southeastern portion of the study area has also increased.

3 PM: As shown in Figure 4-17 utilization for the study area increased slightly at 3 PM. Utilization remained very high on the non-paid and paid blocks in central Ballard, with the paid blocks being almost 100% utilized. On the northernmost blocks the utilization decreased slightly compared to the morning, while the utilization in the southeastern portion of the study area increased slightly.

4 PM: As shown in Figure 4-18, utilization increased slightly throughout the study area between 3 and 4 PM. The central non-paid blocks are still highly utilized, with the paid blocks almost 100% utilized. The northern and southeastern portions of the study area continued to increase slightly in utilization compared to 3 PM.

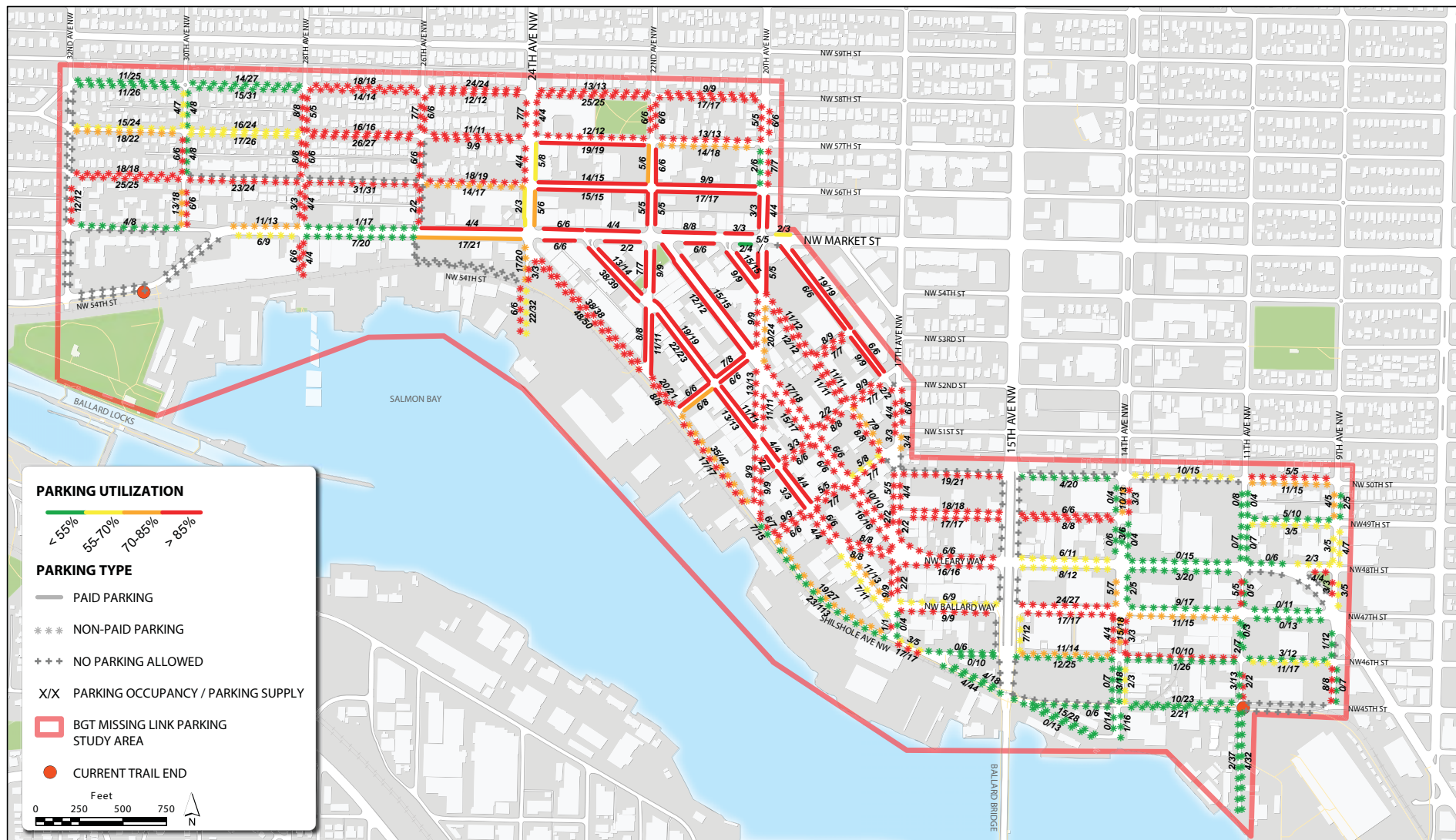
5 PM: As shown in Figure 4-19, utilization remained similar between 4 and 5 PM. The central non-paid blocks were still highly utilized, with the paid blocks almost 100% utilized. While the northern portion remained similar to the previous hour, the southeastern portion of the study area started to have slightly less utilization between 4 PM and 5 PM.

6 PM: As shown in Figure 4-20, utilization remained similar between 5 and 6 PM. The central non-paid blocks were still highly utilized, with the paid blocks almost 100% utilized. While the northern portion remained similar to the previous hour, the southeastern portion of the study area continued to have less utilization than the previous hour.

7 PM: As shown in Figure 4-21, utilization remained similar between 6 and 7 PM. The central non-paid blocks were still highly utilized, with the paid blocks almost 100% utilized. While the northern portion remained similar to the previous hour, the southeastern portion of the study area continued to have less utilization than the previous hour.

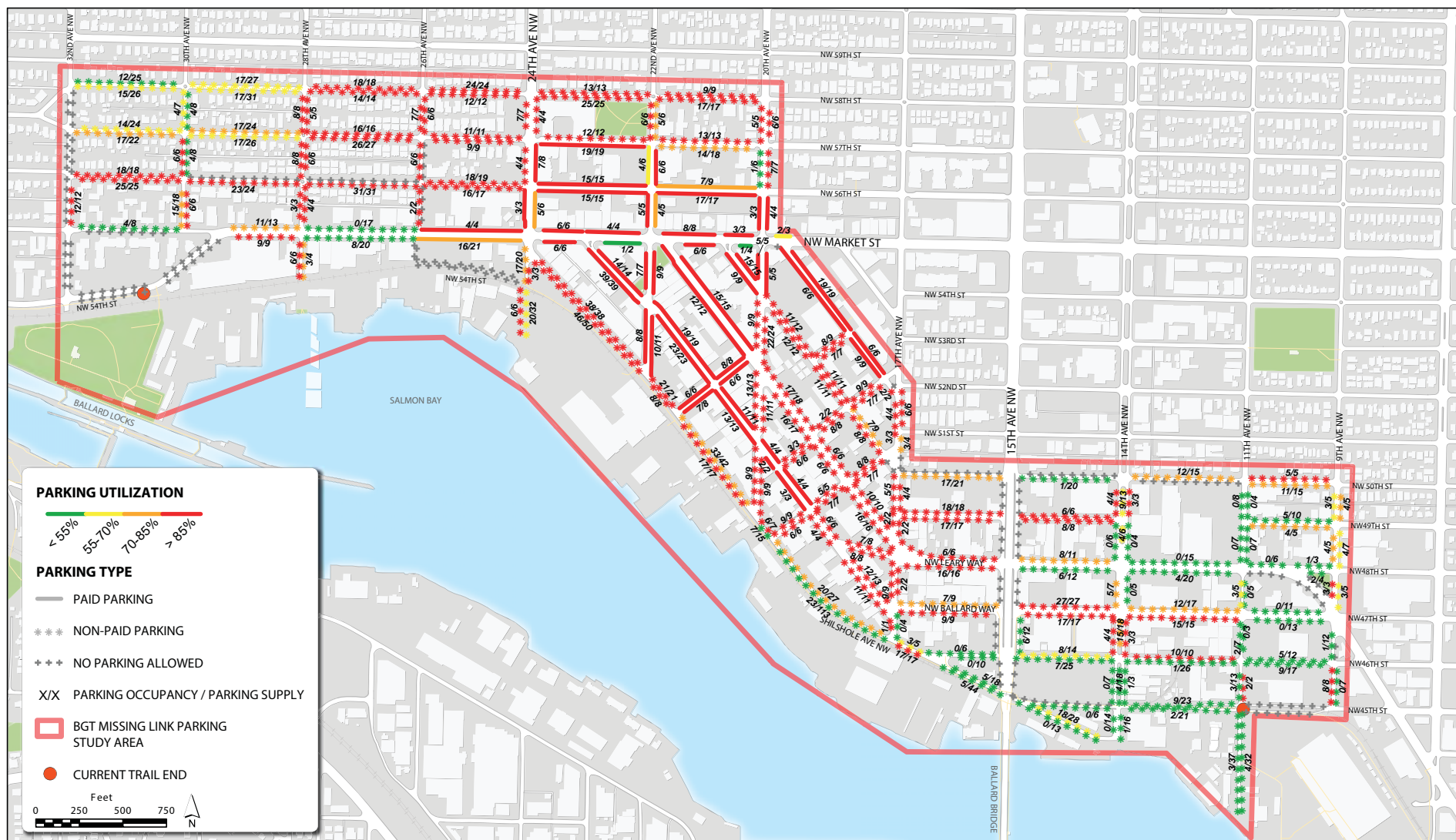
8 PM: As shown in Figure 4-22, utilization was similar between 7 and 8 PM. The central non-paid blocks were still highly utilized, with the paid blocks almost 100% utilized. While the northern portion remained similar to the previous hour, the southeastern portion of the study area continued to have less utilization than the previous hour.

9 PM: As shown in Figure 4-23, utilization for the study area has started to decline at 9 PM. The central non-paid blocks were still highly utilized, with the paid blocks almost 100% utilized. While the northern portion remained similar to the previous hour, the southeastern portion of the study area continued to have less utilization than the previous hour and is relatively underutilized.



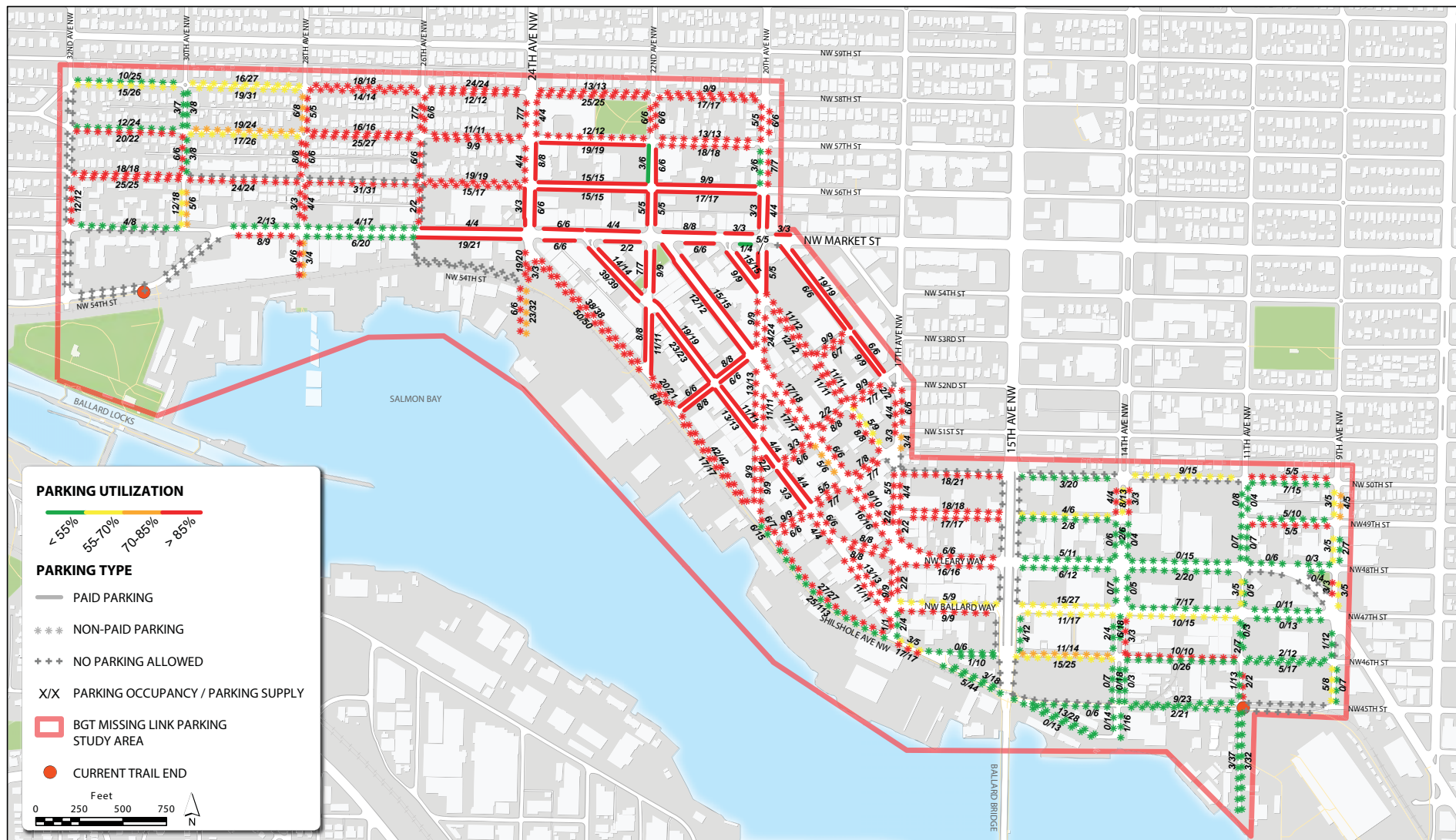
SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-17
3 PM Weekend On-Street
Parking Occupancy and Utilization
April 2017



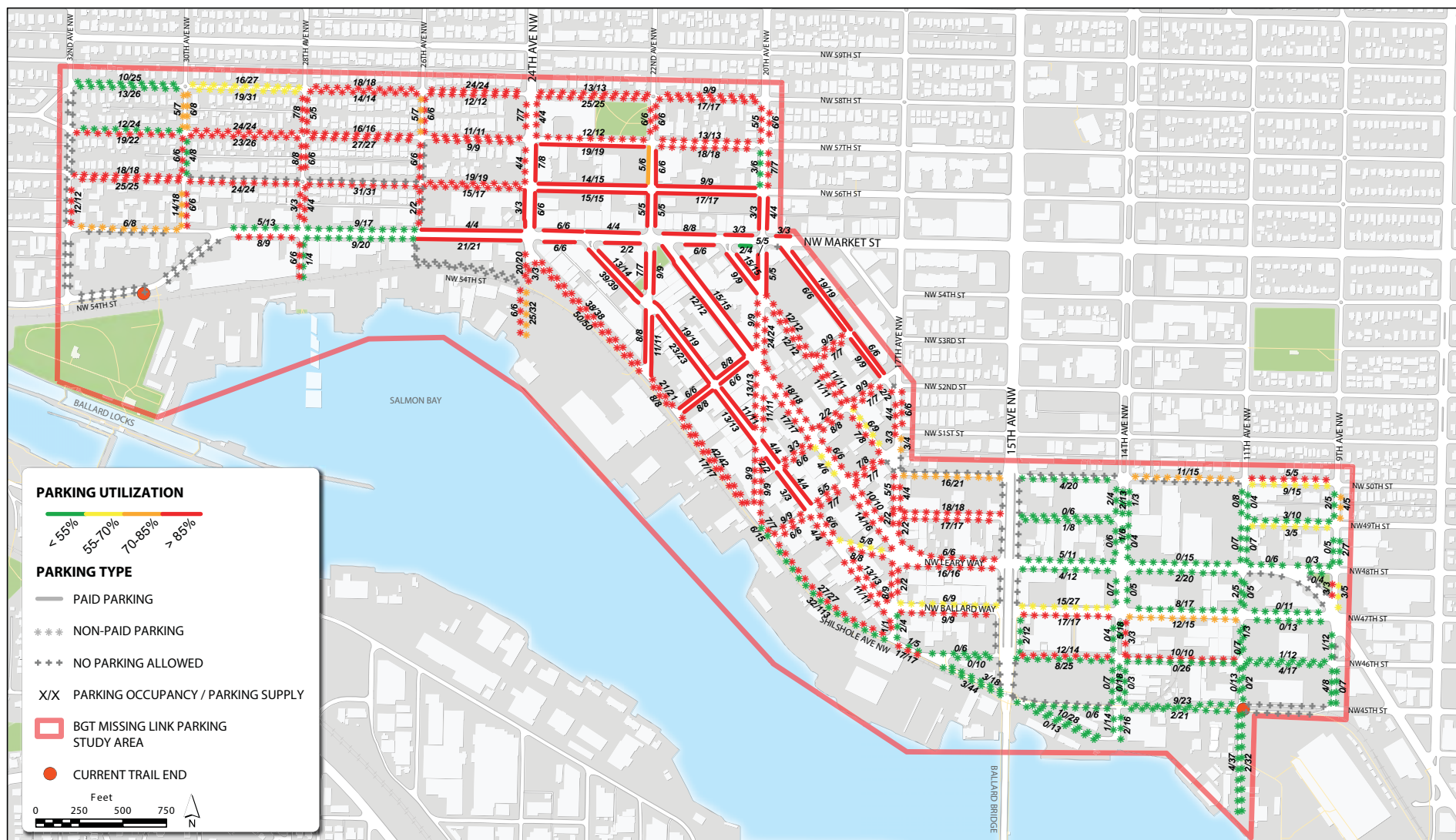
SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-18
4 PM Weekend On-Street
Parking Occupancy and Utilization
April 2017



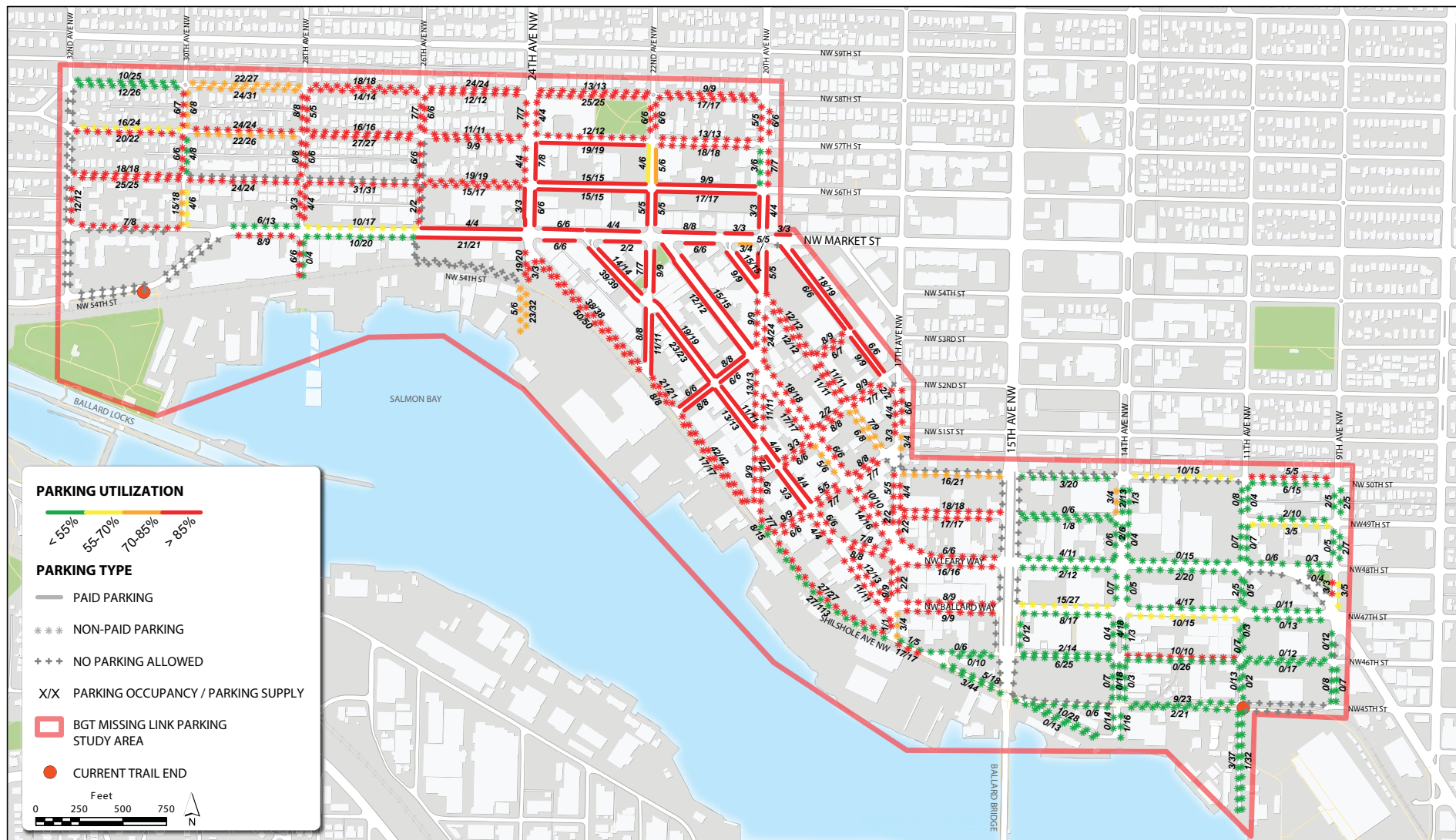
SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-20
6 PM Weekend On-Street
Parking Occupancy and Utilization
 April 2017



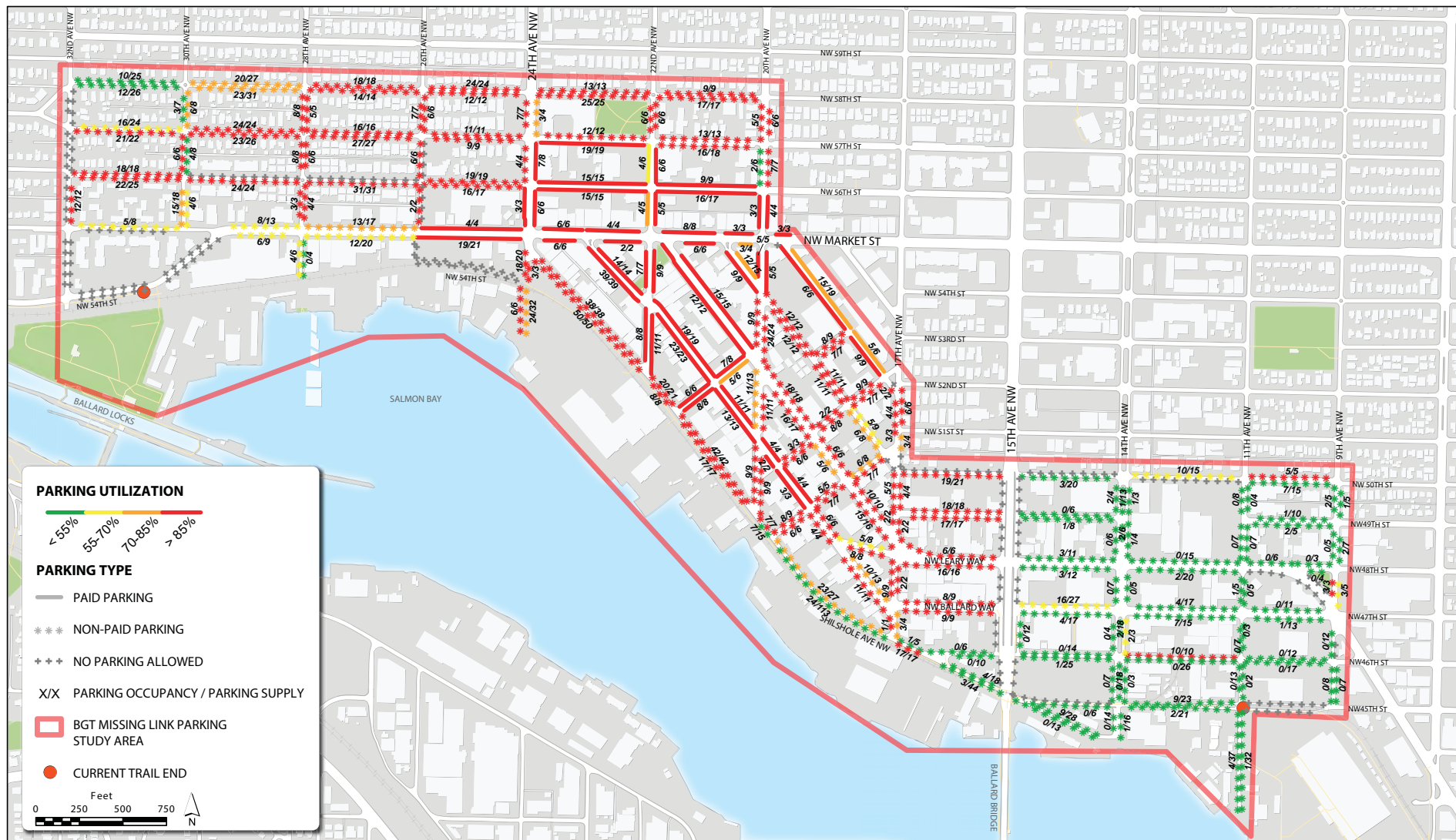
SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-21
7 PM Weekend On-Street
Parking Occupancy and Utilization
April 2017



SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-22
8 PM Weekend On-Street
Parking Occupancy and Utilization
April 2017



SOURCE:
IDAX 2017
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 4-23
9 PM Weekend On-Street
Parking Occupancy and Utilization
 April 2017

Off-Street Parking Occupancy and Utilization

Table 4-7 summarizes weekend off-street parking occupancy and utilization within the study area. Utilization by time ranges from a high of 49% at 7 PM to a low of 24% at 8 AM. Parking utilization is higher during the PM peak period than the AM peak period. Some lots and garages within the study area are not open to the public at all hours of the day. When lots or garages are not available for public use, they are indicated as “Private” in Table 4-7.

Occupancy data for all off-street lots were collected during the same hours as for weekend on-street parking: 8 AM, 9 AM, 12 PM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, and 9 PM. Lots 11 and 17 were no longer available for parking in 2017.

4.4.4 Total Unused and Available Parking—Weekend

Table 4-8 shows the number of unused parking spaces in the study area that are available for both on-street and off-street parking on weekends during each hour of the parking study. A minimum of 848 on-street spaces and 483 off-street spaces are unused and available at any given time period. Overall, 4 PM has the smallest supply of unused and available parking spaces (1,344) because the on-street utilization is 73% and the off-street utilization is 40%.

Table 4-7. Off-Street Parking Occupancy and Utilization—Weekend

Lot/ Garage Number	Parking Supply	Weekend Occupancy and Utilization (%)																			
		8 AM		9 AM		12 PM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Occupancy	Utilization	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
1	16	3	19%	3	19%	3	19%	3	19%	2	13%	2	13%	3	19%	3	19%	3	19%	3	19%
2	16	1	6%	3	19%	3	19%	5	31%	4	25%	7	44%	7	44%	13	81%	12	75%	10	63%
3	55	19	35%	22	40%	17	31%	25	45%	24	44%	35	64%	37	67%	45	82%	46	84%	44	80%
4	18	0	0%	1	6%	5	28%	8	44%	8	44%	11	61%	13	72%	15	83%	16	89%	16	89%
5	16	1	6%	1	6%	5	31%	9	56%	13	81%	12	75%	16	100%	16	100%	16	100%	16	100%
6	45	39	87%	44	98%	43	96%	37	82%	37	82%	39	87%	44	98%	45	100%	29	64%	32	71%
7	12/42	1	8%	1	8%	12	100%	13	31%	21	50%	23	55%	24	57%	39	93%	23	55%	16	38%
8	18	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	6	33%	6	33%	7	39%	7	39%
9	36	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	24	67%	32	89%	32	89%	27	75%	26	72%
10	44	21	48%	31	70%	44	100%	44	100%	38	86%	26	59%	21	48%	15	34%	14	32%	13	30%
11	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
12	47	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	3	6%	4	9%	5	11%	3	6%	0	0%
13	30	1	3%	4	13%	25	83%	28	93%	21	70%	18	60%	29	97%	28	93%	28	93%	29	97%
14	24	Private	Private	Private	Private	Private	Private	6	25%	16	67%	11	46%	14	58%	17	71%	10	42%	10	42%
15	15	4	27%	3	20%	6	40%	4	27%	4	27%	5	33%	8	53%	10	67%	13	87%	9	60%
16	23	2	9%	4	17%	12	52%	10	43%	12	52%	11	48%	17	74%	21	91%	18	78%	14	61%
17	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
18	15	5	33%	5	33%	10	67%	10	67%	10	67%	13	87%	15	100%	15	100%	12	80%	10	67%
19	448	85	19%	88	20%	101	23%	99	22%	90	20%	82	18%	80	18%	95	21%	73	16%	60	13%
20	42	12	29%	35	83%	26	62%	31	74%	29	69%	24	57%	42	100%	42	100%	41	98%	42	100%
Totals	795/ 825 932/ 950 ¹	194	24%	245	31%	312	39%	332	40%	329	40%	346	37%	412	43%	462	49%	391	41%	357	38%

Source: IDAX, 2017; SDOT, 2014

¹ Total parking spaces vary based on public availability of off-street parking lots. Numbers represent 8 AM – 12 PM/1 PM – 4 PM/5 PM – 6 PM/After 6 PM.

Table 4-8. Available Unused Parking—Weekend

	8 AM		9 AM		12 PM		3 PM		4 PM		5 PM		6 PM		7 PM		8 PM		9 PM	
	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²	On-Street ¹	Off-Street ²
Parking Supply	3,086	795	3,086	795	3,086	795	3,086	825	3,086	825	3,086	932	3,086	950	3,086	950	3,086	950	3,086	950
Parking Occupancy	1,500	194	1,728	245	2,172	312	2,213	332	2,238	329	2,227	346	2,181	412	2,183	462	2,147	391	2,093	357
Utilization (%)	49%	24%	56%	31%	70%	39%	72%	40%	73%	40%	72%	37%	71%	43%	71%	49%	70%	41%	68%	38%
Available Unused Parking	1,586	601	1,358	550	914	483	873	493	848	496	859	586	905	538	903	488	939	559	993	593

Sources:

¹ SDOT, 2015e; IDAX, 2017² IDAX, 2017; SDOT, 2014

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 (2017) conditions. Table 5-1 summarizes the expected No Build Alternative parking supply.

Table 5-1. No Build Alternative Parking Supply

	Paid On-Street Supply	Non-Paid On-Street Supply	Total On-Street Supply	Off-Street Parking Supply	Total Parking Supply
Number of Spaces	484	2,602	3,086	730	3,816
Percent of Total	13%	68%	81%	19%	100%

Occupancy of both on-street and off-street parking within the study area is expected to increase by the year 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 on-street 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 (2017) passenger and commercial loading zone spaces, which are shown in Table 5-2.

Table 5-2. Loading Zone Spaces under the No Build Alternative

Unrestricted Load Zone Spaces	Passenger Load Zone Spaces	Truck-Only Load Zone Spaces	Commercial Vehicle Load Zone Spaces	Total Loading Zone Spaces
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 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. Construction impacts are not significant because the overall ability of parking during the construction period would be largely unchanged and the City would maintain parking availability to the extent feasible during construction.

5.2.2 Operation

It is anticipated that occupancy of both on-street and off-street parking within the study area would increase by the 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 locations 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.

All of the Build Alternatives would provide improved nonmotorized facilities in the form of the new multi-use trail, new sidewalks, and improved road crossings. The enhanced availability of nonmotorized facilities for bicyclists and pedestrians under all of the Build Alternatives would provide local residents, employees, and visitors with additional choices in how they travel to, from, and through the study area. This could result in changes to the 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. The loss of parking would not be considered significant because parking loss is spread throughout the alignments, can be absorbed in other on-street or off-street parking spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.

5.3 Preferred Alternative

5.3.1 Construction

Construction impacts are not significant and would be the same for all of the Build Alternatives. There are no construction impacts unique to the Preferred Alternative compared to the other alternatives.

5.3.2 Operation

Parking Supply

The Preferred Alternative would remove a total of approximately 344 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.

Similar to today, both sides of NW 54th St would have no parking between 30th Ave NW and NW Market St. Along NW Market St between NW 54th St and 24th Ave NW, parking would remain similar to today on the north side of the street and would have some parking spaces removed on the south side of the street. The north side of Shilshole Ave NW and NW 45th St would remain largely unchanged, except at intersections where pedestrian crossing improvements require removal of a few parking spaces close to the intersections and between NW Vernon Pl and 20th Ave NW. Between NW Vernon Pl and 20th Ave NW, the roadway would be shifted to the north to provide additional space for vehicle movements at driveways on the south side of Shilshole Ave SW. In this area, the parking spaces on the north side of Shilshole Ave NW would be reoriented as parallel parking spaces; also, parallel parking spaces would be provided on the south side of Shilshole Ave NW. The south side of Shilshole Ave NW and NW 45th St would largely have no parking from where the multi-use trail intersects Shilshole Ave NW at 24th Ave NW until 14th Ave NW, except for the segment between NW Vernon Pl and 20th Ave NW described above. Figure 5-1 shows the on-street parking supply for each block face in the study area under the Preferred Alternative.

In identifying parking supply that would remain after construction, 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 these types of spaces that are regularly used today are considered unavailable; however, it does not preclude similar uses in the future. The parking analyses conducted in 2008 and 2011 identified different numbers of parking supply along Shilshole Ave NW and different numbers of removed parking spaces. This reflected the unorganized nature of the parking on Shilshole Ave NW and how the number of parking spaces changes day to day (SvR Design Company, 2008; Parsons Brinckerhoff, 2011).

It is estimated that space for approximately 62 vehicles could continue to remain between the proposed multi-use trail and existing buildings or between the proposed multi-use trail and Shilshole Ave NW depending on where the trail is adjacent to the roadway or buildings. If these 62 spaces remain, the Preferred Alternative would remove approximately 282 on-street parking spaces. Table 5-3 summarizes the difference in parking supply between the Preferred Alternative and the No Build Alternative.

Overall, the loss of approximately 344 on-street parking spaces represents approximately 11% of the on-street parking supply in the study area and approximately 9% of the total parking supply (on-street and off-street) in the study area. The loss of parking would not be considered a significant adverse impact because the parking loss is spread throughout the Preferred Alternative, can be absorbed in other on-street or off-street spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.

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

Parking Type	No Build Alternative	Preferred Alternative	Net Parking Supply Change	Percent Reduction in Supply
On-street	3,086	2,742	344	11%
Paid	484	484	0	0%
Non-paid	2,602	2,258	344	13%
Off-street	730	730	0	0%
Total	3,816	3,472	344	9%

Loading Zone Spaces

Table 5-4 summarizes the net change in loading zone spaces between the No Build Alternative and the Preferred Alternative. The Preferred Alternative could potentially remove two unrestricted loading zone spaces and two truck-only loading zone spaces along NW Market St. 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 retain or replace loading zones to the maximum extent feasible, as needed. However, moving loading zone spaces may not be an option on some blocks; therefore, to be conservative, it was assumed that all four loading zone spaces would be removed by the Preferred 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.

The Preferred Alternative could also 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 Preferred Alternative

Alternative	Unrestricted Loading Zone Spaces	Passenger Loading Zone Spaces	Truck-Only Loading Zone Spaces	Commercial Vehicle Loading Zone Spaces	Total Loading Zone Spaces
No Build	82	15	32	3	132
Preferred	80	15	30	3	128
Net Reduction	2	0	2	0	4

5.4 Shilshole South Alternative

5.4.1 Construction

Construction impacts would be the same for all of the Build Alternatives and are not significant. There are no construction impacts unique to the Shilshole South Alternative compared to the other alternatives.

5.4.2 Operation

Parking Supply

The Shilshole South Alternative would remove a total of approximately 279 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.

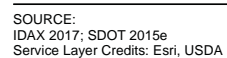
The north side of Shilshole Ave NW and NW 45th St would remain largely unchanged, except at intersections where pedestrian crossing improvements require removal of a few parking spaces close to the intersections. The south side of Shilshole Ave NW and NW 45th St would largely have no parking between 24th Ave NW and 11th Ave NW. Figure 5-2 shows the on-street parking supply for each block face in the study area under the Shilshole South Alternative.

In identifying parking supply that would remain after construction, 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 these types of spaces that are regularly used today are considered unavailable; however, it does not preclude similar uses in the future. The parking analyses conducted in 2008 and 2011 identified different numbers of parking supply along Shilshole Ave NW and different numbers of removed parking under a Shilshole South Alternative. This reflected 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 space for approximately 68 vehicles could continue to remain between the proposed multi-use trail and existing buildings or between the proposed multi-use trail and Shilshole Ave NW depending on where the trail is adjacent to the roadway or buildings. If these 68 spaces remain, the Shilshole South Alternative would remove approximately 211 on-street parking spaces. Table 5-5 summarizes the difference in parking supply between the Shilshole South Alternative and the No Build Alternative.

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

Parking Type	No Build Alternative	Shilshole South Alternative	Net Parking Supply Change	Percent Reduction in Supply
On-street	3,086	2,807	279	9%
Paid	484	484	0	0%
Non-paid	2,602	2,323	279	11%
Off-street	730	730	0	0%
Total	3,816	3,537	279	7%



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Overall, the loss of approximately 279 on-street parking spaces represents approximately 9% of the on-street parking supply in the study area and approximately 7% of the total parking supply (on- and off-street) in the study area. The loss of parking would not be considered a significant adverse impact because the parking loss is spread throughout the Shilshole South Alternative, can be absorbed in other on-street or off-street spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.

Loading Zone Spaces

Table 5-6 summarizes the net change in loading zone spaces between the No Build 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 5-6. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole South Alternative

Alternative	Unrestricted Loading Zone Spaces	Passenger Loading Zone Spaces	Truck-Only Loading Zone Spaces	Commercial Vehicle Loading Zone Spaces	Total Loading Zone Spaces
No Build	82	15	32	3	132
Shilshole South	82	15	32	3	132
Net Change	0	0	0	0	0

5.5 Shilshole North Alternative

5.5.1 Construction

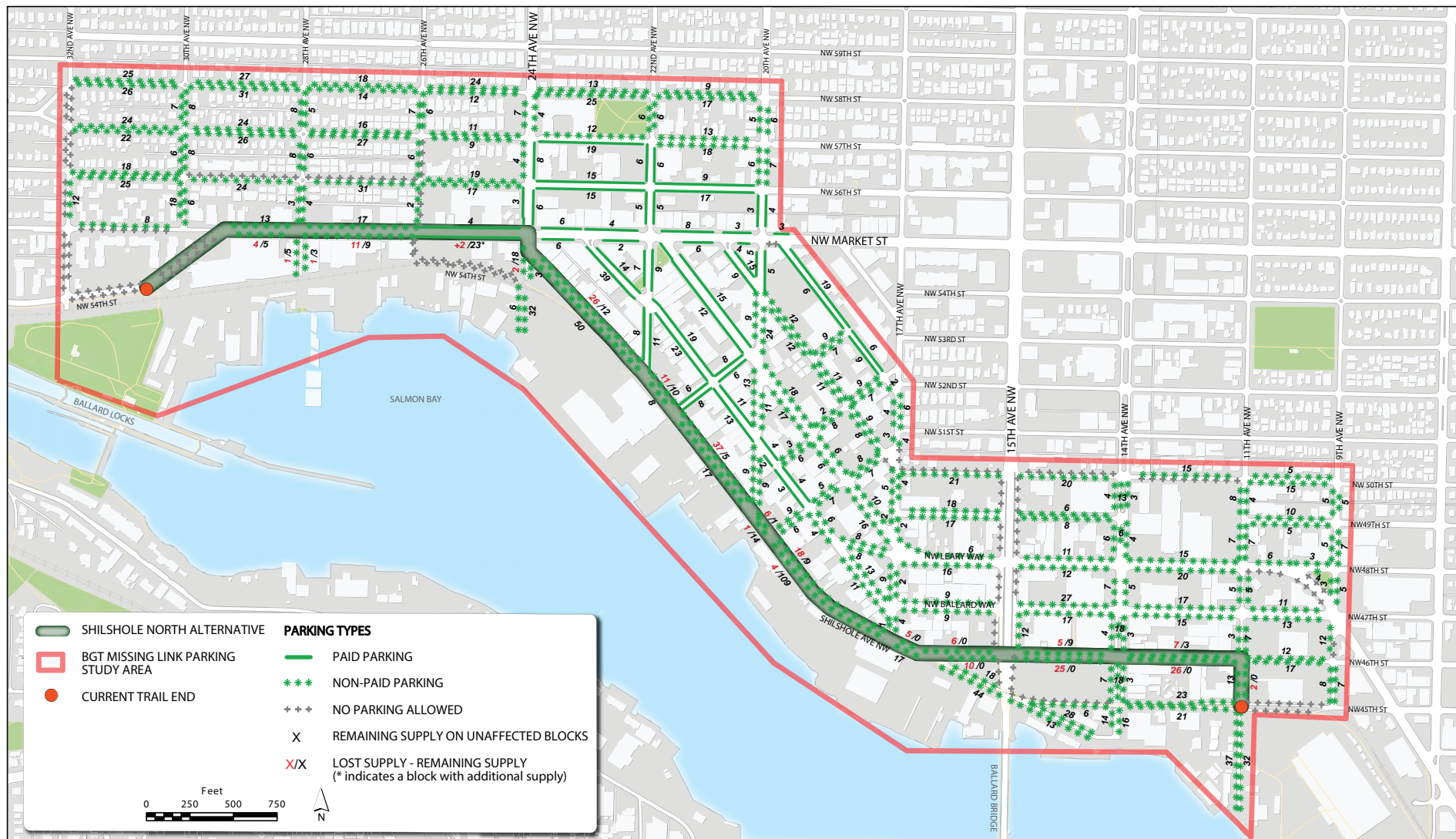
Construction impacts would be the same for all of the Build Alternatives and are not significant. There are no construction impacts unique to the Shilshole North Alternative compared to the other alternatives.

5.5.2 Operation

Parking Supply

The Shilshole North Alternative would remove a total of approximately 206 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 54th St would have no parking between 30th Ave NW and NW Market St. Along NW Market St between NW 54th St and 24th Ave NW, parking would remain similar to today on the north side of the street and some parking spaces would be removed on the south side of the street. 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 46th St would largely have no parking from Shilshole Ave NW to 11th Ave NW. Figure 5-3 shows the on-street parking supply for each block face in the study area under the Shilshole North Alternative.



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 5-3
Shilshole North Alternative
On-Street Parking Supply

April 2017

Table 5-7 summarizes the parking supply for the Shilshole North Alternative and the No Build Alternative, and the net change between them. Table 5-7 indicates that there would be an increase of two paid parking spaces under the Shilshole North Alternative. This is because the Draft EIS design of the Shilshole North Alternative included two parking spaces whereas the No Build Alternative had 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 parking space. However, the initial design did not delineate loading zone spaces in the Shilshole North Alternative. The City will work with adjacent businesses to prioritize retention or replacement of loading zones as needed.

Table 5-7. On-Street and Off-Street Parking Supply under the No Build Alternative and Shilshole North Alternative

Parking Type	No Build Alternative	Shilshole North Alternative	Net Parking Supply Change	Percent Reduction in Supply
On-street	3,086	2,880	206	7%
Paid	484	486	-2	0%
Non-paid	2,602	2,394	208	8%
Off-street	730	730	0	0%
Total	3,816	3,610	206	5%

Overall, the loss of approximately 206 on-street parking spaces represents approximately 7% of the on-street parking supply in the study area and approximately 5% of the total parking supply (on-street and off-street) in the study area. The loss of parking would not be considered a significant adverse impact because the parking loss is spread throughout the Shilshole North Alternative, can be absorbed in other on-street or off-street spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.

Loading Zone Spaces

Table 5-8 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 unrestricted 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 retain or replace loading zones to the maximum extent feasible, 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. Of all the Build Alternatives, this represents the highest number of loading zone spaces removed for the project, and could represent a substantial inconvenience for loading/unloading of merchandise for businesses along Shilshole Ave NW. This action could result in trucks parking illegally in the street or developing other approaches to loading, which would present safety concerns for trail users and vehicles. SDOT will work with the potentially affected businesses to maintain freight access, and reduce potential impacts to businesses.

Table 5-8. On-Street Loading Zone Spaces under the No Build Alternative and Shilshole North Alternative

Alternative	Unrestricted Loading Zone Spaces	Passenger Loading Zone Spaces	Truck-Only Loading Zone Spaces	Commercial Vehicle Loading Zone Spaces	Total Loading Zone Spaces
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

5.5.3 Construction

Construction impacts would be the same for all of the Build Alternatives and are not significant. There are no construction impacts unique to the Ballard Avenue Alternative compared to the other alternatives.

5.5.4 Operation

Parking Supply

The Ballard Avenue Alternative would remove a total of approximately 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 56th St would have no parking between 28th Ave NW and 22nd Ave NW. The west side of 22nd Ave NW would have no parking between NW 56th St and Ballard Ave NW. The southwest side of Ballard Ave NW would have no parking between 22nd Ave NW and 17th Ave NW. The south side of NW Ballard Way would have no parking between 17th Ave NW and 15th Ave NW. The south side of NW 46th St would have no parking between 15th Ave NW and 11th Ave NW. The west side of 11th Ave NW would have no parking between NW 46th St and NW 45th St. Figure 5-4 shows the on-street parking supply for each block face in the study area under the Ballard Avenue Alternative.

Table 5-9 summarizes the difference in parking supply between the Ballard Avenue Alternative and the No Build Alternative.

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

Parking Type	No Build Alternative	Ballard Avenue Alternative	Net Parking Supply Change	Percent Reduction in Supply
On-street	3,086	2,888	198	6%
Paid	484	398	86	18%
Non-paid	2,602	2,490	112	4%
Off-street	730	730	0	0%
Total	3,816	3,618	198	5%

Overall, the loss of approximately 198 on-street parking spaces represents approximately 6% of the on-street parking supply in the study area and approximately 5% 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% of paid parking within the study area.

The loss of parking would not be considered a significant adverse impact because the parking loss is spread throughout the Ballard Avenue Alternative, can be absorbed in other on-street or off-street spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.

Loading Zone Spaces

Table 5-10 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 unrestricted 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 retain or replace loading zones to the maximum extent feasible, 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. This could result in trucks parking in the street to unload or developing other approaches to loading, which would present safety concerns for trail users and vehicles. SDOT would work with the potentially affected businesses to maintain freight access, and reduce potential impacts to businesses.

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

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

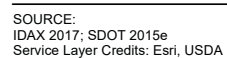


Figure 5-4
Ballard Avenue Alternative On-Street
Parking Supply

April 2017

5.6 Leary Alternative

5.5.5 Construction

Construction impacts would be the same for all of the Build Alternatives and are not significant. There are no construction impacts unique to the Leary Alternative compared to the other alternatives.

5.5.6 Operation

Parking Supply

The Leary Alternative would remove a total of approximately 82 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.

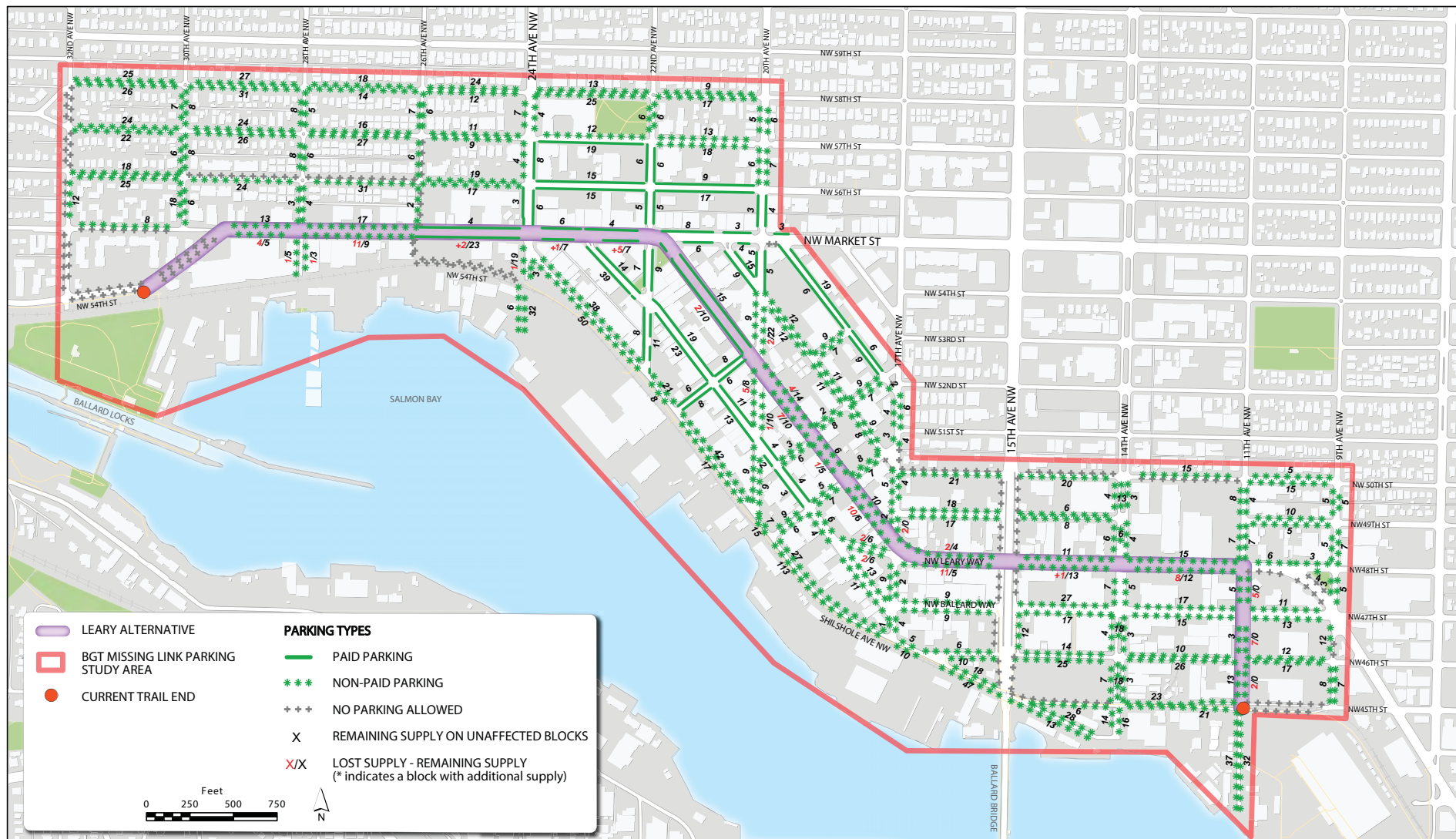
Under the Leary Alternative, some parking would be removed mostly along the south side of NW Market St, NW Leary Ave, and 11th Ave NW. Figure 5-5 shows the on-street parking supply for each block face in the study area under the Leary Alternative.

Table 5-11 summarizes the parking supply for the Leary Alternative and the No Build Alternative, and the net change between them. Table 5-11 indicates that there will be an 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 loading 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 loading zones as needed.

Table 5-11. On-Street and Off-Street Parking Supply under the No Build Alternative and Leary Alternative

Parking Type	No Build Alternative	Leary Alternative	Net Parking Supply Change	Percent Reduction in Supply
On-street	3,086	3,004	82	3%
Paid	484	490	-6	-1%
Non-paid	2,602	2,514	88	3%
Off-street	730	730	0	0%
Total	3,816	3,734	82	2%

Overall, the loss of approximately 82 on-street parking spaces represents approximately 3% of the on-street parking supply in the study area and approximately 2% of the total parking supply (on-street and off-street) in the study area. The loss of parking would not be considered a significant adverse impact because the parking loss is spread throughout the Leary Alternative, can be absorbed in other on-street or off-street spaces throughout the study area although drivers may need to travel further, and is consistent with City planning goals relating to street space prioritization.



SOURCE:
IDAX 2017; SDOT 2015e
Service Layer Credits: Esri, USDA

Burke-Gilman Trail Missing Link
Figure 5-5
Leary Alternative On-Street
Parking Supply
April 2017

Loading Zone Spaces

Table 5-12 summarizes the net change in loading zone spaces between the No Build Alternative and the Leary Alternative. The Leary Alternative could potentially remove 8 unrestricted 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 retain or replace loading zones to the maximum extent feasible, 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. This could result in trucks parking in the street to unload or developing other approaches to loading, which would present safety concerns for trail users and vehicles. SDOT would work with the potentially affected businesses to maintain freight access, and reduce potential impacts to businesses.

Table 5-12. On-Street Loading Zone Spaces under the No Build Alternative and Leary Alternative

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

5.7 Connector Segments

5.5.7 Construction

Construction impacts would be the same for all of the Build Alternatives and are not significant. There are no construction impacts unique to the Connector Segments compared to the other alternatives.

5.5.8 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 used in the selected alternative. Table 5-13 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 on-street spaces on both sides of the street would be unlikely, and would only occur on a narrow street, leaving insufficient width for parking.

Table 5-13. On-Street Parking and Loading Zone Spaces Under the Connector Segments

Segment Number	Street Name/Side of Street	Net Parking Supply Change	Net Loading Zone Supply Change
1	Ballard Ave NW between NW Market St and 22 nd Ave NW (northeast side)	14	1
1	Ballard Ave NW between NW Market St and 22 nd Ave NW (southwest side)	39	3
2	NW Vernon Pl between Shilshole Ave NW and Ballard Ave NW (northwest side)	6	0
2	NW Vernon Pl between Shilshole Ave NW and Ballard Ave NW (southeast side)	8	0
3	20 th Ave NW between Shilshole Ave NW and Ballard Ave NW (east side)	9	1
3	20 th Ave NW between Shilshole Ave NW and Ballard Ave NW (west side)	9	2
4	20 th Ave NW between Ballard Ave NW and Leary Ave NW (east side)	11	0
4	20 th Ave NW between Ballard Ave NW and Leary Ave NW (west side)	13	0
5	17 th Ave NW between NW Ballard Way and NW Leary Way (east side)	2	0
5	17 th Ave NW between NW Ballard Way and NW Leary Way (west side)	9	0
6	14 th Ave NW between NW 45 th St and NW 46 th St (east side)	3	0
6	14 th Ave NW between NW 45 th St and NW 46 th St (mid-block)	18	0
6	14 th Ave NW between NW 45 th St and NW 46 th St (west side)	7	0
7	14 th Ave NW between NW 46 th St and NW Ballard Way (east side)	3	2
7	14 th Ave NW between NW 46 th St and NW Ballard Way (mid-block)	18	0
7	14 th Ave NW between NW 46 th St and NW Ballard Way (west side)	4	1
8	14 th Ave NW between NW Ballard Way and NW Leary Way (east side)	5	0
8	14 th Ave NW between NW Ballard Way and NW Leary Way (west side)	7	0

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 determine 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 approximately 82 and 344 on-street parking spaces, which represents approximately 2 to 9% 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 in which curb space for transit and loading has higher priority than 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 the on-street parking loss may be perceived to be substantial, the parking removal is spread out along each of the routes and the maximum amount of on- and off-street parking in the study area that could be removed is 9% under the Preferred Alternative.

The City would implement the following measures to help minimize the parking loss by:

- Working with individual property and business owners, as well as interested stakeholders and the general public, throughout the design process to better understand the parking needs along the alignment
- Identifying areas where parking can be installed or replaced as the project progresses through design
- 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 (SDOT, 2015f)
- 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 would implement 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.

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 the action. 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 and 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 Ship Canal Water Quality Project

Seattle Public Utilities (SPU) is proposing a large project to reduce combined sewer overflow (CSO) 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.

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 5-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 2 years beginning in 2018.

Construction of the 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 according to 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

The Sound Transit 3 ballot measure passed in November 2016. Sound Transit has developed a priority projects list as part of their planning process to expand the regional mass transit system to meet anticipated population growth expected by 2040. The projects identified in Sound Transit 3 in the study area are:

C-02 Ballard to University District. This project would build light rail in a tunnel from Ballard's Market St area to the vicinity of the University District light rail station now under construction. This project was funded as a Future Investment Study Only; therefore, construction of the BGT Missing Link project would be completed prior to construction of this project.

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 15th 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 15th Ave NW and NW Market St would reduce impacts on utilization of parking within the study area.

Light Rail Downtown Seattle to Ballard (Market St Vicinity). There are several alternative projects that would build light rail from downtown Seattle to Ballard's Market St area. The project is estimated to be completed and in operation by the year 2035. Construction of the BGT Missing Link project would be completed by the start of the construction schedule for this project; therefore, construction of both projects would not occur simultaneously.

Because the light rail alignment for this project is not determined yet, it is unclear how it could affect the parking supply. It is assumed that options using 15th Ave NW would have little impact on parking, because no parking is allowed along 15th Ave NW in the study area.

Other options in different locations could potentially affect the 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 15th Ave NW and NW Market St would not affect the 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 15th 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 projects are proposed to be implemented by 2024.

Ballard to Downtown Enhanced Transit Corridor. In preparation for the Ballard light rail line as proposed in Sound Transit 3, the Ballard to Downtown Enhanced Transit Corridor project improves the corridor's existing transit operations and adds interim safety improvements for bicyclists and pedestrians 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 projects to minimize the short-term impacts on parking that could occur.

It is assumed that this project would affect 15th Ave NW in the study area; therefore, it would have minimal impact on parking because no parking is allowed along 15th 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 project, 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 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 project, 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 50th St, 11th Ave NW, 28th Ave NW, and NW 64th St. Bicycle lanes with minor separation are proposed for NW Market St between 24th Ave NW and 32nd Ave NW, and on 14th 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 bicycle 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 project, this could result in higher utilization of available parking throughout the study area.

7.2.6 Move Ballard

Move Ballard will identify and prioritize near-term multimodal transportation improvements for the Ballard Hub Urban Village in response to the area's rapid recent growth. The plan will also evaluate potential future high capacity (light rail, streetcar, bus rapid transit) transit station areas in anticipation of possible Metro and Sound Transit investments in the area.

Projects and improvements identified in Move Ballard will support transit-oriented development (TOD), multimodal mobility, freight access and circulation, and promote safety for all users of the transportation system. They will also reflect the goals and objectives of existing neighborhood plans, citywide modal plans, previous transportation studies, and overall city goals and objectives.

If construction of any Move Ballard projects occurs simultaneously with construction of the BGT Missing Link project, impacts on parking could be increased. SDOT should coordinate construction activities for both projects to minimize the short-term impacts on parking that could occur.

7.2.7 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 project, 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. 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

Name and Employer	Degree and Relevant Licenses	Years of Relevant Experience
Brian Macik, Author Parametrix	B.A. Env. Studies/Political Science M.U.P. Master of Urban Planning	9
Ryan LeProwse, Reviewer Parametrix	B.S. Civil Engineering P.E. Washington and Oregon	18

CHAPTER 10: APPENDICES

Appendix A

- 2015 Ballard Parking Study

Appendix B

- The 2017 BGT Missing Link Parking Study

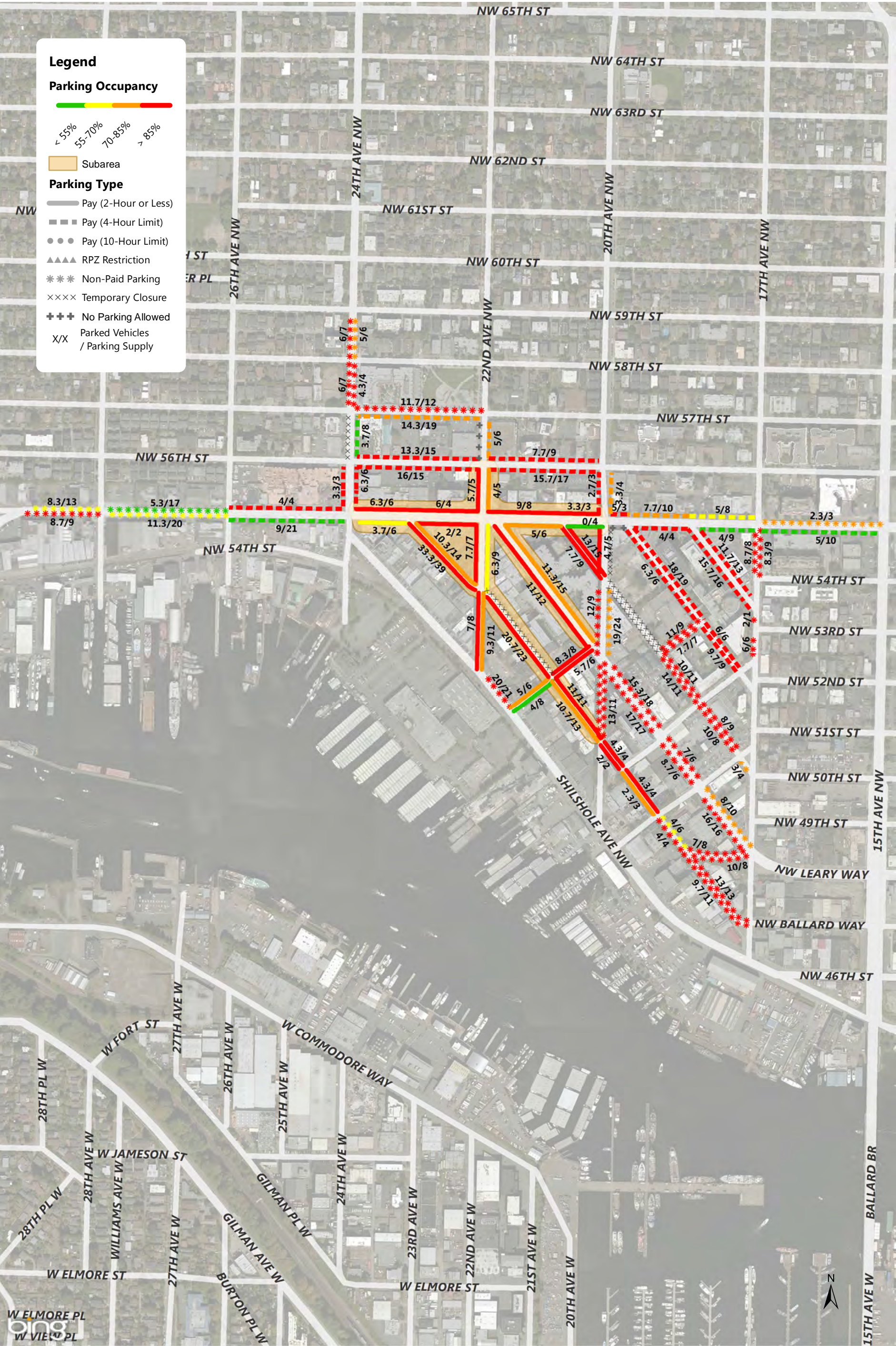
Appendix C

- Ballard Off-street Parking Study – July 2014



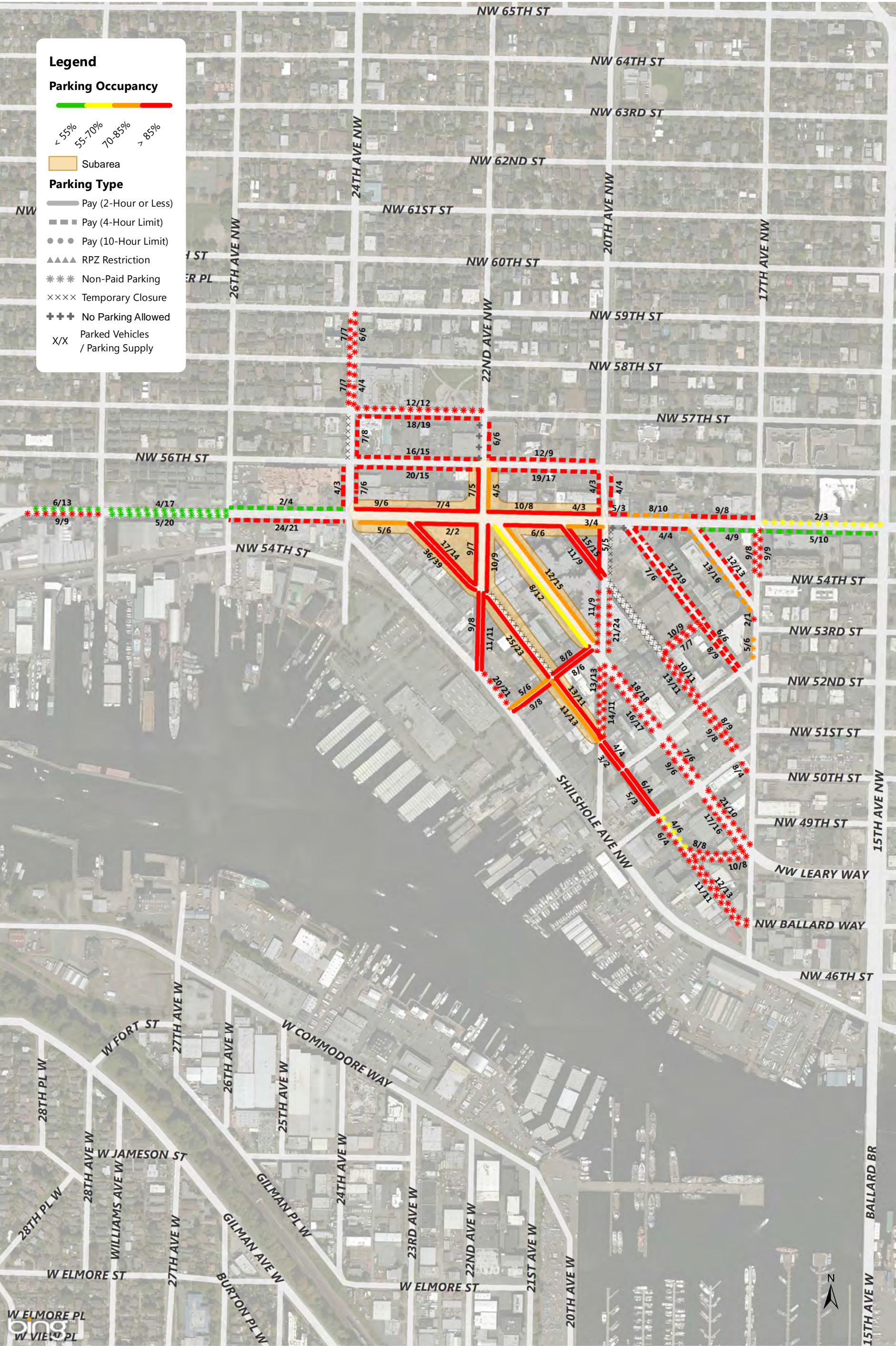
APPENDIX A

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 7PM Occupancy of Each Blockface

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 AV 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 AV 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	5	2	6	5	7	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	0	1	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	1	3	1	2	0	0	2	0	0	4.8
12693_Ballard	0		0		0		0		6	6	5	2	3	1	4	0	0	0	0	0	0	3	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	0	1	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%	12	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1.4
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 2017 BGT MISSING LINK PARKING STUDY

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekday - Demand								
							8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1-E	1	E	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
1-W	1	W	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
2-E	2	E	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
2-W	2	W	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
3-E	3	E	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	12	11	10	11	10	12	12	11	9	12
3-W	3	W	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
4-N	4	N	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	Time Limited Parking	2	8	0	0	7	3	4	7	2	2	2
4-S	4	S	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
5-E	5	E	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	6	6	6	6	5	6	6	6	6	6
5-W	5	W	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Time Limited Parking	2	18	13	11	13	13	17	16	17	16	17
6-N	6	N	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	18	14	17	16	16	17	18	18	18	18
6-S	6	S	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	21	21	22	24	25	24	17	25	25
7-E	7	E	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	4	4	4	4	5	4	6	7	7
7-W	7	W	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	3	3	5	6	5	6	5
8-N	8	N	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	24	11	12	10	11	12	15	11	9	13
8-S	8	S	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	22	14	11	14	15	19	19	16	21	21
9-E	9	E	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	4	4	4	5	5	4	4	2	4
9-W	9	W	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	1	1	1	1	2	2	0	0	1
10-N	10	N	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	9	7	6	6	5	8	14	14	14
10-S	10	S	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	26	7	5	8	9	10	11	12	11	11
11-N	11	N	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	27	12	9	8	7	9	10	12	17	22
11-S	11	S	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	31	12	10	9	11	10	11	15	22	27
12-E	12	E	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	4	5	4	5	5	4	3	5	5
12-W	12	W	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	6	5	4	4	5	5	4	6	7
13-N	13	N	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	9	8	7	7	12	12	13	15	19
13-S	13	S	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	26	16	14	9	9	13	14	11	13	18
14-E	14	E	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	5	5	6	6	6	6	6	6	6
14-W	14	W	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	6	7	8	7	7	8	8	8	8
15-N	15	N	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
15-S	15	S	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	20	18	18	21	22	21	24	24	24
16-E	16	E	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	4	2	3	4	4	4	3	4	4	4
16-W	16	W	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3
17-E	17	E	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
17-W	17	W	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	2	0	0	0	0	0	0	2	2	2
18-N	18	N	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	0	0	0	0	0	0	0	0	0	0
18-S	18	S	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	31	27	25	26	26	23	24	31	30	31
19-E	19	E	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
19-W	19	W	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	6	6	5	6	6	6	6
20-N	20	N	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	16	16	13	15	16	16	16	16	16	16
20-S	20	S	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	27	18	21	24	22	23	24	27	27	27
21-E	21	E	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6
21-W	21	W	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	7	6	7	6	6	7	7	7	7
22-N	22	N	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	18	18	18	17	14	17	15	18	18	18
22-S	22	S	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	14	14	14	13	13	14	14	14	14	14
23-N	23	N	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	24	17	19	16	13	16	17	24	24	24
23-S	23	S	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12	12	12	12
24-N	24	N	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	11	11	11	11	11	11	11	11	11	11
24-S	24	S	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9
25-N	25	N	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	19	12	8	4	9	9	15	18	19	18
25-S	25	S	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	17	11	7	13	5	8	13	12	14	13
26-N	26	N	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Unrestricted Parking	0	13	13	13	13	12	13	13	13	13	12
26-S	26	S	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	25	24	22	21	21	23	21	25	25	24
27-E	27	E	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	2	2	4	6	1	1	3	4	3
27-W	27	W	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	6	5	3	5	4	3	6	6	4
28-N	28	N	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9
28-S	28	S	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	17	17	17	17	17	17	17	17	17	17
29-E	29	E	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	5	6	6	6
29-W	29	W	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5
30-N	30	N	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	13	13	13	12	10	13	13	13	13	13
30-S	30	S	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	18	13	12	14	13	14	18	14	16	16
31-E	31	E	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	2	7	4	5	4	2	1	1	7	5	6
31-W	31	W	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	1	6	1	2	4	0	4	5	3	4	4
32-N	32	N	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9
32-S	32	S	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	7	7	7	7	7	6	7	7	7	7
33-E	33	E	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
33-W	33	W	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2
34-E	34	E	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6
34-W	34	W	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	4	4	4	4	4	4	4	4	4	4
35-E	35	E	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	4	4	4	4	4	4	3	3	3	3
35-W	35	W	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3
36-E	36	E	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
36-W	36	W	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
37-N	37	N	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
37-S	37	S	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	21	18	21	14	8	6	6	19	17	14
38-N	38	N	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
38-S	38	S	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	20	13	11	11	12	7	5	3	2	3
39-N	39	N	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	15	15	15	15	15	15	15	12	12	12
39-S	39	S	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
40-N	40	N	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	5	5	3	5	5	5	5	5	5
40-S	40	S	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	15	14	12	12	14	15	10	6	6	7
41-E	41	E	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	1	4	5	4	3	2	2	2	2

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekday - Demand								
							8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
41-W	41	W	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	2	3	4	4	5	4	2	2	2
42-N	42	N	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	10	8	9	9	8	6	7	10	9	2
42-S	42	S	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	5	5	5	5	5	5	4	5	0
43-E	43	E	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	5	5	6	5	4	3	3	2	2
43-W	43	W	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	5	4	4	5	5	5	4	3	1	1
44-N	44	N	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	3	3	3	2	1	1	1	0	0	0
44-S	44	S	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	4	1	2	3	4	3	3	0	0	0
45-E	45	E	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	5	4	4	5	5	4	2	4	4	4
45-W	45	W	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	3	3	3	3	3	3	2	1	1	1
46-E	46	E	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
46-W	46	W	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	12	3	3	4	4	2	1	0	0	0
47-E	47	E	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Time Limited Parking	1	7	0	0	1	2	1	1	0	0	0
47-W	47	W	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	8	3	3	3	3	3	3	2	1	0
48-N	48	N	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
48-S	48	S	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
49-E	49	E	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	2	1	1	1	2	1	0	0	0	0
49-W	49	W	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	13	10	10	6	6	4	2	0	0	0
50-N	50	N	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	12	10	9	12	11	8	5	3	1	0
50-S	50	S	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	17	5	6	9	8	6	7	5	3	1
51-E	51	E	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	7	6	6	5	5	4	3	2	0	0
51-W	51	W	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	2	2	1	2	1	1	0	0	0
52-N	52	N	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Time Limited Parking	1	11	3	3	5	6	5	3	0	0	0
52-S	52	S	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	13	7	8	10	6	5	2	0	0	0
53-N	53	N	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
53-S	53	S	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
54-N	54	N	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	Unrestricted Parking	0	6	1	1	1	1	1	2	1	1	0
54-S	54	S	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
55-E	55	E	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	1	2	2	2	3	1	1	0	0
55-W	55	W	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	1	3	4	4	4	2	3	1	1
56-E	56	E	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	1	7	2	2	0	0	2	2	0
56-W	56	W	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Time Limited Parking	1	7	5	7	5	5	3	0	2	1	1
57-E	57	E	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	4	4	4	3	2	2	4	0	0
57-W	57	W	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Time Limited Parking	1	8	3	6	6	4	5	3	1	0	0
58-N	58	N	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	4	15	1	2	1	0	0	0	0	0	0
58-S	58	S	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	20	4	3	5	4	3	2	3	3	3
59-E	59	E	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	4	0	0	1	1	1	0	0	0	0
59-MID	59	MID	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	6	6	6	6	5	3	0	0	0
59-W	59	W	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	1	2	3	4	1	0	0	0	0
60-E	60	E	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	3	3	3	3	3	1	1	0	0	0
60-MID	60	MID	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	13	13	12	9	10	4	2	0	0	0
60-W	60	W	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	0	0	2	2	2	2	0	0	0
61-N	61	N	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	5	5	3	3	0	0	2	1	0
61-S	61	S	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	8	3	4	6	4	5	3	2	3	3
62-E	62	E	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
62-W	62	W	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
63-N	63	N	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	18	12	15	18	18	15	15	18	18	17
63-S	63	S	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	17	15	17	17	17	15	17	17	17	14
64-E	64	E	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	4	4	3	3	4	4	4	4	4
64-W	64	W	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	4	5	5	5	5	5	5	5	5
65-E	65	E	17TH AVE NW BETWEEN NW 49TH ST & NW 48TH ST	Unrestricted Parking	0	2	1	2	2	2	2	2	2	1	0
65-W	65	W	17TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	2	2	2	2	2	2	1	2	2	1
66-N	66	N	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	6	6	6	6	6	3	6	6	6
66-S	66	S	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	16	16	16	16	16	16	8	12	12	12
67-E	67	E	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
67-W	67	W	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
68-N	68	N	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	11	5	6	3	6	4	0	3	2	2
68-S	68	S	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	12	3	4	6	6	3	5	5	4	3
69-E	69	E	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	5	5	5	4	4	1	1	1	0
69-W	69	W	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	7	7	7	7	7	6	2	4	1	0
70-N	70	N	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	27	26	26	27	23	13	9	12	8	4
70-S	70	S	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	17	13	17	12	14	15	11	13	13	6
71-E	71	E	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	1	3	3	3	3	3	1	0	0
71-MID	71	MID	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	18	10	15	17	16	9	8	4	4	1
71-W	71	W	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	4	0	4	1	4	0	3	1	1	0
72-N	72	N	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	17	7	9	12	8	8	12	8	8	8
72-S	72	S	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	2	15	12	11	15	15	15	13	11	9	6
73-N	73	N	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	10	9	10	10	10	10	9	7	7	7
73-S	73	S	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	26	7	8	7	6	5	1	0	0	0
74-E	74	E	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	3	1	0	1	2	0	0	2	2	2
74-MID	74	MID	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	18	0	5	12	15	12	6	4	9	9
74-W	74	W	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	7	2	0	0	0	0	0	0	0	0
75-N	75	N	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	23	16	18	7	8	8	8	0	0	0
75-S	75	S	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	21	3	3	4	5	4	4	2	2	2
76-E	76	E	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	32	22	22	21	14	5	3	0	0	0
76-W	76	W	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	37	11	15	10	8	6	4	0	0	0
77-E	77	E	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	16	14	13	12	9	3	6	0	0	0
77-W	77	W	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	14	9	10	8	8	10	4	0	0	0
78-N	78	N	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
78-S	78	S	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	0	0	0	0	0	0	0	0	0
79-N	79	N	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	14	8	10	12	10	10	12	13	7	9
79-S	79	S	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	25	10	10	12	13	15	20	9	11	8

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekday - Demand								
							8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
80-E	80	E	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	12	1	2	3	5	2	11	9	7	5
80-W	80	W	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
81-E	81	E	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
81-W	81	W	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
83-E	83	E	15TH AVE NW BETWEEN NW LEARY WAY & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
83-W	83	W	15TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
84-N	84	N	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	7	4	4	4
84-S	84	S	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	9	9	6	9	9	9	2	2	2
85-E	85	E	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2
85-W	85	W	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	9	8	9	9	9	5	7	9	9	7
86-N	86	N	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	27	27	27	21	19	7	5	12	9	9
86-S	86	S	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	113	72	74	62	38	20	14	19	20	16
87-E	87	E	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	4	2	2	3	3	3	3	1	1	2
87-W	87	W	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	1	0	1	1	1	1	1	1	1	0
88-E	88	E	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	6	6	6	6	5	6	6	6	6	5
88-W	88	W	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	8	9	5	7	6	7	9	7	9
89-N	89	N	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	5	3	4	4	3	0	0	1	1	1
89-S	89	S	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	17	5	6	5	3	1	1	4	4	4
90-N	90	N	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	7	4	5	7	3	5	6	6	6	4
90-S	90	S	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	15	11	13	15	10	6	5	6	7	7
91-N	91	N	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	6	6	5	4	6	6	4	5	6
91-S	91	S	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	10	8	8	9	8	9	9	5	10	10
92-E	92	E	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	8	7	9	9	9	9	9	9	9
92-W	92	W	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9
94-N	94	N	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	18	4	7	11	8	6	7	10	12	11
94-S	94	S	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	44	17	13	13	11	11	17	23	19	24
95-N	95	N	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	42	19	22	17	15	13	23	35	33	24
95-S	95	S	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	17	17	17	17	17	14	16	11	9	6
97-N	97	N	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	28	0	1	0	0	0	0	10	10	10
97-S	97	S	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	13	0	0	0	0	0	0	9	9	10
98-N	98	N	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Time Limited Parking	4	21	17	21	21	20	21	21	18	19	13
98-S	98	S	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Unrestricted Parking	0	8	8	8	8	8	8	8	8	8	8
99-N	99	N	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	38	38	38	38	38	38	38	38	38	38
99-S	99	S	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	4	50	34	42	41	41	41	40	37	36	29
100-E	100	E	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3
100-W	100	W	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Time Limited Parking	4	20	7	5	14	11	13	15	18	16	18
101-E	101	E	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	32	13	14	19	19	16	18	19	18	22
101-W	101	W	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	6	5	6	6	5	3	4	5	6	6
102-N	102	N	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
102-S	102	S	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
103-N	103	N	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
103-S	103	S	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
104-E	104	E	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
104-W	104	W	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
105-E	105	E	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	4	2	3	4	4	4	3	1	1	0
105-W	105	W	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	6	6	6	4	4	2	2	4	3	2
106-N	106	N	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
106-S	106	S	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	2	0	0	0	0	0	0	0	0	0	0
107-N	107	N	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
107-S	107	S	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
108-E	108	E	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
108-W	108	W	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
109-N	109	N	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	5	5	5	5	5	5	5	5	4	4
109-S	109	S	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	7	7	7	5	7	7	7	7	7	6
110-N	110	N	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	8	8	8	8	7	5	7	7	5
110-S	110	S	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	7	7	7	7	7	6	5	7	7	5
111-N	111	N	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	3	3	3	3	3	3	3	3	2	3
111-S	111	S	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6
112-N	112	N	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2
112-S	112	S	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	8	7	8	8	8	5	8	8	8
3081-W	3081	W	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	0	0	1	2	3	3	3	3	3
3082-E	3082	E	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	4	1	1	1	0	2	4	4	4	4
3337-W	3337	W	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	8	1	0	6	7	7	8	8	8	8
3338-E	3338	E	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	11	0	3	8	8	9	9	11	10	11
3341-W	3341	W	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	2	5	4	2	5	3	3	5	5	5	5
3342-E	3342	E	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	1	5	2	4	4	0	1	3	4	5	4
9105-NE	9105	NE	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	13	11	13	10	11	9	8	12	12	9
9106-SW	9106	SW	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	11	9	9	8	9	10	11	11	9	8
9109-SW	9109	SW	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	3	0	1	2	3	2	2	3	3	3
9110-NE	9110	NE	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	4	1	4	0	2	2	4	4	4	4
9113-SW	9113	SW	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	0	2	0	1	2	2	2	2	2	2	2
9114-NE	9114	NE	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	2	4	0	2	3	3	4	4	4	4	4
12689-SW	12689	SW	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	11	11	11	11	11	11	11	11	11
12690-NE	12690	NE	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	10	10	10	10	9	9	10	9	7
12693-SW	12693	SW	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12	12	12	12
12694-NE	12694	NE	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Time Limited Parking	2	12	11	11	11	11	10	10	11	10	8
13045-SW	13045	SW	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	9	5	5	9	5	3	8	8	7	6
13046-NE	13046	NE	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	6	5	5	5	6	4	3	6	6	6

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekday - Demand								
							8:00 AM	9:00 AM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
18621-N	18621	N	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	9	1	2	6	8	7	9	9	9	9
18622-S	18622	S	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	17	4	9	11	8	10	17	17	17	17
19421-NW	19421	NW	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	9	9	9	9	9	9	9	9	9	9
19422-SE	19422	SE	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	7	7	7	6	7	6	7	7	6	6
19489-N	19489	N	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	Paid Parking	4	3	0	1	3	3	0	3	3	3	3
19490-S	19490	S	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0
19493-N	19493	N	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	13	2	3	3	3	5	9	6	3	3
19494-S	19494	S	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	9	3	6	7	4	8	6	9	7	5
26497-W	26497	W	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Unrestricted Parking	0	7	4	2	5	7	6	7	7	7	6
26498-E	26498	E	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Time Limited Parking	2	4	2	4	3	4	2	4	4	4	3
31845-SW	31845	SW	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	4	4	4	3	4	4	4	4	4	4
31846-NE	31846	NE	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	6	4	4	4	3	3	4	4	4	3
31849-SW	31849	SW	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	23	7	3	18	12	22	23	23	23	22
31850-NE	31850	NE	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	19	6	2	15	10	18	19	19	19	18
31853-SW	31853	SW	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	2	39	12	15	31	27	28	38	36	37	36
31854-NE	31854	NE	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	0	14	4	4	9	4	10	14	14	14	14
33949-SW	33949	SW	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	16	15	15	14	13	15	16	16	16	11
33950-NE	33950	NE	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	10	8	8	6	7	7	10	10	10	9
35353-SW	35353	SW	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	8	8	8	8	8	8	8	8	8	8
35354-NE	35354	NE	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	9	8	8	8	8	7	6	8	6	5
35681-SW	35681	SW	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	6	4	6	6	1	5	6	6	6	4
35682-NE	35682	NE	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	19	15	16	17	7	11	15	17	18	16
41029-N	41029	N	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Unrestricted Parking	0	12	7	10	11	9	12	10	12	12	11
41030-S	41030	S	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	19	0	4	15	6	16	18	18	19	13
41721-N	41721	N	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	4	3	4	4	2	4	4	4	4	4
41722-S	41722	S	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	2	1	2	1	2	1	0	2	2	2
41725-N	41725	N	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	4	1	2	4	2	1	4	2	4	4
41726-S	41726	S	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	21	3	8	5	7	4	12	21	14	21
48213-W	48213	W	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	3	4	4	5	5	5	5	5	4
48214-E	48214	E	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	3	4	4	5	5	5	5	5	4
48449-W	48449	W	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	7	3	2	4	7	7	7	7	7	7
48450-E	48450	E	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	9	1	0	5	3	6	8	9	9	9
48769-W	48769	W	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	1	1	2	3	3	3	3	3	3
48770-E	48770	E	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	6	0	0	6	6	6	6	6	5	6
56649-SW	56649	SW	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6
56650-NE	56650	NE	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6
56653-SW	56653	SW	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	2	12	4	5	9	6	9	10	8	9	10
56654-NE	56654	NE	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	1	15	4	7	10	11	10	13	12	13	14
64321-N	64321	N	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	3	4	6	5	6	6	6	6	6
64322-S	64322	S	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	0	0	0	4	4	6	5	6	6
70997-W	70997	W	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Time Limited Parking	0	13	13	11	12	13	13	13	13	13	13
70998-E	70998	E	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Unrestricted Parking	0	11	11	11	8	11	11	11	11	11	11
71001-W	71001	W	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9
71002-E	71002	E	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Time Limited Parking	2	24	16	19	16	17	18	22	21	21	19
71289-W	71289	W	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	3	4	4	6	6	6	6	6	5
71290-E	71290	E	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	3	4	4	4	6	6	6	6	5
71573-W	71573	W	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Time Limited Parking	2	4	2	1	0	4	3	4	4	4	3
71574-E	71574	E	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	8	3	1	0	2	3	4	7	5	5
76961-SW	76961	SW	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	13	1	4	10	5	11	13	11	13	13
76962-NE	76962	NE	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	11	4	10	7	8	9	11	11	11	11
79313-SW	79313	SW	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Unrestricted Parking	0	17	16	15	14	15	13	16	16	15	14
79314-NE	79314	NE	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Time Limited Parking	2	18	12	16	15	14	15	17	18	18	18
80657-SW	80657	SW	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	0	9	2	5	7	7	6	9	9	9	9
80658-NE	80658	NE	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	1	15	2	8	6	5	10	15	15	15	13
86369-N	86369	N	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	6	6	7	7	7	6	8	7	6
86370-S	86370	S	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	8	8	8	8	8	8	8	8	6
86449-N	86449	N	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	4	8	9	7	7	15	15	15	15
86450-S	86450	S	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	2	2	10	13	10	14	15	15	15
87253-N	87253	N	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	3	1	1	3	1	3	3	3	3	3
87254-S	87254	S	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	4	0	0	0	0	0	1	3	3	3
87257-N	87257	N	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	8	3	4	5	5	8	8	8	8	8
87258-S	87258	S	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	6	0	2	4	2	2	2	6	6	6
87261-N	87261	N	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	1	17	3	5	3	2	2	1	4	3	1
87262-S	87262	S	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	2	20	7	8	10	8	4	6	5	2	2
87281-NW	87281	NW	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	8	4	8	5	7	8	8	8	8	8
87282-SE	87282	SE	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	6	3	6	3	6	3	6	6	6	6
87285-NW	87285	NW	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	2	6	1	3	2	5	5	5	5	5	4
87286-SE	87286	SE	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	0	8	1	3	3	2	6	8	8	8	6

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekend Demand									
							8:00 AM	9:00 AM	12:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1-E	1	E	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
1-W	1	W	32ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
2-E	2	E	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
2-W	2	W	32ND AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
3-E	3	E	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	12	12	12	8	12	12	11	12	12	12	12
3-W	3	W	32ND AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
4-N	4	N	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	Time Limited Parking	2	8	3	5	5	4	4	4	4	6	7	5
4-S	4	S	NW MARKET ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
5-E	5	E	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	6	6	6	6	6	6	6	5	6	4	4
5-W	5	W	30TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Time Limited Parking	2	18	13	14	15	13	15	14	12	14	15	15
6-N	6	N	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	18	18	18	18	18	18	18	18	18	18	18
6-S	6	S	NW 56TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	25	25	25	25	25	25	25	25	25	22
7-E	7	E	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	6	4	4	4	4	3	3	4	4	4
7-W	7	W	30TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	3	6	6	6	6	6	6	6	6	6
8-N	8	N	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	24	17	17	15	15	14	12	12	12	16	16
8-S	8	S	NW 57TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	22	18	18	16	18	17	19	20	19	20	21
9-E	9	E	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	6	5	4	4	4	3	3	6	6	6
9-W	9	W	30TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	3	3	4	4	4	2	3	5	6	3
10-N	10	N	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	25	13	10	8	11	12	12	10	10	10	10
10-S	10	S	NW 58TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	Unrestricted Parking	0	26	10	8	9	11	15	13	15	13	12	12
11-N	11	N	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	27	17	15	11	14	17	16	16	16	22	20
11-S	11	S	NW 58TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	31	20	19	19	15	17	18	19	19	24	23
12-E	12	E	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5	5
12-W	12	W	28TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	8	8	8	8	8	8	8	6	7	8	8
13-N	13	N	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	20	20	21	16	17	20	19	24	24	24
13-S	13	S	NW 57TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	26	23	19	20	17	17	17	17	23	22	23
14-E	14	E	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
14-W	14	W	28TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	8	8	8	8	8	8	8	8	8	8	8
15-N	15	N	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
15-S	15	S	NW 56TH ST BETWEEN 30TH AVE NW & 28TH AVE NW	Unrestricted Parking	0	24	24	24	24	23	24	22	24	24	24	24
16-E	16	E	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	4	4	4	4	4	4	4	4	4	4	4
16-W	16	W	28TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3	3
17-E	17	E	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
17-W	17	W	26TH AVE NW BETWEEN NW 56TH ST & NW MARKET ST	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2	2
18-N	18	N	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	0	0	0	0	0	0	0	0	0	0	0
18-S	18	S	NW 56TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	31	30	31	27	31	31	30	31	31	31	31
19-E	19	E	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
19-W	19	W	26TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
20-N	20	N	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	16	16	16	16	16	16	16	16	16	16	16
20-S	20	S	NW 57TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	27	25	25	25	26	26	26	25	27	27	27
21-E	21	E	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
21-W	21	W	26TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	7	6	7	7	7	7	7	7	5	7	7
22-N	22	N	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	18	18	18	18	18	18	18	18	18	18	18
22-S	22	S	NW 58TH ST BETWEEN 28TH AVE NW & 26TH AVE NW	Unrestricted Parking	0	14	14	14	14	14	14	14	14	14	14	14
23-N	23	N	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	24	24	23	24	24	24	24	24	24	24	24
23-S	23	S	NW 58TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12	12	12	12	12
24-N	24	N	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	11	11	11	11	11	11	11	11	11	11	11
24-S	24	S	NW 57TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9	9
25-N	25	N	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	19	19	18	18	18	18	19	19	19	19	19
25-S	25	S	NW 56TH ST BETWEEN 26TH AVE NW & 24TH AVE NW	Time Limited Parking	2	17	12	16	15	17	14	15	15	15	15	16
26-N	26	N	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Unrestricted Parking	0	13	13	13	13	13	13	13	13	13	13	13
26-S	26	S	NW 58TH ST BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	25	25	25	25	25	25	25	25	25	25	25
27-E	27	E	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	2	5	6	6	5	6	6	6	6	6
27-W	27	W	22ND AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Time Limited Parking	2	6	6	6	6	6	6	6	6	6	6	6
28-N	28	N	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9	9
28-S	28	S	NW 58TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	17	17	17	17	17	17	17	17	17	17	17
29-E	29	E	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
29-W	29	W	20TH AVE NW BETWEEN NW 58TH ST & NW 57TH ST	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5	5
30-N	30	N	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	13	12	13	13	13	13	13	13	13	13	13
30-S	30	S	NW 57TH ST BETWEEN 22ND AVE NW & 20TH AVE NW	Time Limited Parking	2	18	9	13	18	14	14	16	18	18	18	16
31-E	31	E	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	2	7	3	7	7	7	7	7	7	7	7	7
31-W	31	W	20TH AVE NW BETWEEN NW 57TH ST & NW 56TH ST	Time Limited Parking	1	6	0	2	2	2	1	3	3	3	3	2
32-N	32	N	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9	9
32-S	32	S	NW LONE PL BETWEEN RUSSELL AVE NW & TALLMAN AVE NW	Unrestricted Parking	0	7	7	7	7	7	7	7	7	7	7	7
33-E	33	E	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
33-W	33	W	TALLMAN AVE NW BETWEEN NW LONE PL & 17TH AVE NW	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2	2
34-E	34	E	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
34-W	34	W	17TH AVE NW BETWEEN NW 52ND ST & NW 51ST ST	Unrestricted Parking	0	4	4	4	4	4	4	4	4	4	4	4
35-E	35	E	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	4	3	3	3	3	3	3	3	3	3	3
35-W	35	W	17TH AVE NW BETWEEN NW 51ST ST & NW DOCK ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3	3
36-E	36	E	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
36-W	36	W	17TH AVE NW BETWEEN NW DOCK PL & NW 50TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
37-N	37	N	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
37-S	37	S	NW 50TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	21	14	16	15	19	17	20	18	16	16	19
38-N	38	N	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
38-S	38	S	NW 50TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	20	9	10	8	4	1	3	3	4	3	3
39-N	39	N	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	15	7	7	5	10	12	9	9	11	10	10
39-S	39	S	NW 50TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
40-N	40	N	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5	5
40-S	40	S	NW 50TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	15	7	6	6	11	11	12	7	9	6	7
41-E	41	E	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	0	0	0	2	4	4	4	4	2	1

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekend Demand									
							8:00 AM	9:00 AM	12:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
41-W	41	W	9TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	2	2	3	4	3	3	3	2	2	2
42-N	42	N	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	10	3	1	9	5	5	6	5	3	2	1
42-S	42	S	NW 49TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	5	2	2	5	3	4	3	5	3	3	2
43-E	43	E	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	1	3	3	4	4	3	2	2	2	2
43-W	43	W	9TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	5	0	0	1	3	4	1	3	0	0	0
44-N	44	N	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	3	0	2	2	2	1	0	0	0	0	0
44-S	44	S	NW LEARY WAY BETWEEN LEARY WAY NW & 9TH AVE NW	Unrestricted Parking	0	4	0	4	4	4	2	0	0	0	0	0
45-E	45	E	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	5	4	3	3	3	3	3	3	3	3	3
45-W	45	W	9TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	3	3	3	2	3	3	3	3	3	3	3
46-E	46	E	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
46-W	46	W	9TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	12	0	0	1	1	1	1	1	1	0	0
47-E	47	E	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Time Limited Parking	1	7	0	0	0	0	0	0	0	0	0	0
47-W	47	W	9TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	8	8	8	8	8	8	8	5	4	0	0
48-N	48	N	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
48-S	48	S	NW 45TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
49-E	49	E	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	2	2	2	2	2	2	2	2	0	0	0
49-W	49	W	11TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	13	3	3	3	3	3	3	1	0	0	0
50-N	50	N	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	12	7	7	7	3	5	3	2	1	0	0
50-S	50	S	NW 46TH ST BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	17	11	11	11	11	9	9	5	4	0	0
51-E	51	E	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	7	2	2	2	2	2	2	2	0	0	0
51-W	51	W	11TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	0	0	0	0	0	0	0	1	0	0
52-N	52	N	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Time Limited Parking	1	11	0	1	0	0	0	0	0	0	0	0
52-S	52	S	NW BALLARD WAY BETWEEN 11TH AVE NW & 9TH AVE NW	Unrestricted Parking	0	13	0	0	0	0	0	0	0	0	0	1
53-N	53	N	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
53-S	53	S	LEARY WAY NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
54-N	54	N	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	Unrestricted Parking	0	6	0	0	0	0	0	0	0	0	0	0
54-S	54	S	NW LEARY WAY BETWEEN 11TH AVE NW & LEARY WAY NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
55-E	55	E	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	0	0	1	0	0	0	0	0	0	0
55-W	55	W	11TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	1	2	5	5	3	4	3	2	2	1
56-E	56	E	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	7	0	0	0	0	0	0	0	0	0	0
56-W	56	W	11TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Time Limited Parking	1	7	0	0	0	0	0	0	0	0	0	0
57-E	57	E	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	0	0	0	0	0	0	0	0	0	0
57-W	57	W	11TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Time Limited Parking	1	8	3	3	4	0	0	0	0	0	0	0
58-N	58	N	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	4	15	0	0	0	0	0	0	0	0	0	0
58-S	58	S	NW LEARY WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	20	3	8	7	3	4	2	2	2	2	2
59-E	59	E	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	4	0	0	0	0	0	0	0	0	0	1
59-MID	59	MID	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	1	1	2	3	4	3	2	1	2	2
59-W	59	W	14TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	6	0	0	0	0	0	0	0	0	0	0
60-E	60	E	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	3	0	0	0	3	3	3	3	1	1	1
60-MID	60	MID	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	13	0	1	0	10	9	9	8	2	2	1
60-W	60	W	14TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	0	0	0	0	4	4	4	2	3	2
61-N	61	N	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	0	0	1	6	6	5	4	0	0	0
61-S	61	S	NW 49TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	8	1	1	1	8	8	7	2	1	1	1
62-E	62	E	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
62-W	62	W	15TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
63-N	63	N	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	18	11	12	11	18	18	18	18	18	18	18
63-S	63	S	NW 49TH ST BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	17	16	17	15	17	17	17	17	17	17	17
64-E	64	E	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	4	3	4	4	4	4	4	4	4	4	4
64-W	64	W	17TH AVE NW BETWEEN NW 50TH ST & NW 49TH ST	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5	5
65-E	65	E	17TH AVE NW BETWEEN NW 49TH ST & NW 48TH ST	Unrestricted Parking	0	2	0	2	2	2	2	2	2	2	2	2
65-W	65	W	17TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	Unrestricted Parking	0	2	1	2	2	2	2	2	2	2	2	2
66-N	66	N	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	3	3	6	6	6	6	6	6	6	6
66-S	66	S	NW LEARY WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	16	8	8	8	16	16	16	16	16	16	16
67-E	67	E	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
67-W	67	W	15TH AVE NW BETWEEN NW 49TH ST & NW LEARY WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
68-N	68	N	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	11	3	4	7	6	8	7	5	5	4	3
68-S	68	S	NW LEARY WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	12	7	6	6	8	6	5	6	4	2	3
69-E	69	E	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	5	0	0	2	2	0	0	0	0	0	0
69-W	69	W	14TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	Unrestricted Parking	0	7	0	6	2	5	5	3	0	0	0	0
70-N	70	N	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Unrestricted Parking	0	27	18	17	24	24	27	21	15	15	15	16
70-S	70	S	NW BALLARD WAY BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	17	16	17	17	17	17	13	11	17	8	4
71-E	71	E	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	3	0	2	1	3	3	3	3	3	1	2
71-MID	71	MID	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Unrestricted Parking	0	18	5	17	13	15	15	10	6	5	4	2
71-W	71	W	14TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	4	1	4	4	4	4	2	2	0	0	0
72-N	72	N	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	17	2	8	5	9	12	5	7	8	4	4
72-S	72	S	NW BALLARD WAY BETWEEN 14TH AVE NW & 11TH AVE NW	Time Limited Parking	2	15	2	9	13	11	15	11	10	12	10	7
73-N	73	N	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	10	10	10	10	10	10	10	10	10	10	10
73-S	73	S	NW 46TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	26	0	0	1	1	1	1	0	0	0	0
74-E	74	E	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	3	1	1	1	2	1	0	0	0	0	0
74-MID	74	MID	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	18	0	5	11	3	4	4	0	0	0	0
74-W	74	W	14TH AVE NW BETWEEN NW 46TH ST & NW 45TH ST	Unrestricted Parking	0	7	0	0	0	0	0	0	0	0	0	0
75-N	75	N	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	23	10	11	11	10	9	9	9	9	9	9
75-S	75	S	NW 45TH ST BETWEEN 14TH AVE NW & 11TH AVE NW	Unrestricted Parking	0	21	2	3	2	2	2	2	2	2	2	2
76-E	76	E	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	32	3	6	7	4	4	4	3	2	1	1
76-W	76	W	11TH AVE NW BETWEEN NW 45TH ST & WATER DEADEND	Unrestricted Parking	0	37	3	4	6	2	3	3	3	4	3	4
77-E	77	E	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	16	1	1	1	1	1	0	1	2	1	1
77-W	77	W	14TH AVE NW BETWEEN NW 45TH ST & SHILSHOLE AVE NW	Unrestricted Parking	0	14	1	1	1	0	0	1	0	1	0	0
78-N	78	N	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
78-S	78	S	NW 45TH ST BETWEEN SHILSHOLE AVE NW & 14TH AVE NW	Unrestricted Parking	0	6	0	0	0	0	0	0	0	0	0	0
79-N	79	N	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	1	14	9	14	14	11	8	9	11	12	2	0
79-S	79	S	NW 46TH ST BETWEEN 15TH AVE NW & 14TH AVE NW	Time Limited Parking	2	25	6	17	20	12	7	14	15	8	6	1

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekend Demand									
							8:00 AM	9:00 AM	12:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
80-E	80	E	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	Time Limited Parking	1	12	2	6	12	7	6	4	4	2	0	0
80-W	80	W	15TH AVE NW BETWEEN NW BALLARD WAY & NW 46TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
81-E	81	E	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
81-W	81	W	15TH AVE NW BETWEEN NW 46TH ST & SHILSHOLE AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
83-E	83	E	15TH AVE NW BETWEEN NW LEARY WAY & 14TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
83-W	83	W	15TH AVE NW BETWEEN NW LEARY WAY & NW BALLARD WAY	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
84-N	84	N	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	6	5	4	6	7	7	5	6	8	8
84-S	84	S	NW BALLARD WAY BETWEEN 17TH AVE NW & 15TH AVE NW	Unrestricted Parking	0	9	1	2	5	9	9	9	9	9	9	9
85-E	85	E	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	2	0	1	2	2	2	2	2	2	2	2
85-W	85	W	17TH AVE NW BETWEEN NW 48TH ST & NW BALLARD WAY	Unrestricted Parking	0	9	2	2	5	9	9	9	9	8	9	9
86-N	86	N	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	27	3	3	6	19	20	25	27	27	27	23
86-S	86	S	SHILSHOLE AVE NW BETWEEN NW DOCK PL & 17TH AVE NW	Unrestricted Parking	0	113	10	13	18	23	23	26	25	32	27	24
87-E	87	E	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	4	0	0	0	0	0	3	2	2	3	3
87-W	87	W	17TH AVE NW BETWEEN NW BALLARD WAY & SHILSHOLE AVE NW	Unrestricted Parking	0	1	1	1	1	1	1	1	1	1	1	1
88-E	88	E	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	6	1	4	6	6	6	6	6	6	6	6
88-W	88	W	NW DOCK PL BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	4	4	9	9	9	9	9	9	9	8
89-N	89	N	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	5	0	0	1	3	3	3	3	1	1	1
89-S	89	S	SHILSHOLE AVE NW BETWEEN 17TH AVE NW & NW 46TH ST	Unrestricted Parking	0	17	17	17	17	17	17	17	17	17	17	17
90-N	90	N	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	7	2	4	7	6	6	7	6	7	7	7
90-S	90	S	SHILSHOLE AVE NW BETWEEN 20TH AVE NW & NW DOCK PL	Unrestricted Parking	0	15	4	7	9	7	7	8	6	6	8	7
91-N	91	N	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	6	0	0	0	0	0	0	0	0	0	0
91-S	91	S	NW 46TH ST BETWEEN SHILSHOLE AVE NW & 15TH AVE NW	Unrestricted Parking	0	10	2	0	1	0	0	0	1	0	0	0
92-E	92	E	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	7	9	9	9	9	9	9	9	9	9
92-W	92	W	20TH AVE NW BETWEEN SHILSHOLE AVE NW & BALLARD AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9	9
94-N	94	N	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	18	3	3	7	4	5	3	3	3	5	4
94-S	94	S	SHILSHOLE AVE NW BETWEEN NW 46TH ST & 15TH AVE NW	Unrestricted Parking	0	44	4	6	8	4	5	5	5	3	3	3
95-N	95	N	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	42	4	9	31	35	33	42	42	42	42	42
95-S	95	S	SHILSHOLE AVE NW BETWEEN NW VERNON PL & 20TH AVE NW	Unrestricted Parking	0	17	7	13	17	17	17	17	17	17	17	17
97-N	97	N	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	28	8	8	11	15	18	17	13	10	10	9
97-S	97	S	SHILSHOLE AVE NW BETWEEN NW 45TH ST & 14TH AVE NW	Unrestricted Parking	0	13	0	0	0	0	0	0	0	0	0	0
98-N	98	N	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Time Limited Parking	4	21	16	17	18	20	21	21	20	21	21	20
98-S	98	S	SHILSHOLE AVE NW BETWEEN 22ND AVE NW & NW VERNON PL	Unrestricted Parking	0	8	8	8	8	8	8	8	8	8	8	8
99-N	99	N	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	2	38	32	34	38	38	38	38	38	38	38	38
99-S	99	S	SHILSHOLE AVE NW BETWEEN 24TH AVE NW & 22ND AVE NW	Time Limited Parking	4	50	11	23	46	48	46	47	50	50	50	50
100-E	100	E	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	3	3	3	3	3	3	3	3	3	3	3
100-W	100	W	24TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Time Limited Parking	4	20	4	2	18	17	17	19	19	20	19	18
101-E	101	E	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	32	5	6	19	22	20	26	23	25	23	24
101-W	101	W	24TH AVE NW BETWEEN NW 54TH ST & WATER	Unrestricted Parking	0	6	2	2	6	6	6	5	6	6	5	6
102-N	102	N	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
102-S	102	S	NW 54TH ST BETWEEN 24TH AVE NW & UNNAMED DEADEND	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
103-N	103	N	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
103-S	103	S	NW 54TH ST BETWEEN UNNAMED DEADEND & 26TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
104-E	104	E	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
104-W	104	W	26TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
105-E	105	E	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	4	0	2	4	4	3	3	3	1	0	0
105-W	105	W	28TH AVE NW BETWEEN NW MARKET ST & NW 54TH ST	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	4
106-N	106	N	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
106-S	106	S	NW 54TH ST & NW MARKET ST BETWEEN 30TH AVE NW & 28TH AVE NW	No Parking Allowed	2	0	0	0	0	0	0	0	0	0	0	0
107-N	107	N	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
107-S	107	S	NW 54TH ST BETWEEN 32ND AVE NW & 30TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
108-E	108	E	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
108-W	108	W	32ND AVE NW BETWEEN NW MARKET ST & NW 54TH ST	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
109-N	109	N	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	5	5	5	5	5	5	5	5	5	5	5
109-S	109	S	NW Dock Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	7	5	7	7	7	7	7	7	7	7	7
110-N	110	N	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	5	6	6	5	8	6	7	7	8	6
110-S	110	S	NW Dock Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	7	5	7	6	7	7	7	7	7	7	7
111-N	111	N	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	3	2	3	3	3	3	3	3	3	3	3
111-S	111	S	NW Lone Pl BETWEEN Ballard Ave NW & Leary Ave NW	Unrestricted Parking	0	6	6	4	6	6	6	6	6	6	6	6
112-N	112	N	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	2	2	2	2	2	2	2	2	2	2	2
112-S	112	S	NW Lone Pl BETWEEN Leary Ave NW & Russel Ave NW	Unrestricted Parking	0	8	8	6	8	8	8	8	8	8	8	8
3081-W	3081	W	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	0	0	3	3	3	3	3	3	3	3
3082-E	3082	E	20TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	4	0	1	4	4	4	4	4	4	4	4
3337-W	3337	W	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	8	2	2	8	8	8	8	8	8	8	8
3338-E	3338	E	22ND AVE NW BETWEEN SHILSHOLE AVE NW AND BALLARD AVE NW	Paid Parking	0	11	0	0	10	11	10	11	11	11	11	11
3341-W	3341	W	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	2	5	3	5	5	5	5	5	5	5	5	4
3342-E	3342	E	22ND AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	1	5	3	3	4	5	4	4	5	5	5	5
9105-NE	9105	NE	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	13	4	7	10	11	12	13	13	13	12	10
9106-SW	9106	SW	BALLARD AVE NW BETWEEN NW BALLARD WAY AND NW 48TH ST	Unrestricted Parking	0	11	2	4	11	7	11	11	11	11	11	11
9109-SW	9109	SW	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	3	0	1	3	3	3	3	3	3	3	3
9110-NE	9110	NE	BALLARD AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Paid Parking	0	4	1	3	4	4	4	4	4	4	4	4
9113-SW	9113	SW	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	0	2	0	0	2	2	2	2	2	2	2	2
9114-NE	9114	NE	BALLARD AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Paid Parking	2	4	0	2	4	4	4	4	4	4	4	4
12689-SW	12689	SW	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	11	11	11	11	11	11	11	11	11	11
12690-NE	12690	NE	RUSSELL AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Unrestricted Parking	0	11	10	10	10	11	11	11	11	11	11	11
12693-SW	12693	SW	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	12	12	12	12	12
12694-NE	12694	NE	RUSSELL AVE NW BETWEEN NW CENTRAL PL AND 20TH AVE NW	Time Limited Parking	2	12	11	11	11	11	11	11	11	12	12	12
13045-SW	13045	SW	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	9	4	4	6	9	9	9	9	9	9	9
13046-NE	13046	NE	TALLMAN AVE NW BETWEEN NW IONE PL AND NW CENTRAL PL	Paid Parking	4	6	4	3	6	6	6	6	6	6	6	5

Blockface ID	Blockface ID	Side	Street	Parking Category	Parking Time Limit	Public Parking Supply	Weekend Demand									
							8:00 AM	9:00 AM	12:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
18621-N	18621	N	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	9	7	9	9	9	7	9	9	9	9	9
18622-S	18622	S	NW 56TH ST BETWEEN 20TH AVE NW AND 22ND AVE NW	Paid Parking	4	17	4	10	17	17	17	17	17	17	17	16
19421-NW	19421	NW	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	9	9	9	9	8	8	9	9	9	8	8
19422-SE	19422	SE	NW CENTRAL PL BETWEEN TALLMAN AVE NW AND RUSSELL AVE NW	Time Limited Parking	3	7	7	7	7	7	7	7	6	7	6	7
19489-N	19489	N	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	Paid Parking	4	3	2	2	2	2	2	2	3	3	3	3
19490-S	19490	S	NW MARKET ST BETWEEN TALLMAN AVE NW AND 20TH AVE NW	No Parking Allowed	0	0	0	0	0	0	0	0	0	0	0	0
19493-N	19493	N	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	13	2	6	12	11	11	9	2	5	6	8
19494-S	19494	S	NW MARKET ST BETWEEN 28TH AVE NW AND NW 54TH ST	Time Limited Parking	2	9	6	7	9	6	9	5	8	8	8	6
26497-W	26497	W	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Unrestricted Parking	0	7	7	7	7	7	7	7	7	7	7	7
26498-E	26498	E	24TH AVE NW BETWEEN NW 57TH ST AND NW 58TH ST	Time Limited Parking	2	4	4	4	4	4	4	4	4	4	4	3
31845-SW	31845	SW	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	4	0	2	4	4	4	4	4	4	4	4
31846-NE	31846	NE	BALLARD AVE NW BETWEEN NW 48TH ST AND NW DOCK PL	Unrestricted Parking	0	6	0	1	6	6	6	5	6	6	6	6
31849-SW	31849	SW	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	23	2	5	23	22	23	23	23	23	23	23
31850-NE	31850	NE	BALLARD AVE NW BETWEEN NW VERNON PL AND 22ND AVE NW	Paid Parking	2	19	7	11	19	19	19	19	19	19	19	19
31853-SW	31853	SW	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	2	39	7	12	39	38	39	39	39	39	39	39
31854-NE	31854	NE	BALLARD AVE NW BETWEEN 22ND AVE NW AND NW MARKET ST	Paid Parking	0	14	5	4	14	13	14	14	14	13	14	14
33949-SW	33949	SW	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	16	4	7	14	16	16	15	16	14	14	15
33950-NE	33950	NE	LEARY AVE NW BETWEEN NW LEARY WAY AND NW DOCK PL	Unrestricted Parking	0	10	6	7	10	10	10	10	9	10	10	10
35353-SW	35353	SW	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	8	6	7	7	8	8	8	8	7	6	6
35354-NE	35354	NE	RUSSELL AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	9	8	8	7	7	7	5	5	6	7	5
35681-SW	35681	SW	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	6	6	6	6	6	6	6	6	6	6	6
35682-NE	35682	NE	TALLMAN AVE NW BETWEEN NW CENTRAL PL AND NW MARKET ST	Paid Parking	4	19	11	11	18	19	19	19	19	19	18	15
41029-N	41029	N	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Unrestricted Parking	0	12	12	12	12	12	12	11	12	12	12	12
41030-S	41030	S	NW 57TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	19	5	10	19	19	19	19	19	19	19	19
41721-N	41721	N	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	4	2	4	4	4	4	4	4	4	4	4
41722-S	41722	S	NW MARKET ST BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	2	1	1	2	2	1	2	2	2	2	2
41725-N	41725	N	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	4	3	4	4	4	4	4	4	4	4	4
41726-S	41726	S	NW MARKET ST BETWEEN 24TH AVE NW AND 26TH AVE NW	Paid Parking	4	21	1	1	10	17	16	15	19	21	21	19
48213-W	48213	W	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	3	5	5	5	5	5	5	5	5	5
48214-E	48214	E	20TH AVE NW BETWEEN RUSSELL AVE NW AND NW MARKET ST	Paid Parking	2	5	5	5	5	5	5	5	5	5	5	5
48449-W	48449	W	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	7	3	3	7	7	7	7	7	7	7	7
48450-E	48450	E	22ND AVE NW BETWEEN BALLARD AVE NW AND NW MARKET ST	Paid Parking	2	9	0	4	8	9	9	9	9	9	9	9
48769-W	48769	W	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	3	0	1	3	2	3	3	3	3	3	3
48770-E	48770	E	24TH AVE NW BETWEEN NW MARKET ST AND NW 56TH ST	Paid Parking	4	6	0	0	6	5	5	6	6	6	6	6
56649-SW	56649	SW	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	3	6	6	6	6	6	5	4	5	5
56650-NE	56650	NE	LEARY AVE NW BETWEEN NW DOCK PL AND NW IONE PL	Unrestricted Parking	0	6	6	6	6	6	6	6	6	6	6	6
56653-SW	56653	SW	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	2	12	5	6	12	12	12	12	12	12	12	12
56654-NE	56654	NE	LEARY AVE NW BETWEEN NW VERNON PL AND NW MARKET ST	Paid Parking	1	15	2	5	15	15	15	15	15	15	15	15
64321-N	64321	N	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	4	5	6	6	6	6	6	6	6	6
64322-S	64322	S	NW MARKET ST BETWEEN BALLARD AVE NW AND 24TH AVE NW	Paid Parking	2	6	1	1	6	6	6	6	6	6	6	6
70997-W	70997	W	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Time Limited Parking	0	13	11	11	13	13	13	13	13	13	13	11
70998-E	70998	E	20TH AVE NW BETWEEN BALLARD AVE NW AND LEARY AVE NW	Unrestricted Parking	0	11	11	11	11	11	11	11	11	11	11	11
71001-W	71001	W	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Unrestricted Parking	0	9	9	9	9	9	9	9	9	9	9	9
71002-E	71002	E	20TH AVE NW BETWEEN LEARY AVE NW AND RUSSELL AVE NW	Time Limited Parking	2	24	22	22	20	20	22	24	24	24	24	24
71289-W	71289	W	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	1	1	5	5	4	5	3	5	4	4
71290-E	71290	E	22ND AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	6	2	4	6	6	6	6	6	6	5	6
71573-W	71573	W	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Time Limited Parking	2	4	4	4	4	4	4	4	4	4	4	4
71574-E	71574	E	24TH AVE NW BETWEEN NW 56TH ST AND NW 57TH ST	Paid Parking	4	8	0	3	8	5	7	8	8	7	7	7
76961-SW	76961	SW	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	13	1	8	12	13	13	13	13	13	13	13
76962-NE	76962	NE	BALLARD AVE NW BETWEEN 20TH AVE NW AND NW VERNON PL	Paid Parking	2	11	5	6	11	11	11	11	11	11	11	11
79313-SW	79313	SW	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Unrestricted Parking	0	17	16	16	17	15	16	17	17	17	17	16
79314-NE	79314	NE	LEARY AVE NW BETWEEN NW IONE PL AND 20TH AVE NW	Time Limited Parking	2	18	13	15	13	17	17	17	17	18	18	18
80657-SW	80657	SW	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	0	9	8	9	9	9	9	9	9	9	9	9
80658-NE	80658	NE	RUSSELL AVE NW BETWEEN 20TH AVE NW AND NW MARKET ST	Paid Parking	1	15	15	15	15	15	15	15	15	15	15	12
86369-N	86369	N	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	1	1	7	8	7	7	8	5	7	5
86370-S	86370	S	NW 48TH ST BETWEEN 17TH AVE NW AND BALLARD AVE NW	Unrestricted Parking	0	8	2	2	8	8	8	8	8	8	8	8
86449-N	86449	N	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	1	2	15	14	15	15	15	14	15	15
86450-S	86450	S	NW 56TH ST BETWEEN 22ND AVE NW AND 24TH AVE NW	Paid Parking	4	15	4	3	15	15	15	15	15	15	15	15
87253-N	87253	N	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	3	3	1	3	3	3	3	3	3	3	3
87254-S	87254	S	NW MARKET ST BETWEEN 20TH AVE NW AND RUSSELL AVE NW	Paid Parking	2	4	0	0	2	2	1	1	1	2	3	3
87257-N	87257	N	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	8	7	8	8	8	8	8	8	8	8	8
87258-S	87258	S	NW MARKET ST BETWEEN RUSSELL AVE NW AND LEARY AVE NW	Paid Parking	2	6	1	6	6	6	6	6	6	6	6	6
87261-N	87261	N	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	1	17	3	2	7	1	0	1	4	9	10	13
87262-S	87262	S	NW MARKET ST BETWEEN 26TH AVE NW AND 28TH AVE NW	Time Limited Parking	2	20	1	3	11	7	8	9	6	9	10	12
87281-NW	87281	NW	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	8	7	7	8	7	8	8	8	8	8	7
87282-SE	87282	SE	NW VERNON PL BETWEEN LEARY AVE NW AND BALLARD AVE NW	Paid Parking	2	6	6	6	6	6	6	6	6	6	6	5
87285-NW	87285	NW	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	2	6	1	2	6	6	6	6	6	6	6	6
87286-SE	87286	SE	NW VERNON PL BETWEEN BALLARD AVE NW AND SHILSHOLE AVE NW	Paid Parking	0	8	2	1	8	6	7	8	8	8	8	8

New No.	Location	Lot/Garage Name	Supply	Weekday Occupancy and Utilization																	
				8AM		9AM		3PM		4PM		5PM		6PM		7PM		8PM		9PM	
				Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT
1	2654 NW Market St	Public Surface Lot	16	4	26%	8	52%	12	75%	7	43%	4	27%	2	13%	7	44%	4	25%	4	25%
2	2012 NW 56th St	U-Park - Bank of America	16	3	16%	3	16%	5	31%	16	100%	16	100%	10	63%	2	13%	1	6%	1	6%
3	5216 Ballard Ave NW	Ballard Parking LLC - Hotel Ballard	55	14	25%	31	56%	24	44%	21	39%	55	100%	32	58%	8	15%	18	33%	10	18%
4	5416 Ballard Ave NW	Ballard Parking LLC	18	7	38%	9	51%	16	89%	8	44%	11	59%	16	89%	9	50%	6	33%	5	28%
5	5260 Shilshole Ave NW	Republic - Hattie's Hat	16	4	27%	6	36%	10	63%	8	50%	11	67%	16	100%	11	69%	10	63%	4	25%
6	5208 20th Ave NW	Ballard Parking LLC - Surface Lot	45	7	15%	9	20%	16	36%	11	23%	14	31%	21	47%	36	80%	25	56%	12	27%
7	2010 NW Market (on 56th)	U-Park - Bank of America	12/42	2	17%	2	17%	4	33%	5	42%	10	83%	24	57%	39	93%	23	55%	16	38%
8	5455 Leary Ave NW	Diamond - Skarbos Furniture	18	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	13	72%	5	28%	7	39%	5	28%
9	4751 Ballard Ave NW	Diamond - Ballard Hardware	36	Private	Private	Private	Private	Private	Private	Private	Private	11	30%	16	44%	6	17%	2	6%	1	3%
10	5350 30th Ave NW	Republic - Jacobson Terminal	44	10	23%	20	45%	29	66%	24	55%	15	34%	7	16%	28	64%	33	75%	19	43%
11	5300 24th Ave NW	Diamond - Formerly Yankee Diner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	2237 NW 57th St	Diamond - Banner Bank (5 pm)	47	Private	Private	Private	Private	Private	Private	Private	Private	4	9%	1	2%	3	6%	0	0%	0	0%
13	2232 NW Market St	Republic	30	6	20%	8	27%	21	70%	16	53%	14	47%	11	37%	17	57%	9	30%	7	23%
14	5511 22nd Ave NW	Diamond - Chase Bank (6 pm)	24	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	16	67%	24	100%	17	71%	13	54%
15	5412 Ballard Ave NW	Yellow Dog	15	3	20%	4	27%	7	47%	6	40%	8	53%	12	80%	6	40%	8	53%	7	47%
16	5512 22nd Ave NW	Diamond - Umpqua Bank (6pm)	23	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	8	35%	7	30%	7	30%	6	26%
17	2003 NW 57th St	Republic - Wiggen & Sons	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	5433 Leary Ave NW	Republic - Ballard Landmark	15	4	27%	9	60%	7	47%	2	13%	6	40%	3	20%	6	40%	8	53%	1	7%
19	5300 Tallman Ave NW	Swedish Garage	448	333	74%	408	91%	302	67%	263	59%	152	34%	106	24%	123	27%	95	21%	74	17%
20	5310 Shilshole Ave NW	Ballard Parking LLC	42	Private	Private	Private	Private	Private	Private	Private	Private	28	67%	42	100%	25	60%	7	17%	6	14%
Total			950	396	54%	517	62%	453	53%	387	42%	358	37%	356	38%	362	29%	280	20%	191	20%
UT				54%		71%		62%		53%		42%		37%		38%		29%		20%	
Available Supply				334		213		277		343		497		594		588		670		759	
Total Minus Private (8am to 5pm)			730																		
Total Minus Private (5pm to 6pm)			855																		
Total (after 6pm)			950																		

Gray shading indicates estimated numbers.

*Lot 7 - in 2017 - Stalls 1-12 available 24/7, Stalls 13-42 reserved Mon-Fri 8AM-6PM, Saturday 8AM-1PM

**Lot 11 was gated closed in 2017

***Lot 17 did not allow parking in 2017

****Lot 18 - in 2017, available public supply changed to 15 spaces available all day

				Weekend Occupancy and Utilization																			
New No.	Location	Lot/Garage Name	Supply	8AM		9AM		12PM		3PM		4PM		5PM		6PM		7PM		8PM		9PM	
				Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT	Demand	UT
1	2654 NW Market St	Public Surface Lot	16	3	19%	3	19%	3	19%	3	19%	2	13%	2	13%	3	19%	3	19%	3	19%	3	19%
2	2012 NW 56th St	U-Park - Bank of America	16	1	6%	3	19%	3	19%	5	31%	4	25%	7	44%	7	44%	13	81%	12	75%	10	63%
3	5216 Ballard Ave NW	Ballard Parking LLC - Hotel Ballard	55	19	35%	22	40%	17	31%	25	45%	24	44%	35	64%	37	67%	45	82%	46	84%	44	80%
4	5416 Ballard Ave NW	Ballard Parking LLC	18	0	0%	1	6%	5	28%	8	44%	8	44%	11	61%	13	72%	15	83%	16	89%	16	89%
5	5260 Shilshole Ave NW	Republic - Hattie's Hat	16	1	6%	1	6%	5	31%	9	56%	13	81%	12	75%	16	100%	16	100%	16	100%	16	100%
6	5208 20th Ave NW	Ballard Parking LLC - Surface Lot	45	39	87%	44	98%	43	96%	37	82%	37	82%	39	87%	44	98%	45	100%	29	64%	32	71%
7	2010 NW Market (on 56th)	U-Park - Bank of America*	12/42	1	8%	1	8%	12	100%	13	31%	21	50%	23	55%	24	57%	39	93%	23	55%	16	38%
8	5455 Leary Ave NW	Diamond - Skarbos Furniture	18	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	6	33%	6	33%	7	39%	7	39%
9	4751 Ballard Ave NW	Diamond - Ballard Hardware	36	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	24	67%	32	89%	27	75%	26	72%
10	5350 30th Ave NW	Republic - Jacobson Terminal	44	21	48%	31	70%	44	100%	44	100%	38	86%	26	59%	21	48%	15	34%	14	32%	13	30%
11	5300 24th Ave NW	Diamond - Formerly Yankee Diner**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	2237 NW 57th St	Diamond - Banner Bank (5 pm)	47	Private	Private	Private	Private	Private	Private	Private	Private	Private	Private	3	6%	4	9%	5	11%	3	6%	0	0%
13	2232 NW Market St	Republic	30	1	3%	4	13%	25	83%	28	93%	21	70%	18	60%	29	97%	28	93%	28	93%	29	97%
14	5511 22nd Ave NW	Diamond - Chase Bank (1:30 pm)	24	Private	Private	Private	Private	Private	Private	6	25%	16	67%	11	46%	14	58%	17	71%	10	42%	10	42%
15	5412 Ballard Ave NW	Yellow Dog	15	4	27%	3	20%	6	40%	4	27%	4	27%	5	33%	8	53%	10	67%	13	87%	9	60%
16	5512 22nd Ave NW	Diamond - Umpqua Bank	23	2	9%	4	17%	12	52%	10	43%	12	52%	11	48%	17	74%	21	91%	18	78%	14	61%
17	2003 NW 57th St	Republic - Wiggen & Sons***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18	5433 Leary Ave NW	Republic - Ballard Landmark****	15	5	33%	5	33%	10	67%	10	67%	10	67%	13	87%	15	100%	15	100%	12	80%	10	67%
19	5300 Tallman Ave NW	Swedish Garage	448	85	19%	88	20%	101	23%	99	22%	90	20%	82	18%	80	18%	95	21%	73	16%	60	13%
20	5310 Shilshole Ave NW	Ballard Parking LLC	42	12	29%	35	83%	26	62%	31	74%	29	69%	24	57%	42	100%	42	100%	41	98%	42	100%
Total				950	194	245	312	332	329	346	412	462	391	357									
UT				24%	31%	39%	40%	40%	37%	43%	49%	41%	38%										
Available Supply				601	550	483	493	496	586	538	488	559	593										
Total Minus Private (8am to 1pm)				795																			
Total Minus Private (1pm to 5pm)				825																			
Total Minus Private (5pm to 6pm)				932																			
Total (after 6pm)				950																			

*Lot 7 - in 2017 - Stalls 1-12 available 24/7, Stalls 13-42 reserved Mon-Fri 8AM-6PM, Saturday 8AM-1PM

**Lot 11 was gated closed in 2017

***Lot 17 did not allow parking in 2017

****Lot 18 - in 2017, available public supply changed to 15 spaces available all day



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
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

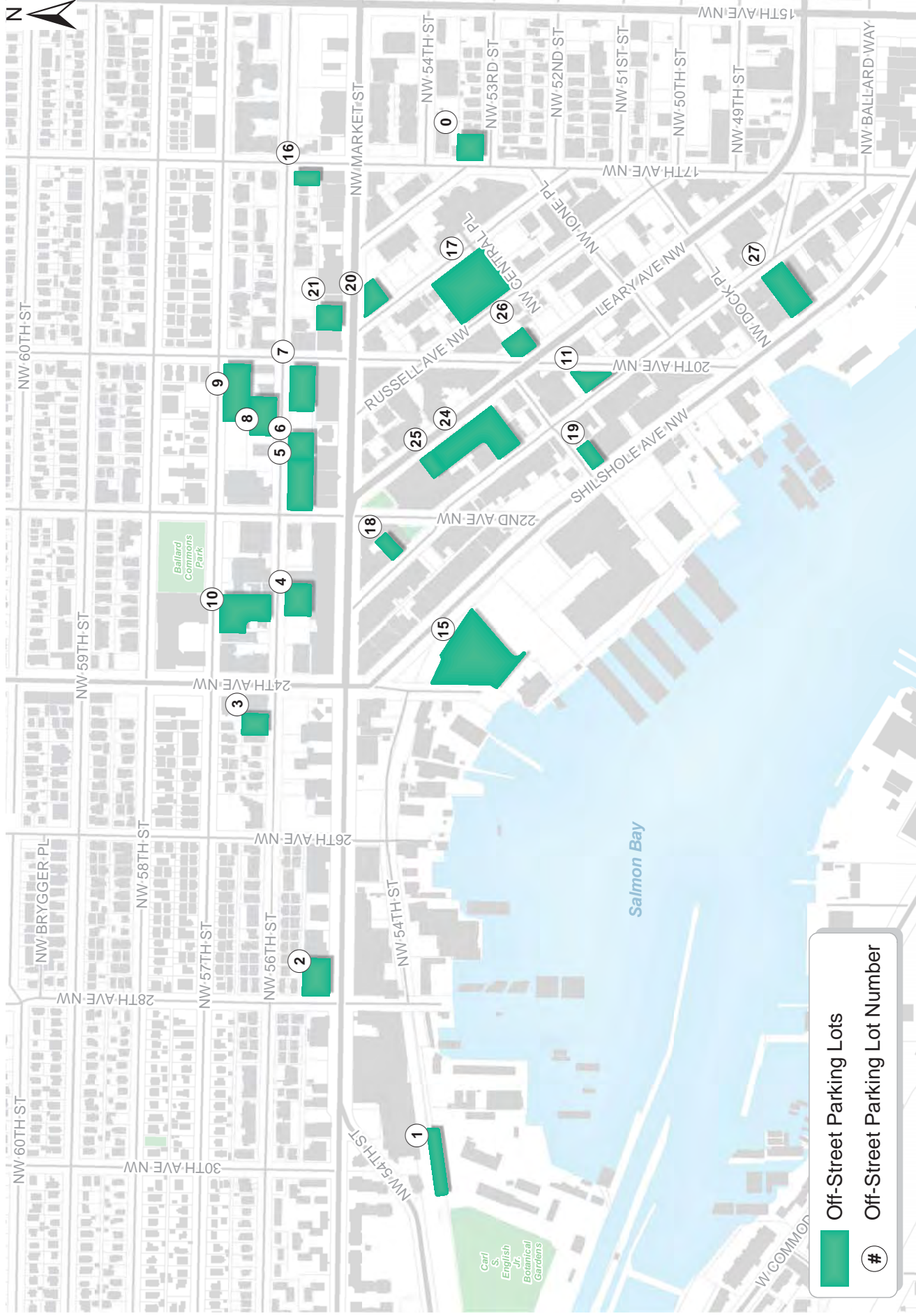
Evening 5/30/2014 6:30 PM - 8:30 PM

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%
	1171	652	56%	373	32%

KEY

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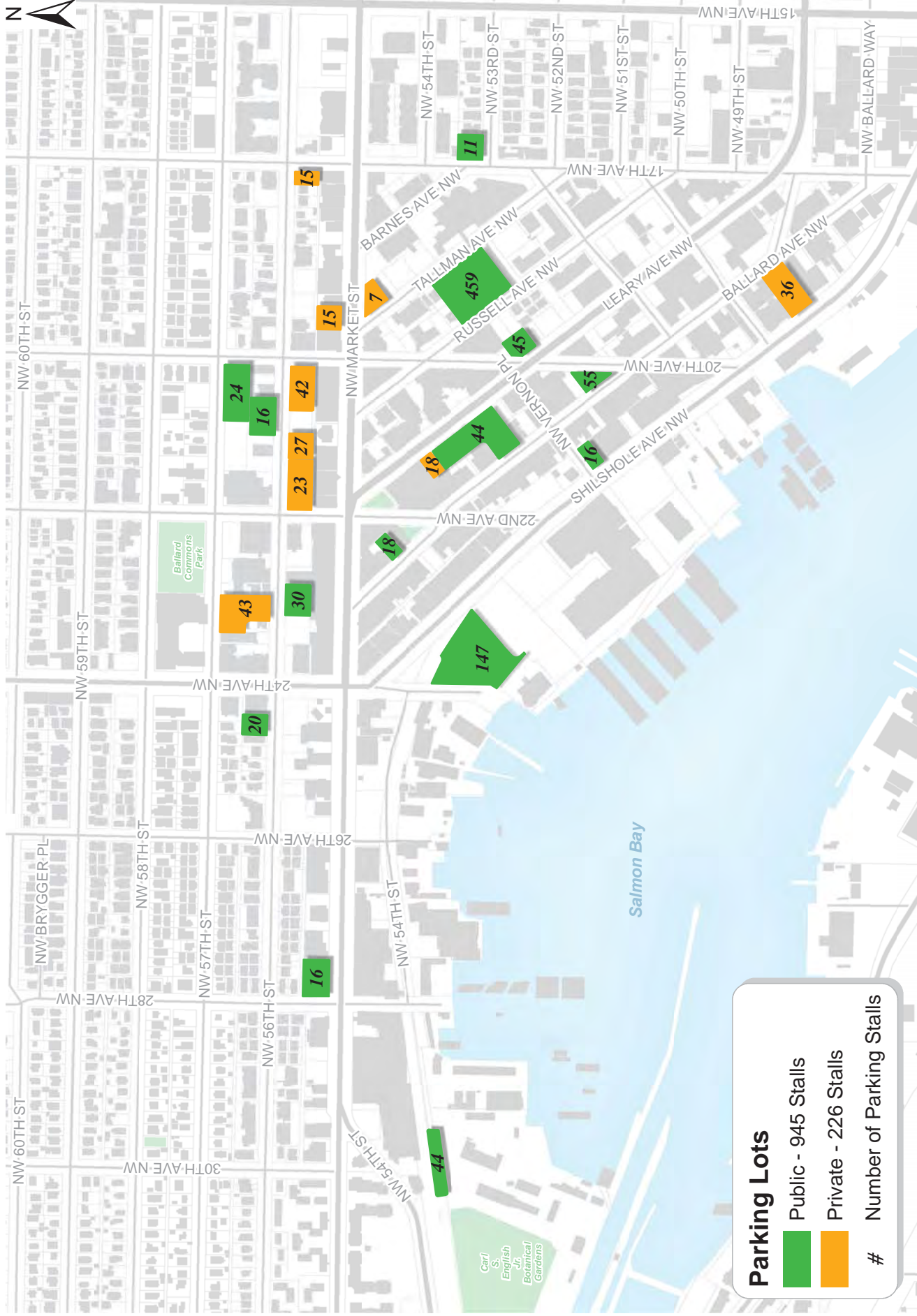
Daytime				Evening			
	Public	Private	Total		Public	Private	Total
Supply	945	226	1171	Supply	1133	38	1171
Occupancy	583	69	652	Occupancy	347	26	373
% Occupancy	62%	31%	56%	% Occupancy	31%	68%	32%



Ballard Off-Street Parking Lots

SDOT 2014 Annual Parking Study

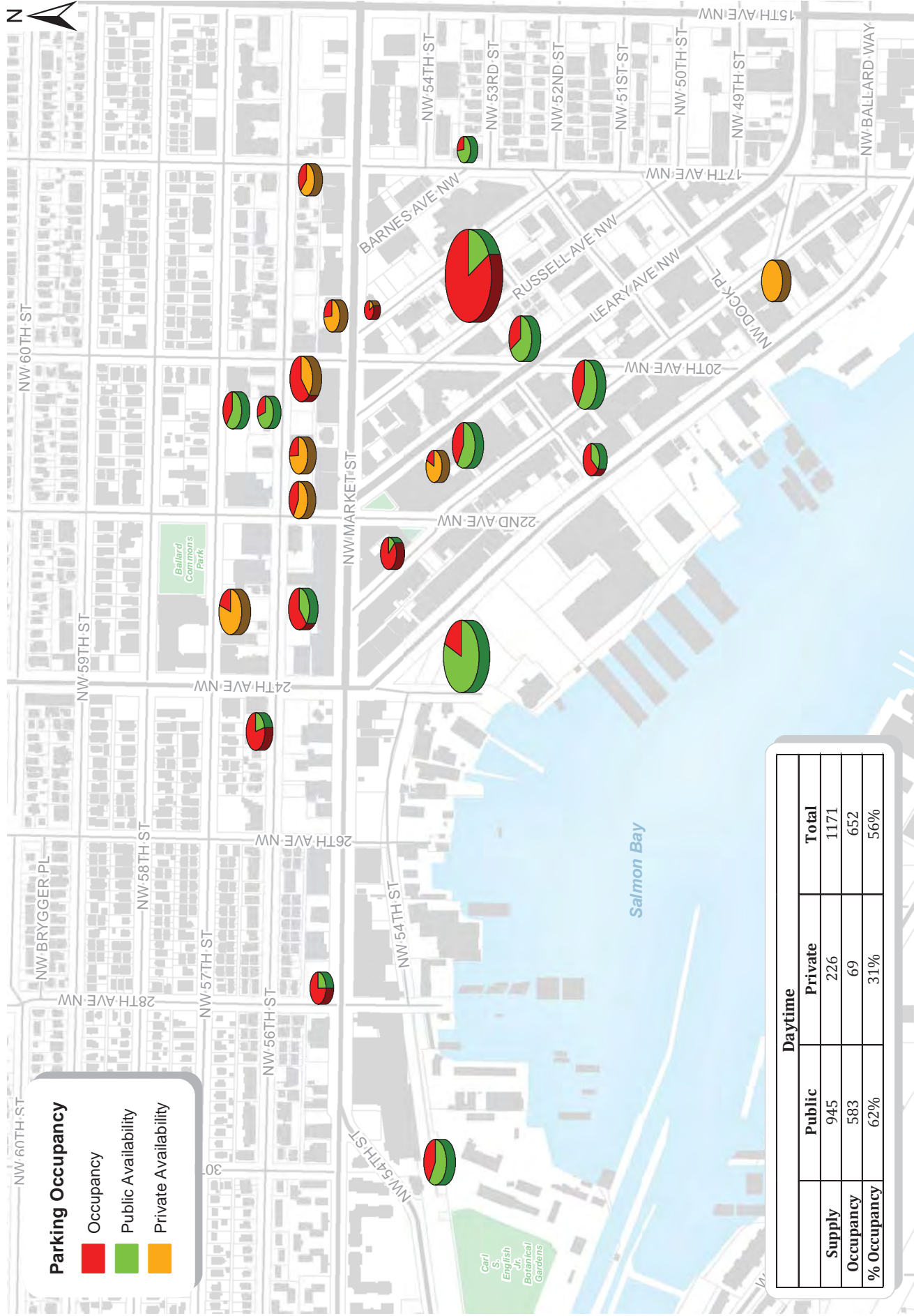
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Daytime Ballard Off-Street Parking Supply

SDOT 2014 Annual Parking Study

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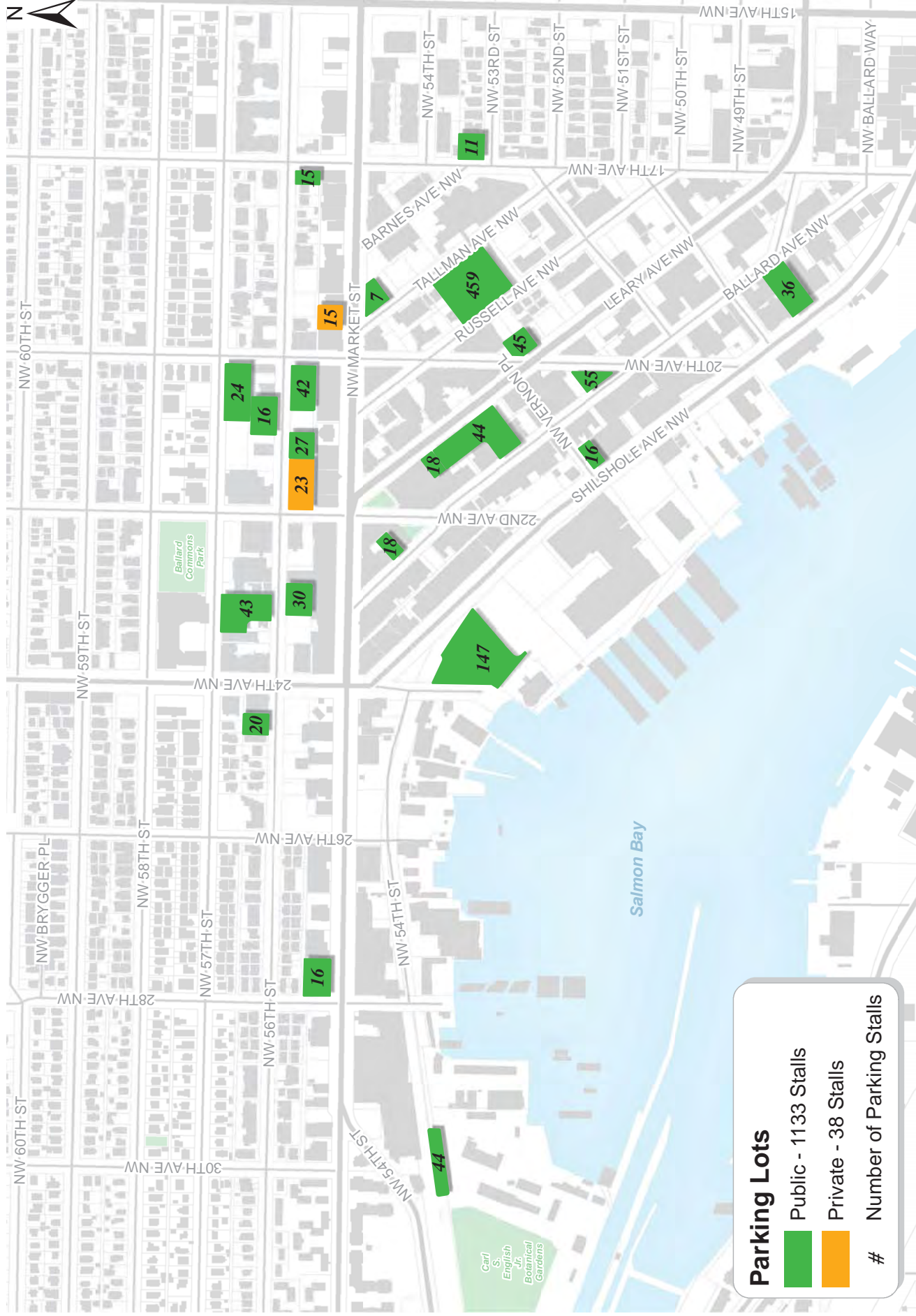


Daytime			
	Public	Private	Total
Supply	945	226	1171
Occupancy	583	69	652
% Occupancy	62%	31%	56%

Daytime Ballard Off-Street Parking Occupancy

SDOT 2014 Annual Parking Study

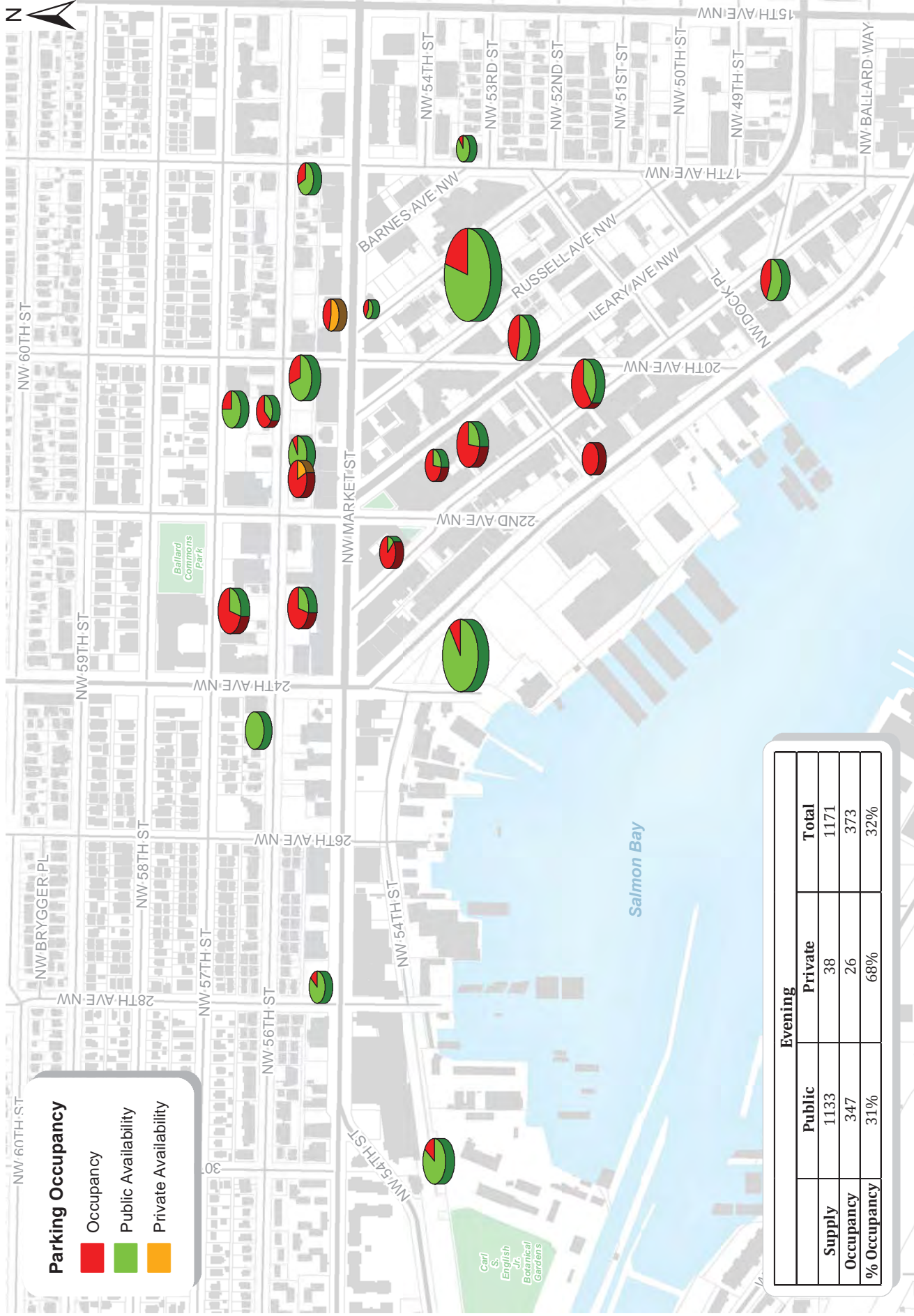
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Evening Ballard Off-Street Parking Supply

SDOT 2014 Annual Parking Study

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		Evening	
		Public	Private
Supply	Total	1133	38
Occupancy		347	26
% Occupancy		31%	68%
	Total	1171	373
	% Occupancy	32%	

Evening Ballard Off-Street Parking Occupancy

SDOT 2014 Annual Parking Study

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