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PARKING PATTERNS



Fig. 1. Parking use by larger vehicles (2400 block, south of Halladay Street)



Fig. 2. Higher use of unpaid parking (at left in photo) than paid (1700 block, between Galer and Blaine Streets)



Fig. 3. Boat access across pedestrian path (2700 block, north of Halladay Street)

What we set out to observe: number of parking spaces and their use

The intent of the study was to inventory the parking supply and examine occupancy for the Westlake Avenue North corridor from Aloha Street to just north of Halladay Street. The Westlake Avenue North right of way is 150 feet wide, and includes the parking lot between the roadways and Lake Union [insert link to <http://www.seattle.gov/transportation/wct.htm>]. The study was also intended to supplement these findings with data collected by the City during previous studies and the Seattle Annual Paid Parking Study. The results are an assessment of how much parking is available and utilized within the corridor.

The data was not intended to be sufficient to determine hourly occupancy or turnover rates for individual stalls.

The study covered the following items:

- On-street public parking supply (number of spaces)
- Off-street private parking supply (in surface lots and garages, both public paid and private paid immediately adjacent to the right-of-way)
- On-street and off-street parking regulations and rates (including residential permit parking locations).
- Loading zones and other unique parking/uses observed (e.g., garbage trucks, boat storage etc.)
- On-street/off-street parking occupancy (number of spaces occupied).

How the Study was Conducted

Collection times

Data was collected in September 2013 during boating season. A range of days and times were selected to capture both peak and off-peak hours (See Table 1). SDOT parking management staff was consulted for recommended days and times. Previous parking studies were reviewed as well as the City's paid parking data.

TABLE 1: DATES AND TIMES OF PARKING STUDY

WEEKDAY Fri 9/13/2013	7 AM	Noon	6 PM	Midnight
WEEKEND Sat 9/14/2013		Noon	6 PM	
WEEKDAY Wed 9/18/2013	7 AM	Noon	6 PM	

Collection areas

On-street parking along the corridor was divided into block lengths represented by Zones A to M (see Figure 7) to evaluate the parking inventory and trends along the corridor in discrete, block-sized segments. It was important to break the corridor into these zones to understand how the adjacent land use affected parking on a block by block basis.

Types of parking

The number of paid and free parking spaces and the number of spaces dedicated to specific uses such as a disabled parking, dumpsters and motorcycle parking were recorded. During each time period, the occupancy was collected by individual parking space. The total number of spaces in surface lots and garages adjacent to the right-of-way and the occupancy of the publicly available spaces were also recorded.

What we learned

On-street Public Parking Supply

The corridor has 1,271 parking spaces in the public right-of-way. Figure 8 shows the breakdown of unpaid to paid parking. Paid parking spaces are located on the east side of the right-of-way along the businesses on the shore line. Free parking is located along the west side of the parking lot, adjacent to the Westlake Avenue North roadway.

Of the parking spaces available on the corridor, 6% were not available for general purpose parking (e.g., load zones, motorcycle parking and disabled parking). Dumpsters occupied 27 parking spaces or 2% of the total.

There is little to no additional on-street parking beyond the Westlake Avenue North right of way from Galer Street north due to the physical isolation from the hillside to the west and Lake Union to the east.



Fig. 4. Dumpsters occupying parking spots (1200 block, north of Highland Drive)



Fig. 5. Existing Pathway with high pedestrian use mixed with bikes (south of Highland Drive)



Fig. 6. Service road (1500 block/Marina Mart Building)

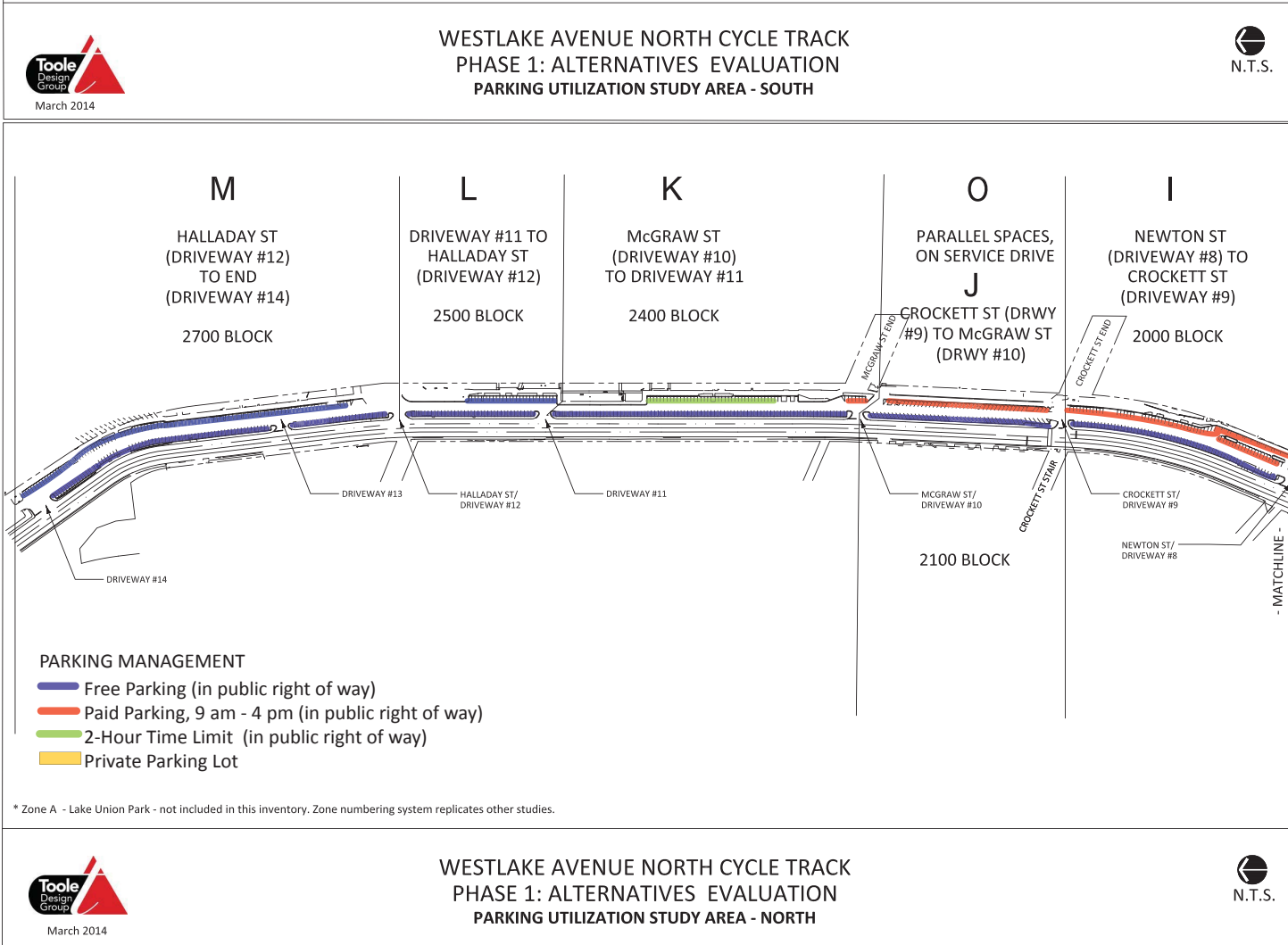
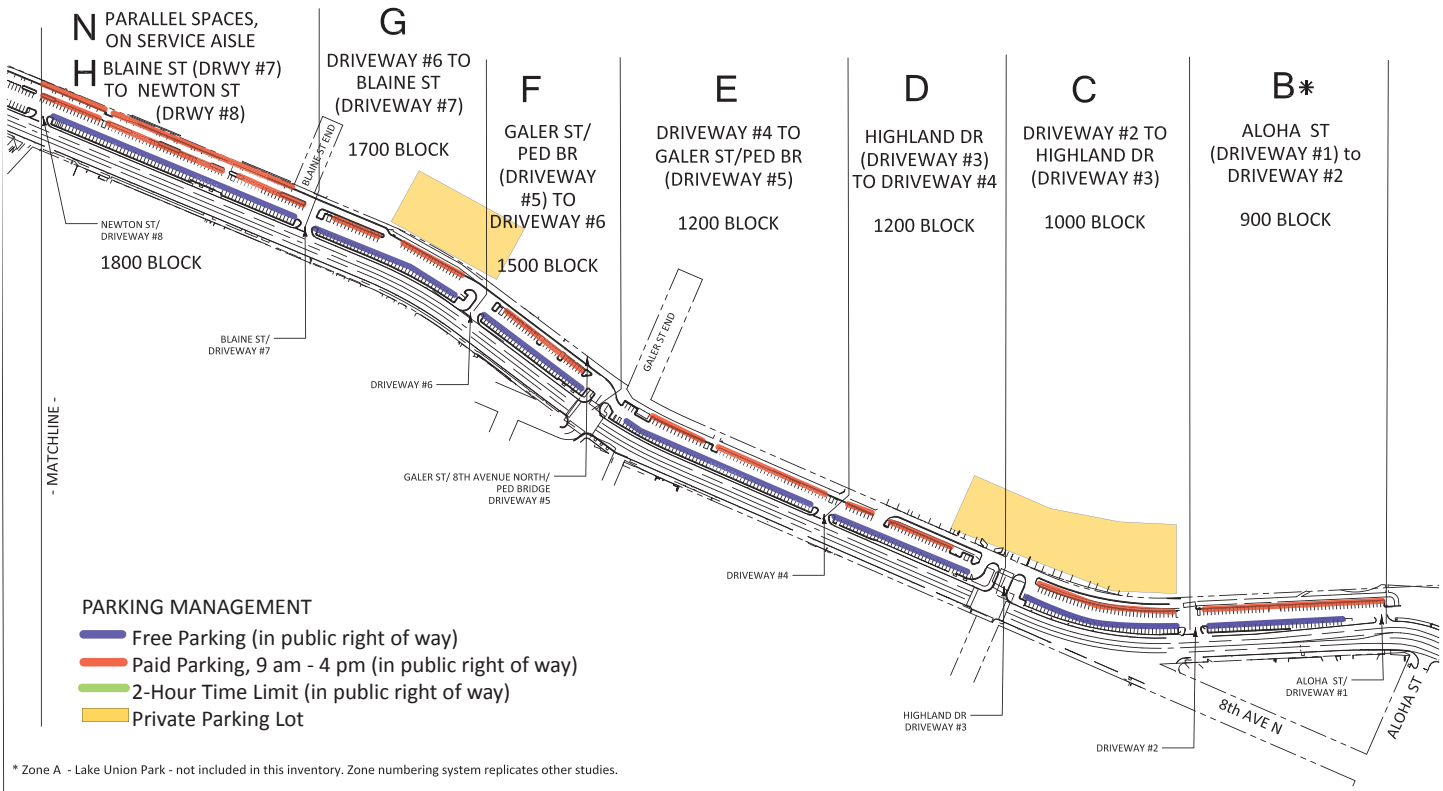


FIGURE 7. PARKING UTILIZATION STUDY AREA MAPS

Off-street Private Parking Supply

Private parking surface lots and garages immediately adjacent to the Westlake Avenue North right-of-way were included in the study. There were 257 private paid parking spaces counted as available to the public at the Lake Union Building and AGC Building (Table 2). Parking is available 24/7.

In addition to private paid lots (surface lots and garages), reserved parking on private property was counted (Table 3). These spaces included reserved parking spaces at the AGC and Lake Union Building, as well as single and double length parking spaces immediately adjacent to the right-of-way on private property presumably used by adjacent business employee and customer parking. There were 184 of these spaces available. In total there were 441 private parking spaces available adjacent to but outside the public right of way.

With these spaces taken into account there is a total of 1,712 parking spaces available along the corridor.

Time Limits and Fees

The rate for paid parking in the street right-of-way is \$1 per hour for up to 7 hours, 9 AM - 4 PM Monday thru Friday. The majority of paid parking spaces do not have time limits before, after or during the 7 hours of paid parking. At the north end of the corridor in Zone K (McGraw Street to Driveway #11), there are 50, unpaid, time-limited (2-hour) parking spaces.

Overall Occupancy

The City’s target occupancy for paid parking in the City overall is 70%-85%. This allows for the availability of one to two parking spaces, on average, per block face throughout the day.

Parking occupancy varies along the corridor. The highest occupancy rates occurred at the south and central portions of the corridor. The study showed that the noon hour was the highest occupancy and is therefore considered the peak.

Corridor-wide utilization shows that while there is high demand for unpaid parking; use of the paid parking supply (see Figure 9) is below the City’s target parking targets.

Public Parking Supply: 1,271 spaces

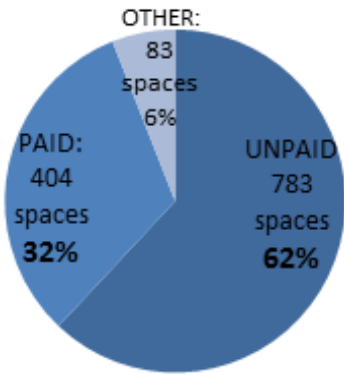


FIGURE 8. PUBLIC PARKING SUPPLY

TABLE 2. PRIVATE PARKING INVENTORY

PRIVATE PARKING INVENTORY	
AGC Building	153 spaces
Lake Union Building	104 spaces
257 Private Paid Spaces (open to public)	

TABLE 3. PRIVATE RESERVED PARKING INVENTORY

PRIVATE RESERVED PARKING INVENTORY	
AGC Building	36 spaces
Hebert Yachts	30 spaces
Lake Union Building	93 spaces
Pacific Coast Yacht Services	4 spaces
Starbucks	13 spaces
Westlake Landing Building	8 spaces
184 Private Reserved (not open to public) Spaces	

This average occupancy at all times (50% paid, 91% unpaid) does not reflect the trends per block where parking demand is higher at the south end and mid-corridor. The findings are comparable to the results of the 2013 Parking Summary Report where paid parking occupancy during three hour daytime peak averaged 76%.

Occupancy by Zone

Overall occupancy was higher in Zones B, C, D, F and I. Figure 6 shows the occupancy rates along the entire corridor for the peak weekday time (Friday at noon). Zones B, C and D are within a block of the AGC Building private parking lot, which is available to the public for paid parking. Zones F and I are within one to two blocks of the Lake Union Building where paid parking is available.

Occupation rates in free parking areas were higher than in paid parking areas for most blocks. During the noon hour, the free parking in Zone B, F and I was near full occupancy. The most abundant free parking was available in Zone M at the northern end of the corridor where on average at noon, only 50% of the 186 available stalls were occupied.

Occupancy for the private paid parking lots was also counted during the same study period. During count times the occupancy average for both lots was 58%.

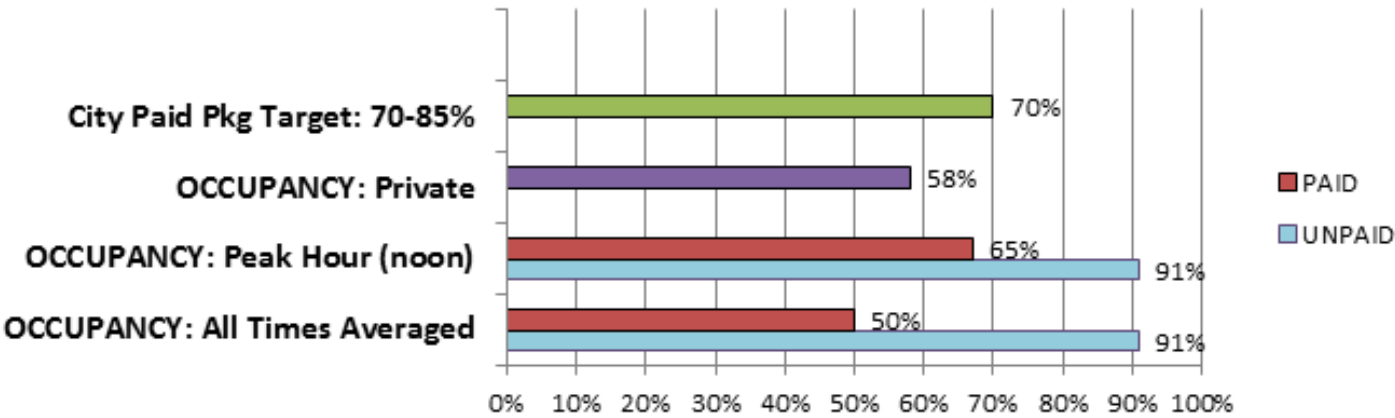


FIGURE 9. WESTLAKE AVENUE NORTH PARKING OCCUPANCY, CORRIDOR WIDE

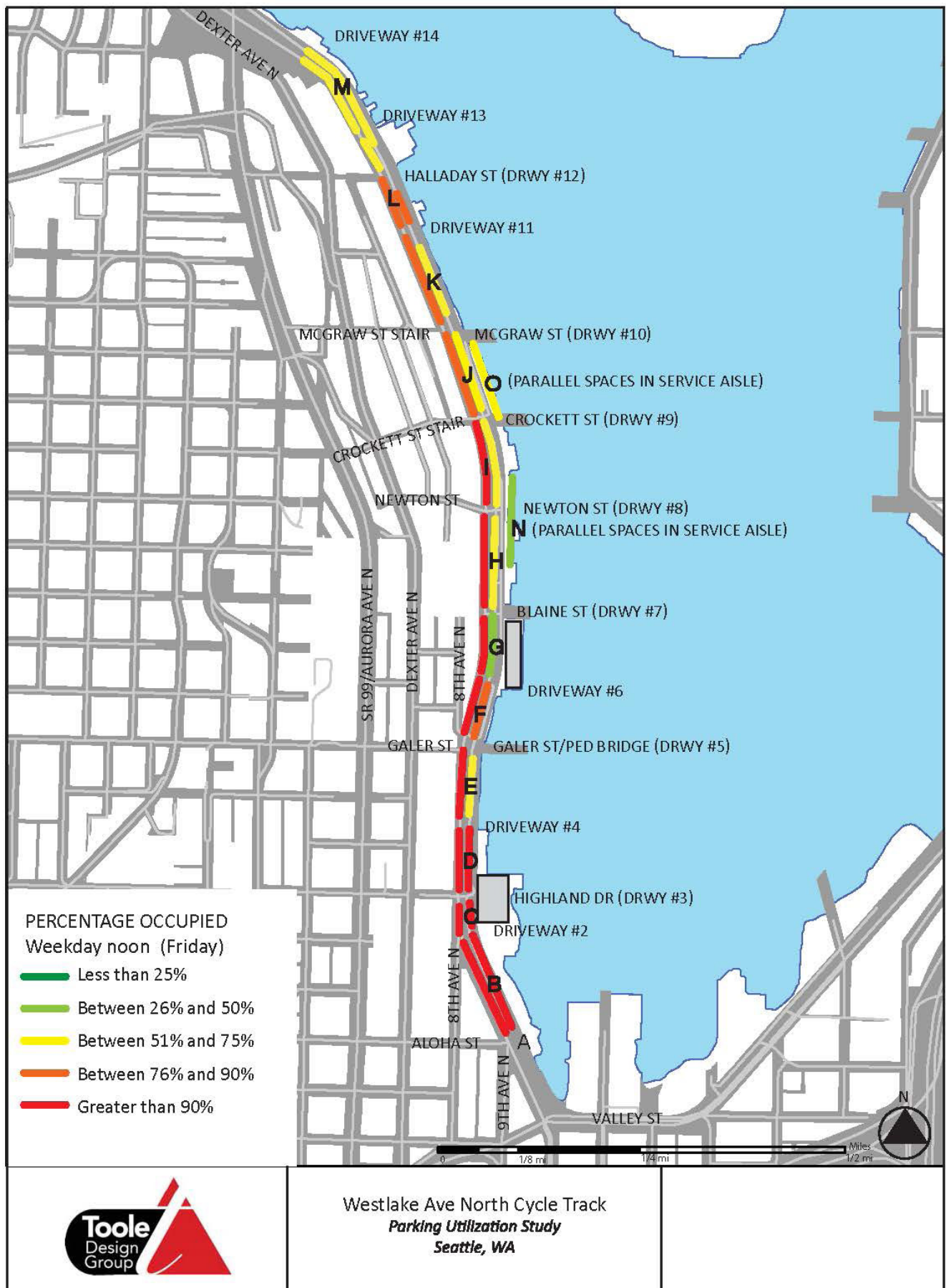


FIGURE 10. MAP OF PEAK WEEKDAY OCCUPANCY BY PERCENTAGE

Summary Points

- The study provided an understanding of block-by-block parking needs which will help to inform a balanced approach to changes made within the corridor.
- The study of corridor-wide parking utilization shows that **while there is high demand for unpaid parking, use of the paid parking supply is below the City parking utilization targets.** The study found that parking is available along the corridor in free, paid and private parking spaces during peak season, at all times of day.
- There are **zones within the corridor and times where parking occupancy rates are over 90%**, making it difficult for people in vehicles to find parking **immediately adjacent** to their destination.
- The highest demand areas are Zones B, C, D, F and I.
- **Private parking lots** with lower than on-street parking occupancy **are also within reasonable walking distance of high demand parking areas.**
- **The lowest parking occupancy rates are in the area where most floating homes and live-a boards are located.**
- The corridor is a designated Restricted Parking Zone (RPZ), and residents may obtain RPZ permits to exempt their vehicles from term limits and pay station fees. **RPZ permits were not observed to be heavily used along the corridor.**