

MEETING SUMMARY
DOWNTOWN BALLARD PARKING WORKGROUP
AUGUST 15, 2003
BALLARD NEIGHBORHOOD SERVICE CENTER
8:00 - 9:15 AM

ATTENDEES

Kevin Carrabine, resident	Bob Derry, Seattle Popular Monorail Authority (Monorail)
Steve Cohn, Ballard District Council	Rob Mattson, Department of Neighborhoods
Crystal Carlson, Great Harvest Bread Company & Ballard Chamber	Meghan Shepard, Seattle Department of Transportation (SDOT)
Scott Clark, Clark Design Group & Ballard Chamber	Randy Wiger, SDOT
Fred Hart, La Tienda	
Brent Siewart, Majestic Bay Theater	Notes prepared by Randy Wiger

ACTION ITEMS

- Meghan will incorporate the Workgroup's changes into a final draft of the *Downtown Ballard Parking Action Strategy*, and distribute copies next week.
- Meghan will work with Workgroup to schedule and promote a Community Parking Forum to present the Parking Action Strategy to the larger Ballard Community.

DOWNTOWN BALLARD PARKING ACTION STRATEGY

Meghan presented the draft *Downtown Ballard Parking Action Strategy* to the workgroup. The Action Strategy is separated into short-, mid- and long-term goals organized by priority. Each goal has strategies and an implementation plan. Meghan explained that once the workgroup has reviewed the draft Action Strategy at today's meeting, comments will be incorporated and the Strategy will be presented to the larger Ballard community at an upcoming Community Parking Forum.

Meghan reported that meter rates for the hooded meters on NW 56th Avenue will most likely be consistent with similar mechanical meters (rather than electronic meters) and cannot be reset to different rates than what they were built for.

WORKGROUP COMMENTS ON THE DRAFT DOWNTOWN BALLARD PARKING ACTION STRATEGY

General Comments:

1. *Who is the point person for implementing the goals?*
Randy will be the point person from SDOT while Meghan is out on maternity leave (expected to begin in early October). However, community participation will be vital in order to successfully implement the goals.

2. *Scott said he feels the Action Strategy should only focus on realistic, achievable goals (whether they are short-term or long-term) and eliminate everything else. Kevin disagreed, saying that the Action Strategy can be a place for all ideas to be kept and clearly described so they do not get lost, and are available for future community members to use or implement. Steve also felt that the Action Strategy should display the full range of items considered and supported by the Parking Workgroup. Scott expressed concern that citizens who attend the community parking forum should focus on what can be done and avoid the distraction of goals in the Action Strategy that cannot realistically be implemented at this time.*
3. *Scott indicated that he thinks parking management succeeds when it is simple, clear, and intuitive. Randy asked what that would mean for Downtown Ballard. Scott responded that he thinks simple, clear and intuitive parking management includes the use of consistent signage (recognizing that patrons should be directed to make right-hand turns), consistent hours, and consistent enforcement.*

On-Street Items:

4. *Meghan asked the Workgroup for clarification in On-Street Goal # 6. On the walking tour, group members commented that the existing 1-hour parking by Bartells works successfully for that business. However, several other goals express the workgroup's desire to see consistent 2-hour parking restrictions installed.*
The Workgroup indicated they support moving to 2-hour restrictions to create uniformity.

Validation Programs:

5. *Meghan said that for items such as On-Street & Off-Street Goal # 7 (Create a parking validation program), SDOT likes for a community to take the lead in initiating a project and then SDOT can partner with and support the community's lead. (put these two together). Scott said that he feels projects like a validation program, a parking map, or a bike/bus incentive program works best when there is a large, well-organized merchants association in place. He said there have been previous efforts like these attempted in Ballard without much result.*
6. *Fred said it would be great if off-street lots had meters and pricing consistent with on-street rates - this would make it easier for shoppers and visitors to understand parking in the neighborhood. Ultimately, the City would build and/or manage community parking facilities to achieve this goal, but the City has never expressed interest in owning municipal parking lots.*

Lot-Sharing Programs:

7. *For On-Street Goal # 8 & Off-Street Goal # 9, (Develop parking programs for shoppers, and Develop lot-sharing arrangements), Scott said that we should keep in mind that many surface lots will be eliminated in the next 5 years or so by development. In their place developers will build underground parking. Scott questioned what the community and SDOT have to*

offer developers as an incentive for participating in these programs. Also, land use code changes might be needed to allow lot-sharing with businesses that are not a tenant of a site. Meghan shared that there are people championing Land Use Code changes within the City to facilitate lot sharing. However, as the Workgroup knows, many of these arrangements will be created without SDOT involvement or requirements.

The Workgroup agreed that these two items (On-Street Goal # 8 & Off-Street Goal # 9) should be merged into one item which also incorporates the concerns raised here.

8. *Rob said he felt the parking at the new Library and Neighborhood Service Center site should be available as a public facility when the library is not open and one way in which this could be achieved is if the lot is managed. He feels this issue needs to be promoted to the library board. The workgroup agreed and asked for clarification in the goal. Community members should be involved in the design of on-street regulations as well as the development of a program to use the off-street parking with the wider community.*
9. *Brent clarified that the Majestic Bay Theater's lot-sharing agreement is with the Bank of America, which is managed by Diamond Parking. The theater purchases a number of monthly passes for use after 6:00 pm. He is not aware of any changes coming for this lot.*

TDM and Employer/Employee Programs:

10. *On TDM Goal # 8 (Employee access program), Fred said that the U-District Access Package was not quite good enough to tempt employers to use it, and it was difficult to get the price point set between what the merchants could afford and the services they needed. The Workgroup would like to move this item to a long-term priority item.*
11. *Scott shared a conversation he had recently had with Barry Hawley, who along with his brother Barry owns the Jo-Ann's fabric site. While Bud Hawley is the primary contact, Jo-Ann's owns the lease on the whole property including the covered parking spaces and would be the entity to engage in any uses for that lot. Their lease expires in 2004 or 2005. At that time, no one is sure whether Jo-Ann's will continue the lease, and Scott feels that the time of the lease expiration is when the community should attempt to develop a program to use and/or manage the 36 parking spaces in the building.*
12. *On TDM Goal #14 (Improve bus service to Ballard), Kevin would like to add language about also insuring good connections with the monorail, and Scott wanted to see the topic of improved transit service be made into an introductory paragraph to the whole Action Strategy. The workgroup agreed to both suggestions.*

Enforcement Items:

13. *On Enforcement Item # 15 (Increase enforcement hours), the Workgroup indicated they would like to delete this, since the City Council recently reviewed the idea of extending enforcement hours into the evening and chose not to do so.*

14. *On Enforcement Goal # 12 (Improve enforcement of load zones), the Workgroup felt this item could be merged into other enforcement goals.*

Other Items:

15. *On Other Recommendation # 16 (Explore impact of a Pedestrian Overlay Zone), Scott said that Ballard has embraced creating pedestrian-friendly practices, but a problem on a city-wide level with pedestrian overlay zoning is that there is no plan for what one does with the cars that do exist in these zoning areas.*

16. *On Other Recommendation # 17 (Impact of parking changes at Ballard Locks on Downtown Ballard), Scott said that the area from 28th NW to the bridge is not just a traffic issue, it's also a safety issue due to pedestrian crossings, etc. - this area gets very congested on summer afternoons.*

The workgroup decided to move this goal to the mid-term for implementation.

Meeting Adjourned