

# Westlake Avenue North Parking Workgroup Meeting 2

January 8, 2007 6:00 p.m. to 8:00 p.m.  
South Lake Union Armory, 860 Terry Avenue N., Room 127-C

## Meeting Summary

Members Present     Ann Bassetti  
                             Jim Codling  
                             Robert Gerrish  
                             Tim Hesterberg  
                             Lynne Reister  
                             Cameron Strong  
                             Stan Waldrop  
                             Bill Wehrenberg  
                             Bill Wiginton  
                             Tim Zamberlin

Members Absent:     Richard Ashton  
                             Phil Bannon  
                             Lloyd Shugart  
                             Don Stonehill

SDOT Attendees:     Marty Curry (consultant)  
                             Bill Timmer (consultant)  
                             Mike Estey  
                             Tracy Krawczyk  
                             Sue Partridge

### 1. Welcome

The meeting began with introductions and a brief discussion about the notes from Meeting 1. There were no additions or corrections to the notes. At the request of the Workgroup, SDOT passed around a map of the WAN corridor, and members marked their locations on it.

### 2. Presentation and Discussion

Mike Estey began by reiterating SDOT's responsibility for managing Seattle's public right-of-way to promote ease of movement, provide access, manage safety for all users, and optimize convenience of use. He emphasized that parking is an important use in the public right-of-way that requires management for efficient allocation among diverse users, and responsiveness to city goals of:

- economic vitality,
- neighborhood livability,
- automobile trip reduction, and
- improved air quality.

Bill Timmer then presented data collected by SDOT and its consultants that help to describe the conditions of parking supply and demand that exist in the WAN corridor. The data were organized into area zones that correspond to those identified in the 2005 Westlake Avenue North Parking Study by Heffron Transportation Inc. (distributed at the meeting and available at

[http://www.seattle.gov/transportation/parking/westlake\\_study.htm](http://www.seattle.gov/transportation/parking/westlake_study.htm)). The data presented included:

1. Total parking space count for the right-of-way
2. Net parking space count, taking out load zones, accessible parking spaces, and other obstructions such as dumpsters
3. Non-right-of-way parking resources east and west of WAN (private lots and buildings)
4. Mid-week peak parking occupancy data, including percentage occupied and number of available spaces
5. Potential parking users, including floating home residents and guests, marina slip renters and guests, live-aboards and guests, employees and customers of east and west side businesses, area recreational users, commercial delivery and service providers, west side residents and guests, and transit users
6. Potential parking users displaced from South Lake Union by construction activity and paid parking installation

The summation of the presentation was a demonstration of the gap between the available parking supply from all sources in the corridor (estimated at 2750 spaces) and the potential demand from all parking users (estimated at 4800). There was discussion regarding the overlapping nature of the parking uses, and its effect on the occupancy patterns in the corridor. Some members felt that more specific data related to actual users and the ebb and flow of users during the day would be useful.

Mike Estey concluded the presentation by discussing SDOT's problem statement, sent to Workgroup members last week in a memo from Wayne Wentz, City Traffic Engineer (Attachment 1):

*The Westlake Avenue North corridor has reached a level of parking demand, diversity, and competition such that the current combination of unrestricted and time-limited parking is no longer effective in addressing user needs or City goals. For extended periods of the day, parking spaces in several portions of the corridor are fully occupied, limiting access for area businesses, residences and recreational uses.*

### 3. Wrap-up

There was a brief discussion about the agenda for the next meeting, which will be held Wednesday, January 24. SDOT confirmed that representatives from the Seattle Police Department Enforcement Unit and West Precinct Patrol will attend to discuss enforcement and safety concerns. SDOT asked the Workgroup to develop their own problem statement(s), but several members felt that they did not yet have sufficient information to do so. SDOT will develop a proposed agenda and distribute it before the next meeting.

Attachments:

1. Wentz Memo to Workgroup

## Attachment 1

**Date:** January 4, 2007

**To:** Westlake Avenue North Parking Workgroup

**From:** Wayne Wentz, City Traffic Engineer

**Subject:** Westlake Avenue North Parking Problem Statement

As I committed to you at our December 11, 2006 meeting, I am transmitting to you a parking problem statement for the Westlake Avenue North area from my perspective as City Traffic Engineer. In this position, I am charged with applying engineering expertise and professional judgment to balance the interests of area parking users with those of the broader public and the City's adopted goals and policies. I look forward to continuing to work with you to develop a successful parking management plan.

### Purpose Statement:

SDOT is the steward of Seattle's public right-of-way to promote ease of movement, convenience, access, and safety for all users. Parking is an important use of the public right-of-way that must be managed to provide efficient allocation among diverse users in a manner that responds to the City's goals for economic vitality, neighborhood livability, auto trip reduction and improved air quality.

### Problem Statement:

The Westlake Avenue North corridor has reached a level of parking demand, diversity, and competition such that the current combination of unrestricted and time-limited parking is no longer effective in addressing user needs or City goals. For extended periods of the day, parking spaces in several portions of the corridor are fully occupied, limiting access for area businesses, residences and recreational uses.

### Discussion:

Seattle's Comprehensive Plan, "Toward a Sustainable Seattle" is a 20-year policy plan (1994 – 2014) adopted by the City Council in 1994 after a five-year public process. It is amended and updated on an annual basis. The Plan provides broad policy direction and a flexible framework for adapting to growth and change in Seattle over time. The overarching goals of the Plan are to:

- Accommodate the City's growth targets
- Revitalize existing neighborhood business districts
- Make efficient use of past and future infrastructure investments

- Minimize impacts on single-family neighborhoods
- Reduce dependence on automobiles

The Transportation Element section of the Comprehensive Plan may be found at:  
[http://www.seattle.gov/dpd/Planning/seattle\\_s\\_comprehensive\\_plan/Overview/](http://www.seattle.gov/dpd/Planning/seattle_s_comprehensive_plan/Overview/)

Seattle's Transportation Strategic Plan (TSP), adopted by Council Resolution in 2005, outlines implementing strategies to achieve the Comprehensive Plan goals and policies. One of the TSP sections focuses on strategies to wisely manage parking. A summary of adopted parking goals and policies is attached; the TSP parking strategies may be found at:  
<http://www.seattle.gov/transportation/tsphome.htm>.

Common parking tools for neighborhoods in which competition and demand for available parking are low to moderate include designation of restricted zones, and time-limits. Restricted zones ensure space availability for classes of vehicles (buses, taxis, commercial vehicles, etc.) or residents, and time limits encourage turnover. When competition and demand increase to the point where parking is scarce and turnover low, then time-limited and restricted parking alone are no longer effective management tools, and paid parking is an appropriate tool to better manage access to available parking.

The Westlake Avenue North corridor is part of (up to Galer Street) or adjacent to the South Lake Union and Uptown/Lower Queen Anne urban centers, both of which are among ten Center City Neighborhoods the Comprehensive Plan identifies as having the greatest potential for future growth and density, and where a major portion of the city's projected residential and employment growth (47,000 new households and 84,000 new jobs) is directed.

Knowing that Westlake is in a location that has received and will continue to receive spillover from the growing density around it, SDOT has monitored Westlake in anticipation of needing to adopt more appropriate parking management tools.. In 2005, the Westlake Avenue North Parking Management study confirmed that parking demand and competition has reached a point where parking is not readily available in all areas of the corridor. Over the past three years, similar parking monitoring efforts have led to significant parking management changes in Ballard, Belltown, Capitol Hill, Chandler's Cove, Chinatown-International District, First Hill, Pioneer Square, University District, and South Lake Union.

I recognize that Westlake Avenue North has a unique set of parking conditions: multiple users (residents, businesses and recreational/marina users), minimal private parking resources, and limited transit service, but I believe that its proximity to the densest neighborhoods in the city requires a more proactive approach to parking management.

## Seattle Comprehensive Plan Adopted Parking Goals and Policies

### Goals

- TG17 Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.
- TG18 Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

### Policies

- T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help meet urban center mode split goals.
- T38 Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.
- T39 Restrict on-street parking when necessary to address safety, operational or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.
- T40 In commercial districts prioritize curb space in the following order: 1) transit stops and layover, 2) passenger and commercial vehicle loading, 3) short-term parking (time limit signs and paid parking); 4) parking for shared vehicles; and 5) vehicular capacity.
- T41 In residential districts, prioritize curb space in the following order: 1) transit stops and layover; 2) passenger and commercial vehicle loading; 3) parking for local residents and for shared vehicles; and 4) vehicular capacity.
- T42 During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.
- T43 Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.
- T44 Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.
- T45 Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.
- T46 Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.