



15th AVE E COMMUNITY ACCESS & PARKING PROJECT FAQ

What changes is SDOT making?

SDOT plans to install 2-hour paid parking on and around 15th Avenue E from E Denny Way to E Mercer St and on the west side of 16th Avenue E from E Denny Way to E Thomas St. In addition to paid parking, SDOT plans to install new load zones, disabled parking, and bicycle parking on and around 15th Ave E.

Why is SDOT making these changes?

Customers, commercial delivery drivers, and the growing area population all need reliable access to businesses along 15th Ave E. With recent changes in the neighborhood such as new street cafes and multiple planned developments, there is a need to more proactively manage on-street parking, loading, and access. In the 15th Ave E neighborhood, on-street parking is full, with average parking occupancy above 90% most of the day and exceeding 100% in the afternoon. Adding paid parking along 15th Ave E will improve customer access to businesses by improving parking turnover and access at the curb and reduce vehicles circling caused by drivers looking for parking. SDOT will set paid parking rates to target parking occupancy of 70-85% as in other paid areas. The goal is to price the curb so that there are one or two open parking spaces per block. With this, the curb and parking in the public right of way are well utilized but customers can reliably find an available space near their destination.

SDOT also plans to add commercial vehicle load zones for commercial delivery vehicles, such as trucks delivering food and beverage supplies, to provide designated space for service vehicles to unload goods. Customers, commercial delivery drivers, and the growing area population all need reliable access to businesses along 15th Ave E. In dense, mixed-use commercial areas like 15th Ave E, SDOT prioritizes short-term on-street parking and loading over longer-term vehicle storage.

What info did SDOT use to develop this plan?

SDOT used data from a recent parking study and feedback heard from businesses to develop the proposed plan. In July 2022, SDOT conducted a study of parking conditions in the neighborhood which found that average parking occupancies in the 15th Ave E area exceeded 90% for most of the day. This means vehicles are often circling the business area looking for available parking, resulting in CO2 emissions and less attention to area pedestrians. It also means more vehicles parking illegally, too close to driveways and crosswalks. Additionally, 16% of parking spaces were occupied by vehicles parked for more than 2 hours. This small percentage of vehicles that park for several hours have a big influence on parking availability; 9% of parking spaces in the area were occupied by a single vehicle parked for more than 3 hours, which makes finding parking difficult for everyone. See the parking study [here](#).

SDOT also used feedback heard from a survey we conducted and door to door outreach with businesses to inform the planned changes. In spring 2023, SDOT met onsite with businesses and shared a survey online and in-person to learn more about business and customer parking and loading needs. We heard that customers, commercial delivery drivers, and the growing population of the neighborhood all need more reliable access to on-street parking and load zones. Most businesses shared that parking is a challenge in and around 15th Ave E. We also heard that load zones are often used by parked vehicles and that more load zones are needed for goods and passengers. See outreach summary [here](#). The addition of paid parking and loading will better address the demand for space along the curb. Paid parking will better manage demand for the finite on-street parking supply, making it easier for drivers to find a parking space and make deliveries.

How much will it cost to park once on-street paid parking is installed? How are rates set?

SDOT plans to set the parking rates along 15th Ave E to align with other paid parking rates in Capitol Hill on Broadway, Pike-Pike, and 12th Ave. Initial rates for 15th Ave E will be as follows:

- Morning Rates (8am-11am): 50¢/hour
- Afternoon Rates (11am-5pm): \$3/hour
- Evening Rates (5pm-8pm): \$2/hour

SDOT uses a data-driven approach to inform paid parking rates and adjusts parking rates by area and time of day to account for different demands. SDOT's on-street parking occupancy target is between 70% and 85% for each time period, the equivalent of one or two open parking spaces per block throughout the day. The goal is well-utilized on-street parking that still allows a visitor to reliably find an available space near their destination. SDOT reviews on-street parking conditions in paid areas and makes rate changes three times per year. See more about SDOT's paid parking rates [here](#).

How will employees who don't live nearby travel to work following these proposed changes?

Transit may be an option for some employees. Link light rail operates from 5 AM until 1 AM on weekdays. The area is also served by King County Metro routes 10, 8, and 43. Some employees may qualify for ORCA LIFT which provides fare savings of up to 50% on King County Metro, Sound Transit Link Light Rail, and other regional transit. Drivers can also park in one of the following locations:

- Paid monthly and daily paid parking is available in KeyBank's off-street parking lot on 15th Ave. For more information about monthly parking, call Diamond Parking at 206-729-0590 or visit diamondparking.com
- Parking on many of the nearby streets will remain unchanged as part of this project. There are many streets that will remain 'unrestricted' by time limits or other regulations. See current parking on the [Seattle Parking Map](#).

How will this affect customer and visitor parking?

The planned parking changes are aimed at making short-term parking near businesses more available for customers and visitors who drive. Those who drive may choose to pay for parking on-street or in existing paid lots or on streets near 15th Ave E, or they can park a few blocks away in unpaid time-limited areas. Current on-street parking regulations are viewable [here](#) on the Seattle Parking Map.

Why is SDOT planning to add paid parking instead of adding more free parking with time limits?

Our study of the 15th Ave E neighborhood shows that the existing 1-hour and 2-hour on-street parking time limits are no longer sufficient in creating available parking. Converting unpaid time limits to paid parking is consistent with how SDOT manages parking across the city in high demand areas. Paid parking is the most effective tool for creating reliable short-term parking in areas with high parking demand.

Will the paid parking rates increase or decrease in the future?

SDOT is directed by city law to set and adjust rates based on how full parking is in commercial areas. SDOT adjusts parking rates three times per year in \$0.50/hour increments based on updated parking data. If paid parking utilization is below 70% in the morning, afternoon, or evening, we will lower the rate. If parking occupancy is above 85% occupied during the morning, afternoon, or evening, we will increase the rate.

What happens next?

SDOT will finalize design plans for paid parking, load zones, and disabled parking spaces. SDOT plans to implement the changes in fall 2023.

How can I provide other specific comments?

Please share comments to:

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