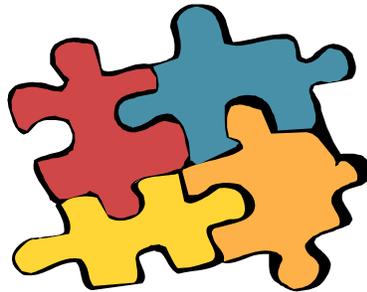


# **MAKING THE PARKING SYSTEM WORK**

## **DOWNTOWN BALLARD PARKING ACTION STRATEGY**

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**PARKING POLICY AND PLANNING SECTION  
POLICY, PLANNING, AND MAJOR PROJECTS DIVISION**

**NOVEMBER 2003**

**SEATTLE DEPARTMENT OF TRANSPORTATION**



**CITY OF SEATTLE**

## **DOWNTOWN BALLARD PARKING ACTION STRATEGY**

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### **EXECUTIVE SUMMARY**

The *Downtown Ballard Parking Action Strategy* was developed between May and October 2003 by the members of the Downtown Ballard Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. Ballard's existing planning documents, such as the *Ballard/Crown Hill Neighborhood Plan*, the *Municipal Center Master Plan*, and other transportation-related studies identified a number of parking opportunities and priorities. The primary goal that emerged from these works is to develop "a transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people to use transit and non-motorized transportation modes." These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from Downtown Ballard, in support of economic and civic vitality. The goals of the Downtown Ballard Parking Workgroup build upon this vision by identifying short-, mid- and long-term goals to better manage Ballard's parking supply.

### **EXECUTIVE SUMMARY**

**Short-Term Goals:** The theme of the short-term goals is to 1) quickly make more parking available for short-term customer parking, fix existing inconsistencies in the on-street parking regulations, and 2) educate business and property owners about how to make on-street parking changes. The Workgroup would like to see these changes made in 2003.

- **Goal #1: Increase On-Street Parking** - To make more parking available quickly and cost-effectively, give priority to short-term customer parking on commercial streets and long-term residential parking on residential streets, and regulate on-street parking principally for nearby land uses.
- **Goal #2: Improve Usage of On-street Parking** - Maximize use of the existing on-street parking system by consolidating and eliminating load zones, formalizing "informal" parking spaces, and converting parallel to angled parking, where feasible. Ensure there are adequate loading and unloading spaces for cars without truck plates (i.e., those that cannot use commercial vehicle load zones).
- **Goal #3: Install Parking Directional Signs** - Install parking directional signs to direct customers and visitors to the supply of on- and off-street parking available off of 56th Avenue NW.
- **Goal #4: Improve Enforcement Efforts** - Increase parking enforcement to ensure that parking management tools function as intended.
- **Goal #5: Improve Ballard Avenue Street Drainage** - On Ballard Avenue, north of 22nd Ave NW, investigate how changes to the angled parking could improve drainage on the block (currently the front tires of cars act as dams and, on occasion, have caused minor flooding into nearby storefronts).

**Mid-Term Goals:** In the mid-term, the goals of the workgroup are two-fold: 1) make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the downtown Ballard retail core and municipal center, and 2) to participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made in 2004.

- **Goal #6: Improve Short-Term Parking by Installing Meters** - Install 2-hour parking meters adjacent to commercial land uses in the core retail area. The goal of installing the meters is to eliminate all-day parking by employees to create more short-term customer parking spaces. Seek uniformity in time-limit regulations to provide neighborhood customers with consistency.
- **Goal #7: Library and Neighborhood Service Center Parking** - The workgroup and community members will work with SDOT and the Library to design appropriate curb-space regulations and off-street management policies for the new Library and Service Center.
- **Goal #8: Municipal Center Park Parking** - The workgroup and other community members will work with SDOT and the Parks Department to design appropriate curb-space regulations adjacent to the new Ballard Municipal Center Park.
- **Goal #9: Create a Mixed-Use RPZ** - Establish an RPZ for mixed-use areas.
- **Goal #10: Encourage Comprehensive Planning for Ballard Locks** - The workgroup and community members will encourage the City to advocate for the creation of an appropriate type of comprehensive long-term planning effort for the Hiram M. Chittenden (Ballard) Locks that includes a vision for traffic, parking, and access.

**Long-Term Goals:** Long-term actions are recommended that reduce the demand on the local transportation network by improving bus and other transit service, educating visitors and employees about transit use, and providing incentives and subsidies to users of alternative transportation modes.

- **Goal #11: Promote Busing, Biking, and Walking** - Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area. Implement transportation demand management tools (e.g., transit pass subsidies, preferential carpool parking, and car sharing) to provide employees with choices.
- **Goal #12: Increase Lot Sharing** - Workgroup and community members should identify feasible opportunities for shared parking between various existing businesses, residential, and other developments. Develop parking programs to more effectively use existing off-street parking resources.
- **Goal #13: Investigate Pedestrian Overlay Impacts:** The Parking Workgroup supports an investigation by the City (SDOT and Department of Planning and Development) to explore whether the impact of a Pedestrian Overlay Zone on a high traffic neighborhood business corridor is worth the trade-offs associated with the designation.

## **DOWNTOWN BALLARD PARKING ACTION STRATEGY**

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### **PROGRAM BACKGROUND**

The *Downtown Ballard Parking Action Strategy* was developed between May and October 2003 by the members of the Downtown Ballard Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. Through the *Making the Parking System Work* program, Seattle Department of Transportation (SDOT) staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management and access strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool. These techniques are also known as transportation demand management or TDM.

Existing planning documents, such as the *Ballard/Crown Hill Neighborhood Plan*, the *Municipal Center Master Plan*, and other transportation-related studies identified a number of parking opportunities and priorities. The primary goal that emerged from these works is to develop “a transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people to use transit and non-motorized transportation modes.” These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from Downtown Ballard, in support of economic and civic vitality. The goals of the Downtown Ballard Parking Workgroup build upon this vision by identifying short-, mid- and long-term goals to better manage Ballard's parking supply.

At the outset of each neighborhood parking planning effort, neighborhood representatives establish a Parking Workgroup comprised of residents, neighborhood planning organizations, business associations, staff from various City departments, and other key stakeholders. The intent is to create a team of “parking experts” that can formulate solutions, implement recommendations, and educate and involve others. An effort is made in convening a Parking Workgroup to have a representative balance of parking users as members specifically to provide multiple perspectives in the development of recommendations that will be present in that neighborhood's Parking Action Strategy, and so that no one parking user group will dominate the agenda. In Downtown Ballard, workgroup members represented the Ballard Chamber of Commerce, Ballard Merchants Association, and the Ballard District Council. Swedish Hospital and area residents were represented as well.

Neighborhood parking workgroups are charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking and to implement TDM strategies. The *Downtown Ballard Parking Action Strategy* represents these actions, and was presented to the neighborhood at a Community Parking Forum on September 25, 2003, to solicit feedback and implementation assistance.

Additional information about the progress of the Downtown Ballard Parking Workgroup in implementing these goals or about the Making the Parking System Work program can be found at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm) or by calling (206) 684-8186.

## **OUTREACH AND PROMOTION**

Outreach was conducted for the Kick-Off meeting held on May 19, 2003, by first contacting Ballard Neighborhood Service Center staff (Rob Mattson) for key community organization and people contacts. SDOT staff initiated informal background interviews with a half dozen community members who were active in the major community organizations, as well as with City or agency staff assigned to various projects in the community, such as the new Library development, the Ballard Municipal Center, and the Monorail project. Selection of the Kick-Off meeting date, time, and location was made in conjunction with the community. Written notice of the meeting was sent via e-mail to community members to post to relevant community listserves and also appeared in the May edition of the monthly Ballard Business Insider.

Outreach was conducted for the Community Parking Forum held on September 25, 2003 by providing a written notice of the meeting via e-mail to Parking Workgroup members and others in the larger Downtown Ballard Parking Program e-mail list to post to relevant community listserves, and a notice also appeared in the September edition of the monthly Ballard Business Insider. A display ad was placed in the September 17, 2003, edition of the Ballard News Tribune, and a notice appeared in that edition's Community Calendar listings. Additionally, around 200 flyers were distributed by hand to all businesses/addresses on 3 blocks of Ballard Avenue NW (from NW Market to Vernon) and approximately 3-4 blocks of NW Market (from 22<sup>nd</sup> Ave NW to 28<sup>th</sup> Ave NW), and a draft version of the Downtown Ballard Parking Action Strategy was presented by SDOT staff to the Ballard District Council at their September 10, 2003, meeting. As with the Kick-Off meeting, selection of the meeting date, time, and location of the Community Parking Forum was made in conjunction with the community.

## **EXISTING CONDITIONS**

Existing conditions data was gathered from field work conducted in April and May 2003, the *Comprehensive Neighborhood Parking Study* (2000), the *Crown Hill/Ballard Neighborhood Plan* (1998), the *Ballard Municipal Center Master Plan* (2003), the *Downtown Ballard Parking Kick-Off Meeting* on May 19, 2003, the *Downtown Ballard Parking Walking Tour* on June 20, 2003, and other citizen comments.

On-street parking regulations and ownership of off-street parking lots are shown in *Map 1: Existing Conditions*. Private lots are those reserved for use only by customers or tenants of a specific building or business. Public lots are those where parking can be purchased for varying lengths of time (“1-2 hours” or “all-day”) by visitors or employees.

A number shown in parenthesis follows many of the strategies and goals in this Action Strategy. These numbers correspond to comments documented on the Downtown Ballard Walking Tour. More than 30 comments were recorded, and they are listed in *Table 4: Walking Tour Comments* and are shown on *Map 2: Ballard Walking Tour*.

**PARKING STUDY DATA**

In September and October 1999, the City of Seattle collected data in 35 study areas in 26 of Seattle’s neighborhoods as part of the *Comprehensive Neighborhood Parking Study*. Two of those study areas were in Downtown Ballard, one centered around historic Ballard Avenue and one centered around Market Avenue and 56<sup>th</sup> Avenue NW between 17<sup>th</sup> and 24<sup>th</sup> Streets. Together, the two study areas contained 2,223 parking spaces: 486 on-street spaces, 1,702 off-street spaces, and 35 loading zones.

As shown in Table 1, utilization of parking in Ballard is lower than in the University Village and general citywide use. A greater number of on-street spaces are used in Ballard than off-street spaces. Even at peak usage, only 30% of the parking supply in the area is in use, largely because of unused off-street capacity.

	Average			Peak-Hour		
	On-Street	Off-Street	Total	On-Street	Off-Street	Total
Ballard	55%	20%	28%	59%	22%	30%
Hub Urban Villages*	56%	40%	44%	64%	51%	53%
City-Wide Average	60%	49%	56%	68%	61%	66%

The study also examined average duration for on-street parking spaces. As shown in Table 2, while vehicles tended to stay less than the allowed time as spaces limited to 2 hours, vehicles substantially succeeded 1-hour time restrictions.

	Unrestricted	2-hour max	1-hour max	Load zone	Average
Ballard	2.7	1.3	1.6	1.1	1.8
City-Wide Average	3.2	2.0	2.1	1.9	2.8

**PARKING FORUM SURVEY RESULTS**

The Downtown Ballard Parking Forum Survey was distributed during the Community Parking Forum on September 25, 2003. A total of 22 people attended the Forum (plus SDOT staff), and a total of 15 surveys were turned in.

**SUMMARY**

- 5 of the respondents (33%) indicated multiple affiliations (such as resident and business owner and property owner, etc.), while 10 (66%) indicated a single affiliation.

\* In addition to Ballard, the other Hub Urban Villages studies included Fremont, Lake City, South Lake Union, West Seattle Junction, North Rainier, and Broadview/Bitter Lake/Haller Lake.

- Of those with a single affiliation, the most common was resident (50%), followed by business owner (20%) and employee (20%), with customer/client last (10%).
- Of the 5 that indicated multiple affiliations, all included resident as one of the affiliations, 3 included being a business owner as second affiliation, while one of those plus two others indicated they were renters. See Table 3 (below) for details:

**TABLE 3: RESPONDENT AFFILIATIONS**

Response ID	Resident	Business Owner	Property Owner	Renter	Employee	Customer/Client	Visitor/Other
A	1	1	1				
B	1						
C		1					
D	1	1		1	1		
E	1						
F					1		
G	1	1					
H						1	
I					1		
J		1					
K	1			1		1	
L	1			1	1	1	
M	1						
N	1						
O	1						
Totals	10	5	1	3	4	3	0

In reviewing the following summary of survey responses, readers should keep in mind the small number of respondents (15), and should keep in mind that 6.7% is equal to one response. Additionally, many of the responses both in support of, and in opposition to, a particular Goal follow somewhat predictable logic. For example, a respondent who identified as an employee indicating opposition to a Goal that would reduce the available supply of free on-street parking in areas commonly used by employees (Goal #6). Due to the fact that who you are to a large extent determines what your response is to any particular parking situation, it would be rare to have 100% support for any particular goal.

**SHORT-TERM GOALS:**

- **Goal #1: Increase On-Street Parking**  
80% of respondents supported it, and 20% opposed it.
- **Goal #2: Improve Usage of On-street Parking**  
47% of respondents supported it, 33% opposed it, and 20% left it blank.
- **Goal #3: Install Parking Directional Signs**  
93% of respondents supported it, 7% opposed it.

- **Goal #4: Improve Enforcement Efforts**  
87% of respondents supported it, 7% opposed it, and 6% left it blank.
- **Goal #5: Improve Ballard Avenue Street Drainage**  
87% of respondents supported it, and 13% left it blank.

**MID-TERM GOALS:**

- **Goal #6: Improve Short-Term Parking by Installing Meters**  
80% of respondents supported it, 13% opposed it, and 7% left it blank.
- **Goal #7: Library and Neighborhood Service Center Parking**  
87% of respondents supported it, and 13% left it blank.
- **Goal #8: Municipal Center Park Parking**  
87% of respondents supported it, and 13% left it blank.
- **Goal #9: Create a Mixed-Use RPZ**  
87% of respondents supported it, 7% opposed it, and 6% left it blank.
- **Goal #10: Encourage Comprehensive Planning for Ballard Locks**  
80% of respondents supported it, 7% opposed it, and 13% left it blank.

**LONG-TERM GOALS:**

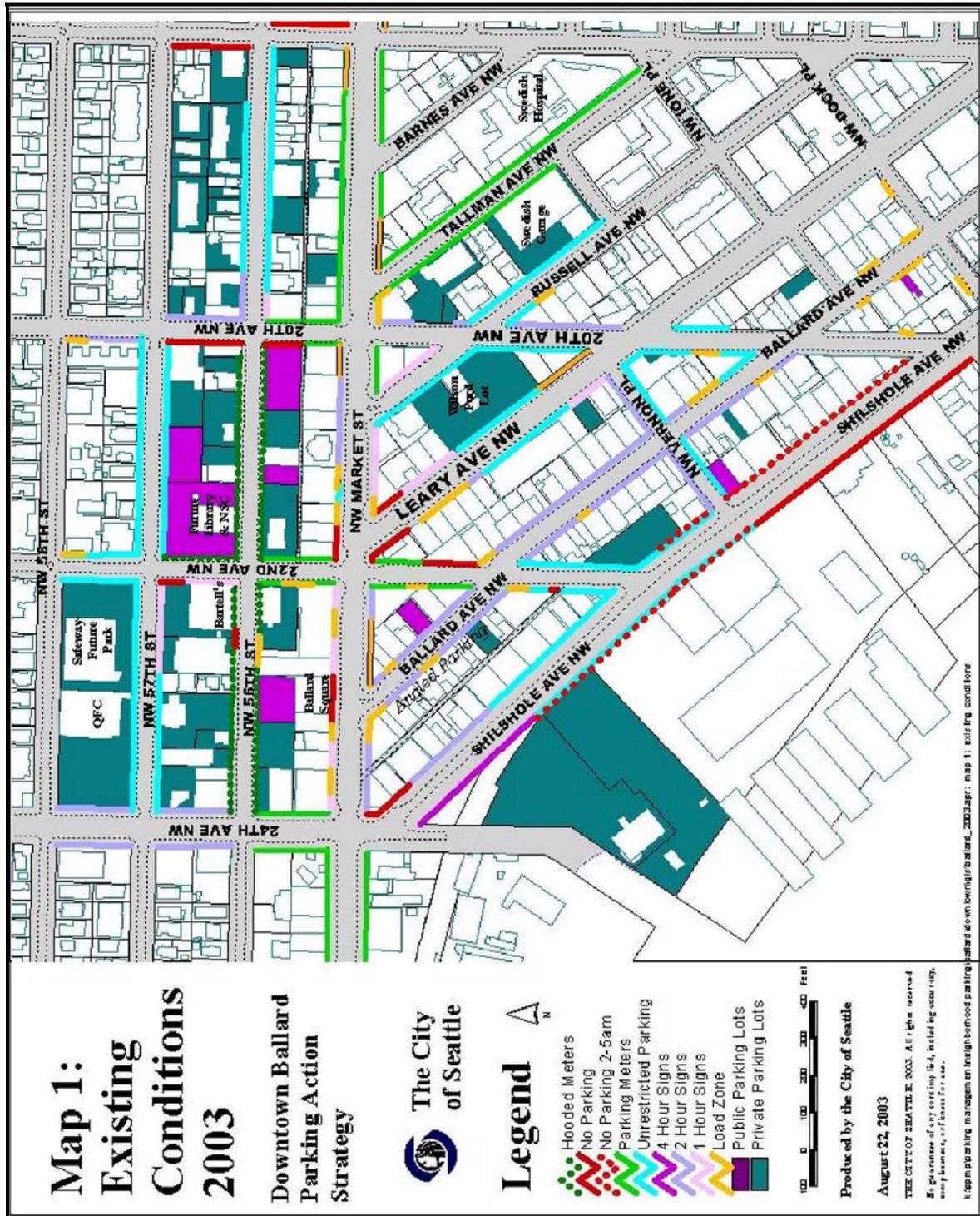
- **Goal #11: Promote Busing, Biking, and Walking**  
80% of respondents supported it, and 20% left it blank.
- **Goal #12: Increase Lot Sharing**  
67% of respondents supported it, and 33% left it blank.
- **Goal #13: Investigate Pedestrian Overlay Impacts**  
67% of respondents supported it, and 33% left it blank.

Goal #2 is the Goal which most indicates a conflicted response from those attending the Forum, as not quite half support it, one third oppose it, and one fifth left it blank (and presumably do not have an opinion about it). Of the 5 who opposed it, one identified as a business owner, one as an employee, one as customer/client, and the other 2 had multiple affiliations (respondents K and L in Table #1).

*"Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating load zones, formalizing "informal" parking spaces, and converting parallel to angled parking, where feasible. Ensure there are adequate loading and unloading spaces for cars without truck plates (i.e., those that cannot use commercial vehicle load zones)."*

Among the many strategies to achieve Goal #2 is the proposal to convert existing parallel parking to back-in angled parking on Ballard Avenue NW south of 22<sup>nd</sup> Avenue NW. This item was easily the most controversial of the whole Forum. Of the survey respondents who opposed Goal #2 and who also provided a comment as to why, the concern of back-in angled parking potentially blocking access and deliveries requiring the use of large commercial vehicles to businesses south of 22<sup>nd</sup> Avenue NW on Ballard Ave NW was the exclusive issue named. SDOT staff have revised the Parking Action Strategy to reflect both the community feedback from the Forum and the revised position of SDOT Traffic Management staff as to the viability of preserving reasonable access for large commercial vehicles on Ballard Avenue while also converting to back-in angled parking.

**MAP 1: EXISTING CONDITIONS 2003**



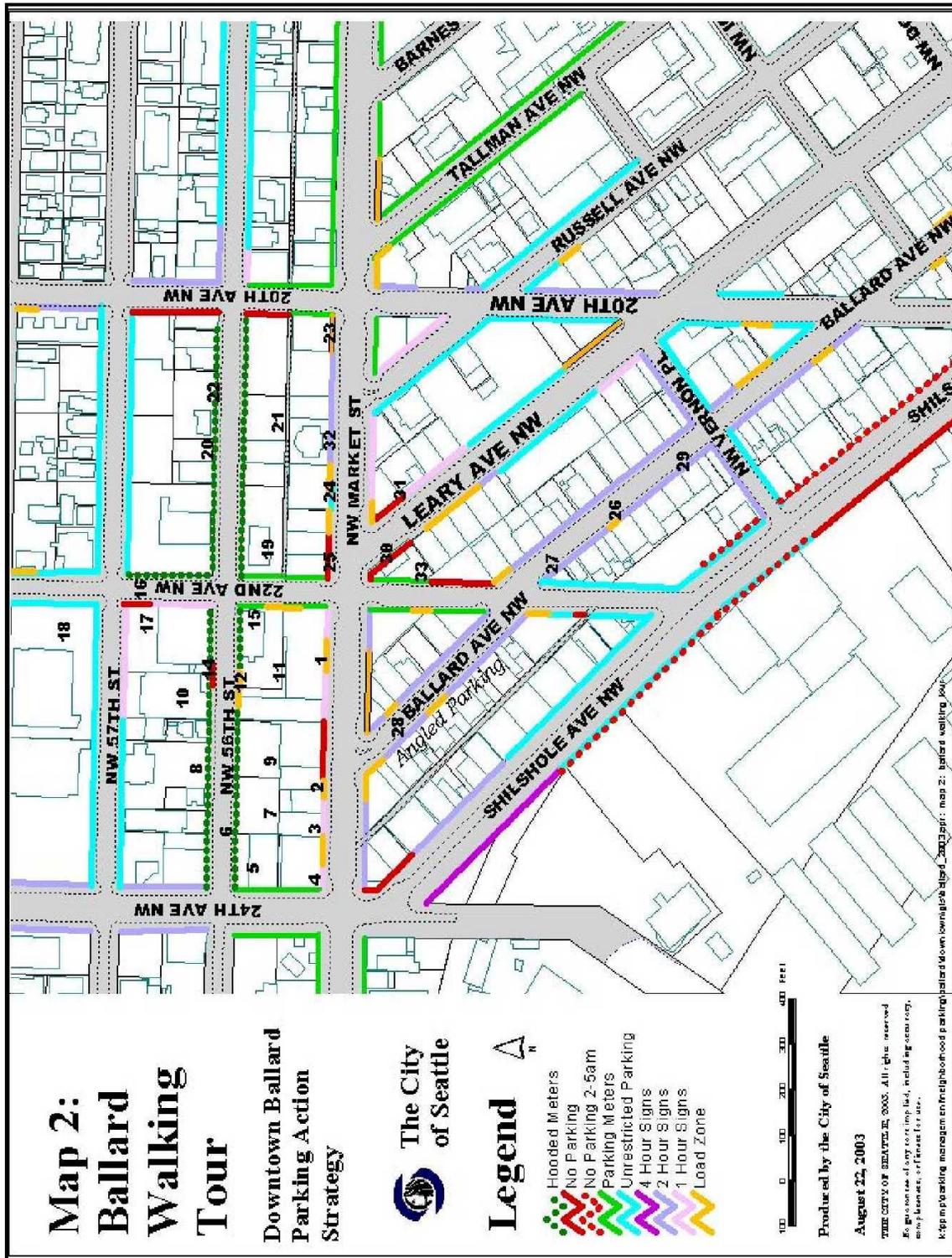
(A color version of this map may be viewed online by going to the Downtown Ballard section of the Making the Parking System Work home page at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm).)

**TABLE 4: WALKING TOUR COMMENTS**

Map #	Problem, Information and/or Opportunity
1	Install 2-hour metered parking adjacent to appropriate land uses - create consistency by using 2-hour time limit. Support was expressed for pay stations to be installed in currently non-metered locations in the future.
2	Consolidate load zones where appropriate ensuring there are adequate load/unload facilities for those without truck plates. Each load zone on NW Market St was carefully negotiated through the NW Market St project. Discuss the needs of FedEx and UPS.
3	Convert load zone at 2242 NW Market St (Annabelle's Antiques and Best Regards) to a 15- or 30-minute meter. This space is not currently being used for truck load/unload, but for short-term pull-in parking.
4	Trade: Turn the load zone outside Kitchens 'N Things into a parking space and convert the first meter around corner on 24th Ave. NW to a 30-minute load/unload zone.
5	The lot behind Classic Consignments is rarely full. Look for opportunities to share with adjacent uses.
6	Remove the grey meter hoods on NW 56th St. The grey color is confusing to customers. Additionally, third-party operators have begun assuming administration of off-street lots, so there is demand for parking. By removing the hoods, the turnover will improve in the on-street spaces, leaving the off-street spaces to be used for longer-term parking.
7	The lots between Classic Consignment and Ballard Square are well-used, well-managed lots with coveted leased parking. Both lots serve the Ballard Health Club and Swedish Hospital, who are tenants of the same landlord in the Ballard Building.
8	The parking lot at the Viking Community Bank at 2237 NW 57th St is shared informally with the Sons of Norway and Lief Erickson. Some spaces are leased on a monthly basis.
9	The Ballard Square lot has recently been converted to paid parking operated by Republic. This lot used to be free. The building is hurting for non-parking reasons.
10	Work with Jo-Ann Fabrics to re-open the 26 covered parking spaces for lease by area employees.
11	The Washington Mutual lot has 13 spaces dedicated for use by tenants of the Ballard Building. The bank's own spaces are shared with the Ballard Health Club.
12	Convert the load zone behind the Gob Shoppe, True Blue Tattoo Parlor and the Dollar Store to a metered parking space.
13	Investigate whether space adjacent to the curb-cut at Jo-Ann Fabrics is long enough to be formalized. If not, paint it yellow to prohibit parking.
14	Formalize the space adjacent to Bartells and Jo-Ann Fabrics on NW 56 <sup>th</sup> St and meter it consistent with the rest of the street.
15	Investigate whether an additional load zone could be used on NW 56th St for Washington Mutual.
16	Install meters on 22nd Ave NW on both sides of the street, including adjacent to the new Library/NSC. Maintain the 1-hour spaces adjacent to the Bartells Pharmacy on the west side of 22 <sup>nd</sup> Ave NW. They seem to be working well for the short-term parking needs in this location.
17	Investigate reason for red-painted curb in location on 22nd Ave NW (west side) south of NW 57th St. It is possible to use this as a parking space?

18	At the Ballard Municipal Center Park, place an adequate number of disabled placard-only parking spaces at the corners. Install parking meters along NW 57th St.
19	The bank lot has recently become 3rd party operated.
20	Ballard Parking operates this lot through a permit system.
21	Washington Federal manages the lot through a permit system and has one of the last lots not managed by a 3rd party operator.
22	"Steve's secret spot" between the Bank of America drive-through and the Happy Land Fast Food and Cafe. Formalize or eliminate the space located between two driveways.
23	Investigate if there is a better use of the load zone in front of Bank of America, which is only used for ATM business.
24	Investigate whether cars are eligible for truck-delivery papers to use commercial-only load zones.
25	Angle the stop-light at NW Market St and 22nd Ave NW (for eastbound traffic) to make it possible to extend the load zone to the east.
26	Investigate whether Ballard Ave NW is sufficiently wide for both angled and parallel parking (on one side of the street each) south of 22nd Ave NW.
27	Install meters along Ballard Ave from NW Market St to 20th Ave NW, to mirror the increase in ground floor retail.
28	On Ballard Ave NW, north of 22nd Ave NW, investigate trading the sides of the street on which angled and parallel parking are located to improve drainage on the block. The block's lowest point is in front of the pizza place and the front tires of cars act as dams.
29	Establish a Residential/Restricted Parking Zone (RPZ) for mixed-use areas.
30	Repaint the curb in front of Bergen Place on Leary Ave NW as it joins NW Market St to clearly convey "No Parking." Investigate whether the Bergen Park Place plan involves cutting back the curb to create additional parking spaces.
31	Reinstall parking restriction signs adjacent to Subway (R. Mattson, Department of Neighborhoods, submitted a work order to SDOT week of 6/16/03 to have this done).
32	SDOT installed a 3-minute passenger load zone from 11 am to 11 p.m. for Carnegie's at 2040 NW Market St. Investigate changing it to a regular spot from 8 a.m. to 6 p.m., and then to a Passenger Load Zone after 6 p.m.

MAP 2: WALKING TOUR 2003



(A color version of this map may be viewed online by going to the Downtown Ballard section of the Making the Parking System Work home page at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm).)

## **SHORT-TERM ACTIONS (4<sup>TH</sup> QUARTER 2003)**

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The theme of the short-term goals is to 1) quickly make more parking available for short-term customer parking, fix existing inconsistencies in the on-street parking regulations, and 2) educate business and property owners about how to make on-street parking changes. The Workgroup would like to see these changes made in 2003.

The results of implementing the short-term actions are shown in *Map 3: Proposed Short-Term Ballard Parking Regulations*.

A number shown in parenthesis follows many of the strategies and goals in this Parking Action Strategy. These numbers correspond to comments documented on the Downtown Ballard Walking Tour (or the Community Forum). More than 30 comments were recorded, and they are listed in *Table 4: Walking Tour Comments* and are shown on *Map 2: Ballard Walking Tour*.

### ***SHORT-TERM HIGH PRIORITY GOALS:***

**Goal #1: Increase On-Street Parking** - To make more parking available quickly and cost-effectively, give priority to short-term customer parking on commercial streets and long-term residential parking on residential streets, and regulate on-street parking principally for nearby land uses.

#### ***Strategies to Achieve Goal #1:***

- a) Remove the gray meter hoods on NW 56th Street to restore paid on-street parking as there is increased demand for short-term parking and customer turnover. (6)

#### ***Implementation Plan to Achieve Goal #1:***

- Both the Chamber of Commerce and the Merchants Association should send letters to Bill Jack, Traffic Controls Manager in SDOT, requesting the removal of the hoods.

**Goal #2: Improve Usage of On-street Parking** - Maximize use of the existing on-street parking system by consolidating and eliminating load zones, formalizing “informal” parking spaces, and converting parallel to angled parking, where feasible. Ensure there are adequate loading and unloading spaces for cars without truck plates (i.e., those vehicles that cannot use commercial vehicle load zones).

#### ***Strategies to Achieve Goal #2:***

- a) Discuss load zone needs with FedEx and UPS.
- b) Convert load zone at 2242 NW Market Ave to a 15- or 30-minute meter because this space is typically used for short-term parking. Discuss with adjacent businesses. (3)
- c) Turn the load zone outside Kitchens 'N Things into a parking space and convert the first meter around corner on 24th to a 30-minute load/unload zone. (4)
- d) Convert the load zone behind the Gob Shoppe, True Blue Tattoo Parlor and the Dollar Store to a metered parking space (located on NW 56<sup>th</sup> St). (12)

- e) Investigate whether space adjacent to the curb cut at Jo-Ann Fabrics on NW 56<sup>th</sup> is long enough to be formalized. If not, paint it yellow to prohibit parking, or consider converting it to motorcycle-only parking. (13)
- f) Investigate reason for red-painted curb in location on 22nd Ave NW (west side) south of NW 57th St, and determine if it is possible to use this as a parking space. (17)
- g) Investigate whether Ballard Ave NW is sufficiently wide for both angled and parallel parking (on one side of the street each) south of 22nd Ave NW taking into consideration that large commercial vehicles need reliable access to a number of businesses on Ballard Ave. (26)
- h) Investigate changing the 3-minute Passenger Load Zone for Carnegie's at 2040 NW Market St to a regular spot from 8 a.m. to 6 p.m., and then to a Passenger Load Zone after 6 p.m. (32)
- i) Consider eliminating taxi zones as cabs typically double park to pick-up/drop off passengers. (Forum)
- j) Investigate who is parking on Leary Ave NW and Shilshole Ave NW - some people believe members of the nearby health club are parking there because those street are unrestricted even though the health club has its own parking. (Forum)
- k) Consider improving existing use of Leary Avenue between NW Market St and 20<sup>th</sup> Ave NW by installing meters to eliminate unrestricted parking, and adding parallel parking. (Forum)

Implementation Plan to Achieve Goal #2:

- The addition, elimination or consolidation of load zones can typically be achieved by a phone call to SDOT at 684-ROAD. SDOT staff typically reviews whether other commercial, 30-minute, and 3-minute load opportunities are available to ensure adequate loading spaces exist. The distribution of this Parking Action Strategy to affected business people is a good tool to educate and solicit feedback. The community should be the lead on this, and engage SDOT as a partner.
- This summer the owner of True Blue Tattoo Parlor was given the 684-ROAD number to call to have the load zone in back of his business (on NW 56<sup>th</sup> St) converted to a parking space.
- SDOT Traffic Management staff performed a preliminary investigation to determine if the physical dimensions of the street and related issues are appropriate for back-in angled parking. At 46-feet wide, Ballard Ave NW south of 22<sup>nd</sup> Ave NW is sufficiently wide for parallel parking on one side of the street and angled on the other, assuming typical passenger car-size vehicles are the norm. SDOT Traffic Management is not certain that the 46-foot width is sufficient for large commercial vehicles that need reliable access to a number of businesses on Ballard Avenue, and there were significant reservations expressed about this proposal at the Community Parking Forum on September 25, 2003. A more detailed study of this proposal needs to be conducted before a final determination can be made of the feasibility of implementing back-in angled parking on Ballard Ave NW south of 22<sup>nd</sup> Ave NW. Should this proposal be found feasible, load zones will probably need to be relocated to block-ends to accommodate large truck deliveries. To convert to back-in angled parking, adjacent property owners on each block need to be petitioned by community members for agreement with the proposed conversion. A 60% approval rate is required from property owners on both sides of the block. SDOT staff

can provide the petitions to community members upon request (contact Julie Erickson at 684-5092).

**Goal #3: Install Parking Directional Signs** - Install parking directional signs to direct customers and visitors to the supply of on- and off-street parking available off of NW 56th St.

*Implementation Plan to Achieve Goal #3:*

- SDOT staff have preliminarily identified locations for 15 signs directing customers and visitors to on- and off-street parking north and south of NW Market St. Elements of a circulation study conducted by the University of Washington will be integrated into the final sign locations. Funds have been set-aside for the signs from the City's Cumulative Reserve Fund. Per the Workgroup's directions, signs will be standard white on blue with the word "Parking" and a directional arrow. An SDOT work order for the signs was issued the week of September 22, 2003.

**Goal #4: Improve Enforcement Efforts** - Increase parking enforcement to ensure that parking management tools function as intended.

Improve access to load zones by delivery trucks through improved enforcement. When very short-term customers (using ATM's, etc.) park in load zones on NW Market St, delivery trucks double-park in the street and are ticketed .

Investigate currently designated 3-minute passenger load zone in front of Swedish Clinic on NW Market St just west of 22<sup>nd</sup> Ave NW- intended use is for pick-up/drop-off of elderly clients. Frequent use by customers of nearby businesses (for non-passenger pick-up/drop off purposes) frequently blocks legitimate users.

*Strategies to Achieve Goal #4:*

- a) Increase enforcement in the 2-hour restriction area and where the meters are hooded.
- b) Eliminate the practice of alleys being blocked on Shilshole Ave NW due to frequent parking in front of "No Parking" signs, and eliminate routine practice of trucks/commercial vehicles parking on the sidewalks along Shilshole Ave NW.
- c) Investigate if converting passenger load zone in front of Swedish Hospital Clinic to a handicap-only 3-minute load zone would have the desired effect - the majority of Clinic clients would need to have handicap placards in order for this to improve the situation.
- d) Investigate the practice of large commercial vehicles (tractor trailers) that park overnight on Ballard Ave NW (to avoid parking on Shilshole Avenue<sup>\*</sup>) with large diesel motors running all night that disturb residents who live along the street, especially between Vernon St and 22<sup>nd</sup> Ave NW. Determine if the practice is allowed, and if not, enforce relevant ordinances. Seek to identify an appropriate area to which they could be directed. (Forum)

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\* Shilshole Ave NW has a "No Parking 2 a.m. - 5 a.m." restriction to discourage car camping by homeless citizens and/or seasonal workers. Car camping has various associated issues, such as public urination and unsanitary waste elimination, because public restrooms are not available on a 24-hour basis (or perhaps not at all) depending on the local environment.

Implementation Plan to Achieve Goal #4:

- SDOT staff can facilitate transmission of these goals to Parking Enforcement Officers in the Seattle Police Department.
- SDOT staff are exploring viability issues of converting the passenger load zone in front of Swedish Hospital Clinic to a handicap-only 3-minute load zone.
- SDOT staff will research and evaluate the mix of commercial and passenger load zones on NW Market St between 20<sup>th</sup> Ave NW and 24<sup>th</sup> Ave NW.

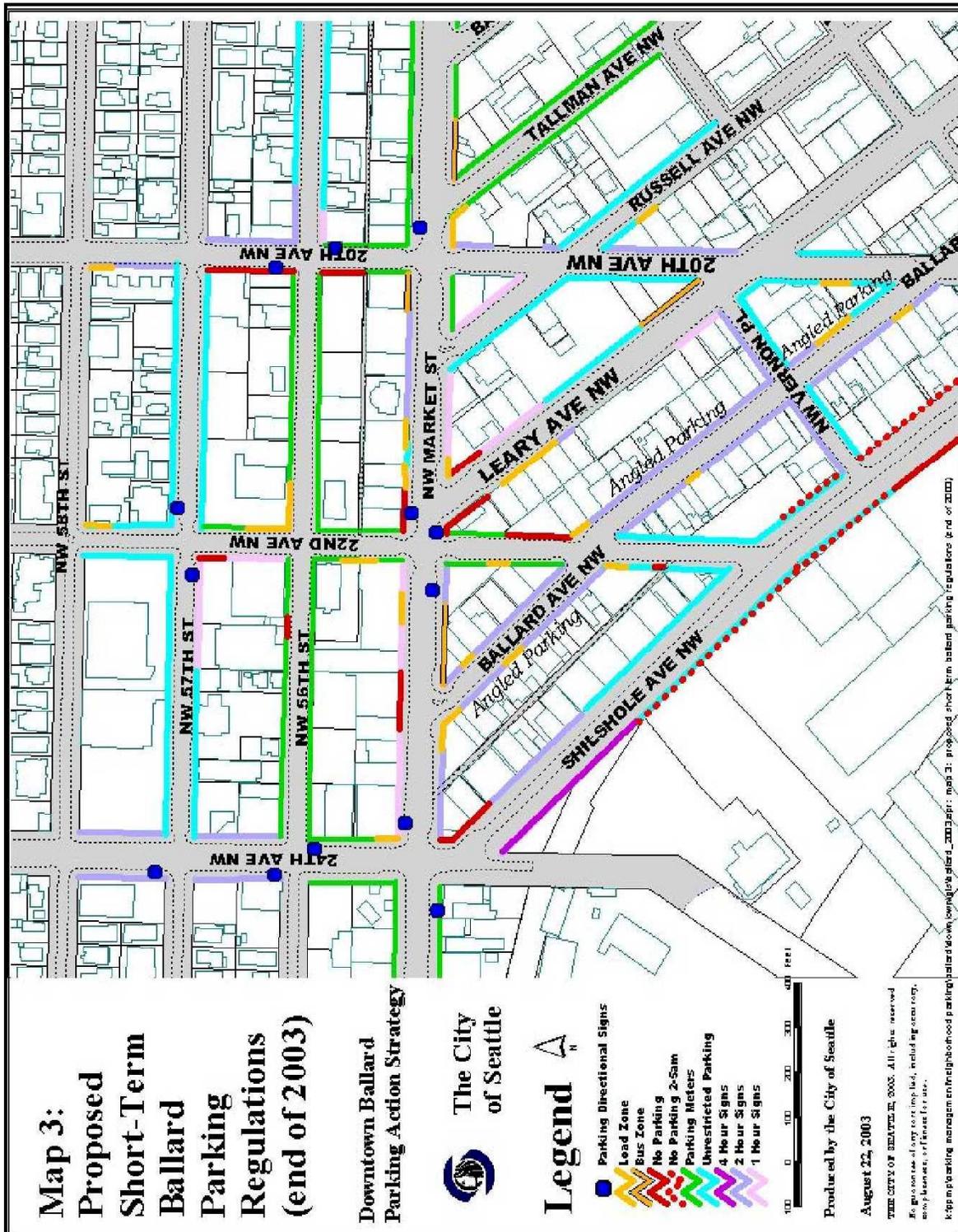
**Goal #5: Improve Ballard Avenue Street Drainage** - On Ballard Ave NW, north of 22nd Ave NW, investigate how changes to the angled parking could improve drainage on the block (currently the front tires of cars act as dams and, on occasion, have caused minor flooding into nearby storefronts).

The workgroup's original solution was to trade the sides of the street on which angled and parallel parking are located to improve drainage on the block, but doing so would result in a significant loss of spaces due to the angled nature of the street. A second solution was proposed by SDOT Traffic Management staff that would have placed wheel stops in such a way as to leave a channel between the curb and the wheel stops for drainage. However, various concerns have been raised about this solution, such as the hazard of pedestrians tripping over them.

Implementation Plan to Achieve Goal #5:

- At this time SDOT is exploring other solutions, and will present findings to the Parking Workgroup.

**MAP 3: PROPOSED SHORT-TERM BALLARD PARKING REGULATIONS**



(A color version of this map may be viewed online by going to the Downtown Ballard section of the Making the Parking System Work home page at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm).)

## **MID-TERM ACTIONS (2004)**

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In the mid-term, the goals of the workgroup are two-fold: 1) to make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the downtown Ballard retail core and municipal center, and 2) to participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made in 2004.

The results of implementing the mid-term actions are shown in *Map 4: Proposed Mid-Term Ballard Parking Regulations*.

A number shown in parenthesis follows many of the strategies and goals in this Parking Action Strategy. These numbers correspond to comments documented on the Downtown Ballard Walking Tour (or the Community Forum). More than 30 comments were recorded, and they are listed in *Table 4: Walking Tour Comments* and are shown on *Map 2: Ballard Walking Tour*.

### **MID-TERM HIGH PRIORITY GOALS**

**Goal #6: Improve Short-Term Parking by Installing Meters** - Install 2-hour parking meters adjacent to commercial land uses in the core retail area. The goal of installing the meters is to eliminate all-day parking by employees to create more short-term customer parking spaces. Seek uniformity in time-limit regulations to provide neighborhood customers with consistency.

#### *Strategies to Achieve Goal #6:*

- a) Complete the missing area of meters on NW Market St between 20<sup>th</sup> Ave NW and 24<sup>th</sup> Ave NW.
- b) Install meters on Ballard Ave NW from NW Market St to 20th Ave NW to mirror the recent increase in retail businesses.
- c) Install new pay-station technology in downtown Ballard to provide customers with increased payment options.

#### *Implementation Plan to Achieve Goal #6:*

- Parking meters are installed by SDOT after looking for specific criteria such as the presence of businesses or services that need parking turnover, a relatively dense business base, heavily used time-limited parking, limited or costly off-street parking, areas with curbs and sidewalks, little likelihood of spillover into adjacent residential neighborhoods, and community support. Additional parking meter equipment will be available for installation in neighborhoods in early 2004. At that time, SDOT staff will evaluate the non-metered areas of Ballard to determine how well they fit these criteria. If they wish, community organizations, such as the local chamber of commerce and merchants association, may send a letter to SDOT indicating their support of additional meters.
- Workgroup and community members will advocate for future installation of pay-stations.

**Goal #7: Library and Neighborhood Service Center Parking** - The workgroup and community members will work with SDOT and the Library to design appropriate curb-space regulations and off-street management policies for the new Library and Neighborhood Service Center (NSC). The focus for the regulations will be adjacent to the development site on NW 56<sup>th</sup> St, 22nd Ave NW, and NW 57<sup>th</sup> St.

Strategies to Achieve Goal #7:

- a) Off-street parking on the Library/NSC site should be managed by the Library or a private parking lot operator to be available for community use during non-Library operating hours. This position has been communicated by SDOT staff to Library staff. Community organizations, such as the local district council and community council, may send a letter to the Library indicating their support of this arrangement.

**Goal #8: Municipal Center Park Parking** - The workgroup and other community members will work with SDOT and the Parks Department to design appropriate curb-space regulations adjacent to the new Municipal Center Park. The focus for the regulations will be on NW 57<sup>th</sup> St, 22nd Ave NW, and NW 56<sup>th</sup> St.

Strategies to Achieve Goal #8:

- a) Adequate accessible parking spaces and 2-hour meters should be the priority for NW 56<sup>th</sup> St and 22<sup>nd</sup> Ave NW.
- b) 2-hour time limit signs and accessible parking spaces should be the priority for NW 57<sup>th</sup> St, as it provides a transition to the residential neighborhoods to the north.

**MID-TERM MEDIUM TO LOW PRIORITY GOALS**

**Goal #9: Create a Mixed-Use RPZ** - Establish a RPZ for mixed-use areas.

Strategies to Achieve Goal #9:

- a) Two areas for special consideration are Ballard Ave NW and the area around NW 57<sup>th</sup> St and NW 58<sup>th</sup> St. Ballard Ave NW currently experiences a conflict during the evenings between residents and restaurant/club patrons. NW 57<sup>th</sup> St and 58<sup>th</sup> St are the natural boundary between the Municipal Center and residential neighborhoods to the north. (29)
- b) Investigate the desirability of placing long-term resident parking on Shilshole Ave NW through the use of mixed-use RPZ or other means. (Forum)

Implementation Plan to Achieve Goal #9:

- Currently the City does not install RPZs in a mixed-use area. Beginning in early 2004, SDOT staff will undertake a project to review and evaluate the City's existing Residential Parking Zone policies and administration. This evaluation was recommended by the 2002 *Seattle Parking Management Study*. Citizen involvement will be sought at that time to provide and review ideas.

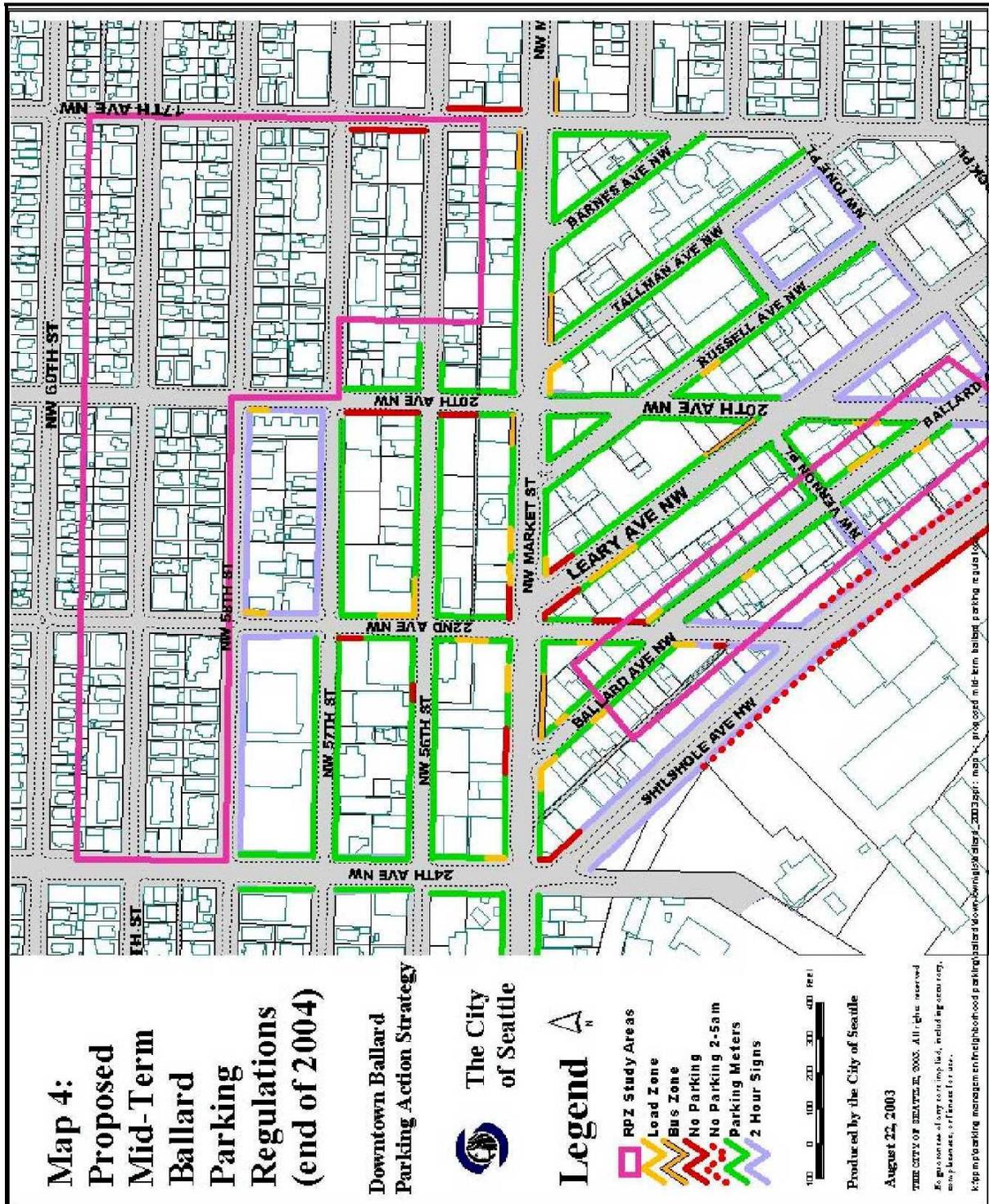
**Goal #10: Encourage Comprehensive Planning for Ballard Locks** - The workgroup and community members will encourage the City to advocate for the creation of an appropriate type of comprehensive long-term planning effort for the Hiram M. Chittenden (Ballard) Locks that includes a vision for traffic, parking, and access.

Special areas of concern include investigating impacts to parking on NW Market St when parking at the Ballard Locks becomes metered and the supply is reduced in 2004. Other concerns include bus parking along NW 54<sup>th</sup> St, timing of signals, and safety issues.

*Implementation Plan to Achieve Goal #10:*

- SDOT has no plans at this time to undertake a Neighborhood Corridor Transportation Plan for the Ballard Locks area. However, the department has been working with the Corps of Engineers, Ballard representatives, and other City departments since mid-2002 to explore opportunities to improve parking management on the site while managing impacts on surrounding residential neighborhoods. SDOT and other City staff will continue to seek community involvement in addressing issues that arise in this area.

**MAP 4: PROPOSED MID-TERM BALLARD PARKING REGULATIONS**



(A color version of this map may be viewed online by going to the Downtown Ballard section of the Making the Parking System Work home page at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm).)

## **LONG-TERM ACTIONS (2004 AND BEYOND)**

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Long-term actions are recommended that reduce the demand on the local transportation network by improving bus and other transit service, educating visitors and employees about transit use, and providing incentives and subsidies to users of alternative transportation modes. The workgroup's intention is to keep these ideas active until an appropriate time arrives for their implementation. Many activities involve action on the part of City Council, several community groups working together, private property owners or tenants, and/or a neighborhood champion to implement. Cautions and concerns of the workgroup are noted.

A number shown in parenthesis follows many of the strategies and goals in this Parking Action Strategy. These numbers correspond to comments documented on the Downtown Ballard Walking Tour (or the Community Forum). More than 30 comments were recorded, and they are listed in *Table 4: Walking Tour Comments* and are shown on *Map 2: Ballard Walking Tour*.

### **LONG-TERM GOALS**

**Goal #11: Promote Busing, Biking, and Walking** - Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area. Implement transportation demand management tools (e.g., transit pass subsidies, preferential carpool parking, and car sharing) to provide employees with choices. As determined timely or appropriate by neighborhood business groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking and to help shoppers navigate.

Members of the workgroup have expressed concern about the dedication of resources to marketing programs, as many have proven ineffective when undertaken in the past. Caution is urged by the workgroup that validation and incentive programs should not be undertaken lightly without strong business community support and the ability to administer and fund created programs over the long-term.

#### *Strategies to Achieve Goal #11:*

- a) Create a parking and multi-modal access map to distribute to customers and residents.
- b) Use signs to make neighborhood patrons more aware of the pedestrian “cut-through” in the middle of the block at Ballard Square.
- c) Investigate what population parks all-day on Shilshole Ave NW and other streets surrounding the business core. Look for ways to address this population’s parking and access needs.
- d) Emphasize multi-modal transportation accessibility (e.g., walking, busing, biking, transit, carpooling, etc., in addition to travel by car) in the development of future transportation plans, implementation of the Ballard Municipal Center Master Plan, and creation of community association websites and business organization publications (e.g., business directory map).
- e) Survey employers to determine demand for the creation of an Access Package that provides incentives and subsidies to visitors, employers and employees who come to downtown Ballard without always relying on drive-alone car trips. Access Package elements could include parking validation programs, guaranteed rides home for

employees, discounts for using Flexcar, discounts for Metro transit passes, and assistance with ride-sharing programs.

Implementation Plan to Achieve Goal #11:

- When the community feels the time is right for the creation of an Access Package, SDOT and program staff should be contacted regarding the opportunity to provide funding for specific types of educational and marketing projects. Typically, SDOT enters into a contract with a neighborhood or community organization to oversee - but not to provide primary labor for - a project. Other City and Metro staff can be consulted as needed regarding the creation of an Access Package, placement of bike racks and designated carpool parking spaces, and the provision of Flexcar.

**Goal #12: Increase Lot Sharing** - Workgroup and community members should identify feasible opportunities for shared parking between various existing businesses, residential, and other developments. Develop parking programs to more effectively use existing off-street parking resources.

Many shared parking arrangements already exist in Downtown Ballard. Arrangements typically are entered into between private parties because they are mutually beneficial.

Strategies to Achieve Goal #12:

- a) Work with Jo-Ann Fabrics to open the 26 underground parking spaces for use by local employees. The property is leased to Jo-Ann Fabrics until 2005-2006. The business community should re-approach the tenant at that time to explore opportunities to use the parking. (10)
- b) Determine if the private pay lot operators can charge the same prices to provide consistency.
- c) Investigate instituting progressive prices at pay lots, such as fifty cents per hour for the first hour or two, and then higher rates for each additional hour, to make pay lots more attractive to short-term parking users.
- d) Workgroup members can educate business and property owners about benefits of lot sharing.

Implementation Plan to Achieve Goal #12:

- A committee of community members can be convened by local community organizations to communicate and brainstorm with the current property managers and parking lot operators. SDOT can be engaged for technical expertise and to provide existing data as needed.

**Goal #13: Investigate Pedestrian Overlay Impacts** - The Parking Workgroup supports an investigation by the City (SDOT and Department of Development and Planning) to explore whether the impact of a Pedestrian Overlay Zone on a high traffic neighborhood business corridor is worth the trade-offs associated with the designation.

Implementation Plan to Achieve Goal #13:

- The community can choose to identify this issue as a priority through an appropriate existing organization, such as a local district council, community council, chamber of commerce, or merchants association, and engage SDOT as a partner in initiating this investigation. Ideally the community organization designated as lead for this investigation should raise the issue in a timely way that responds to upcoming opportunities that allow action to be taken upon the outcome of the investigation.