

Music Row

Public Infrastructure Inventory and Analysis

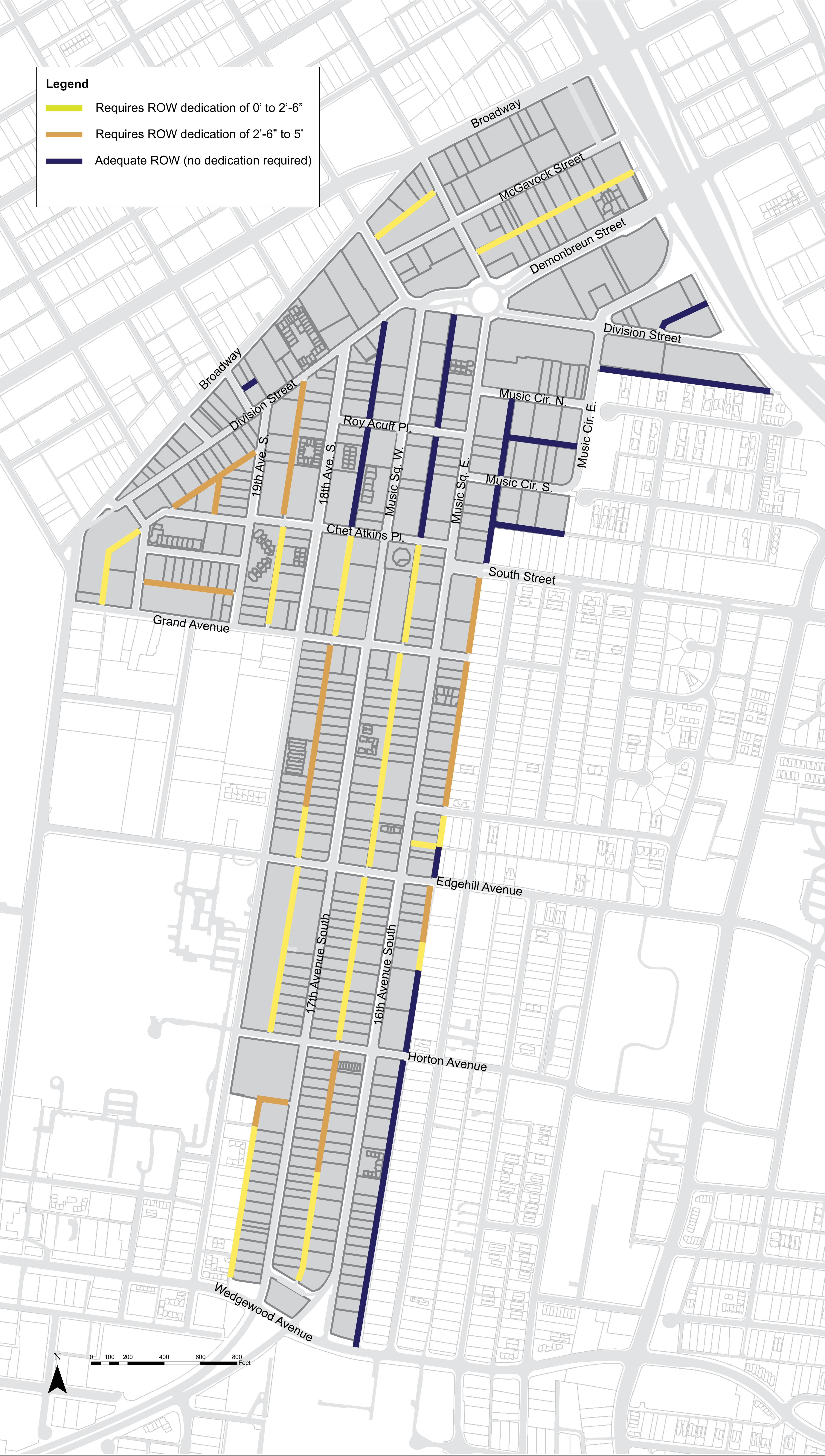
Street Character Map



Music Row

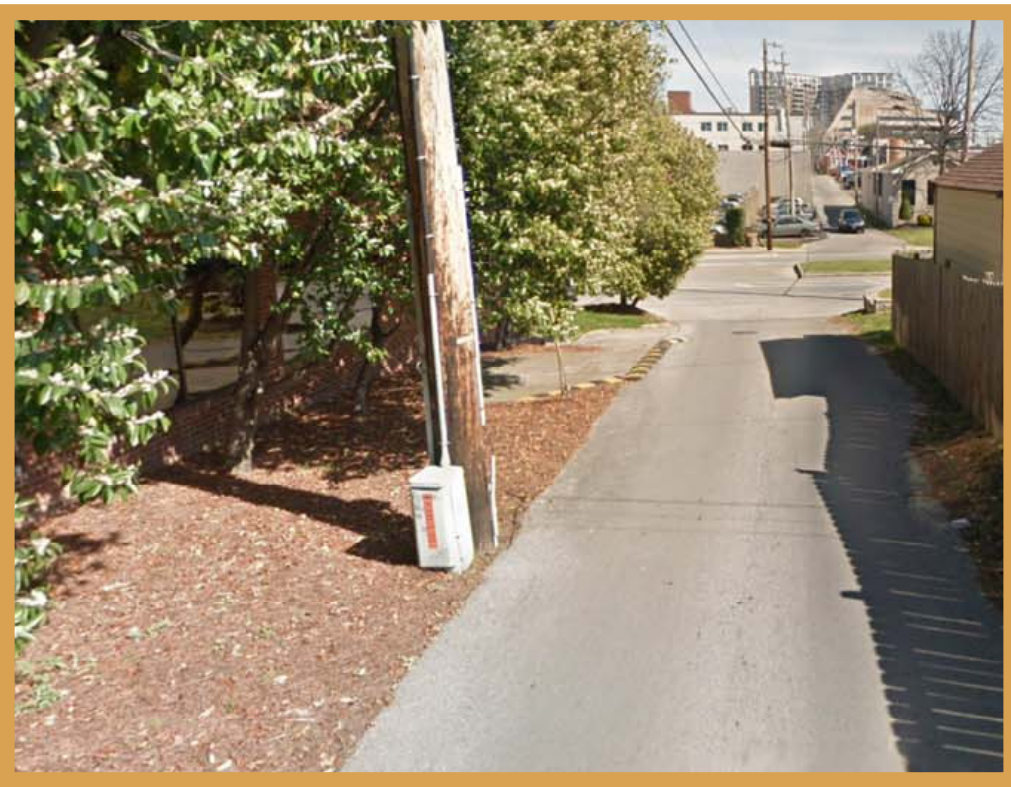
Public Infrastructure Inventory and Analysis

Alleyway Inventory:



Analysis:

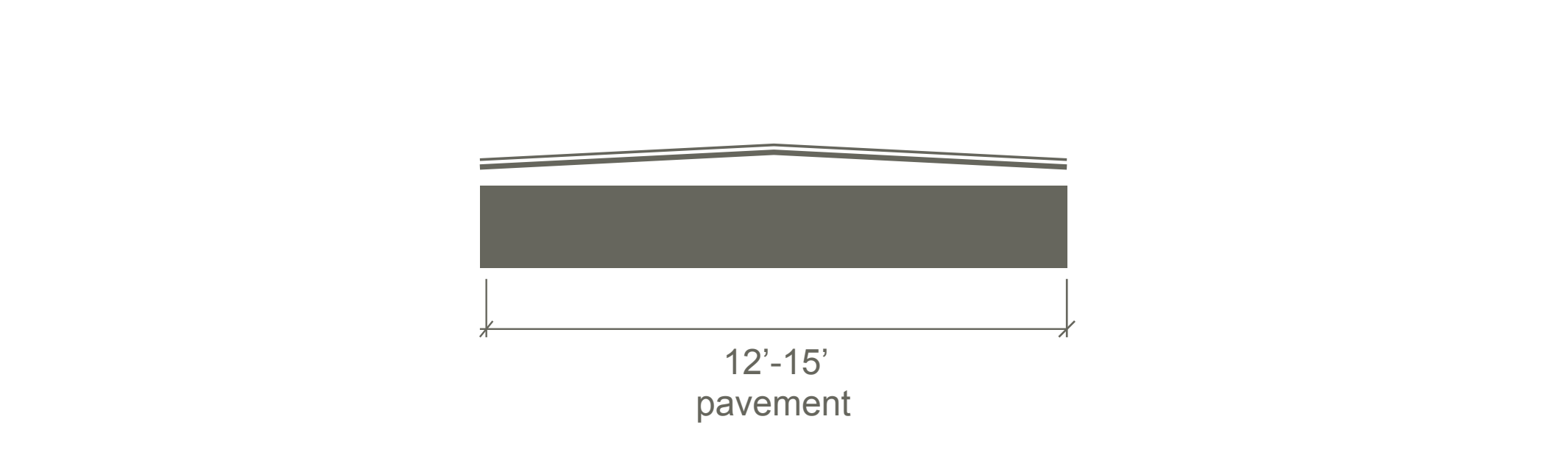
- Properties that back up to yellow lines would dedicate up to 2'-6" for alleyway improvements.
- Properties that back up to orange lines would dedicate from 2'-6" to 5' for alleyway improvements.



Unimproved alley south of South Street



Unimproved alley north of Wedgewood Avenue



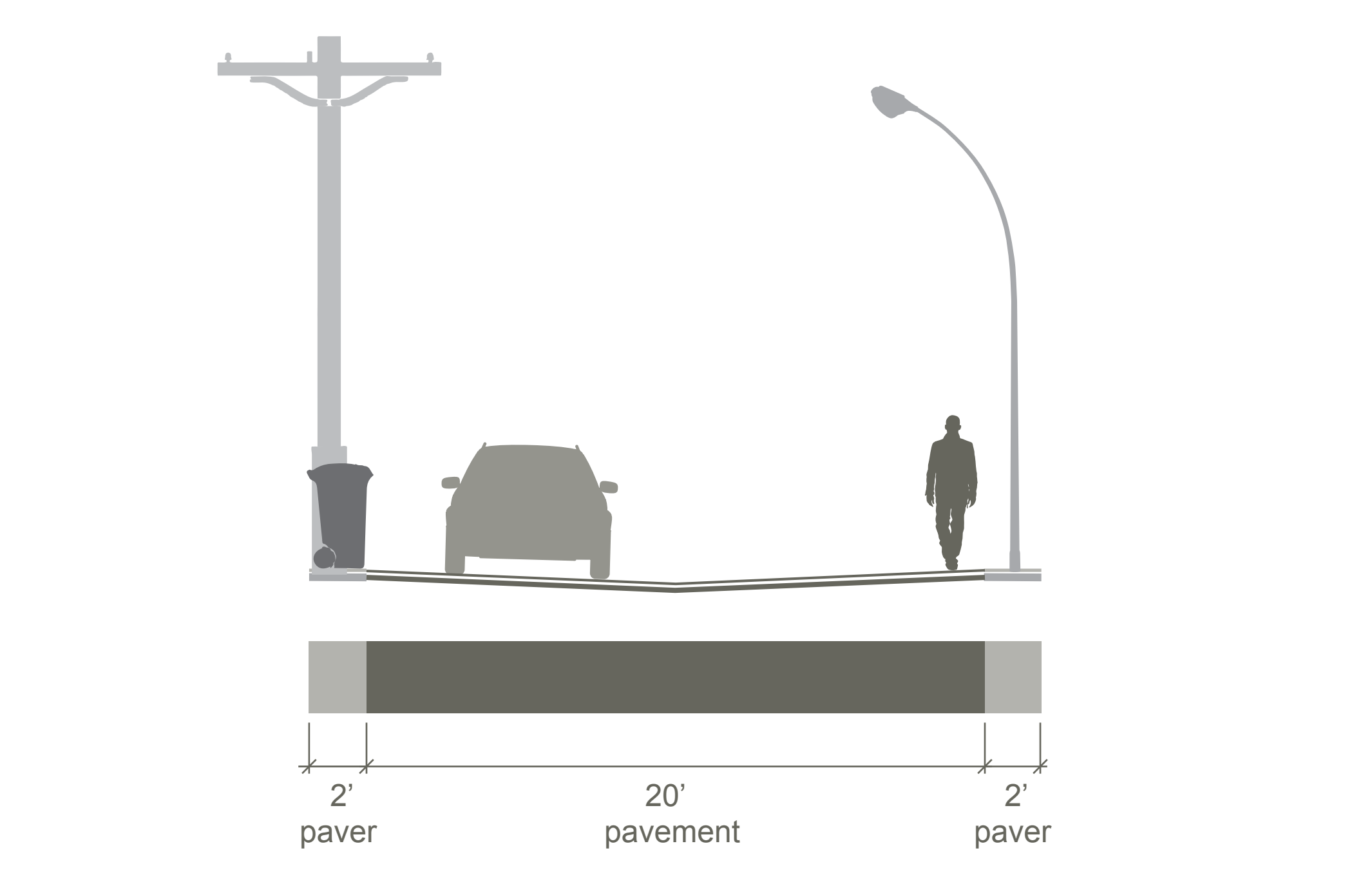
Existing Conditions

1/4" = 1'-0"



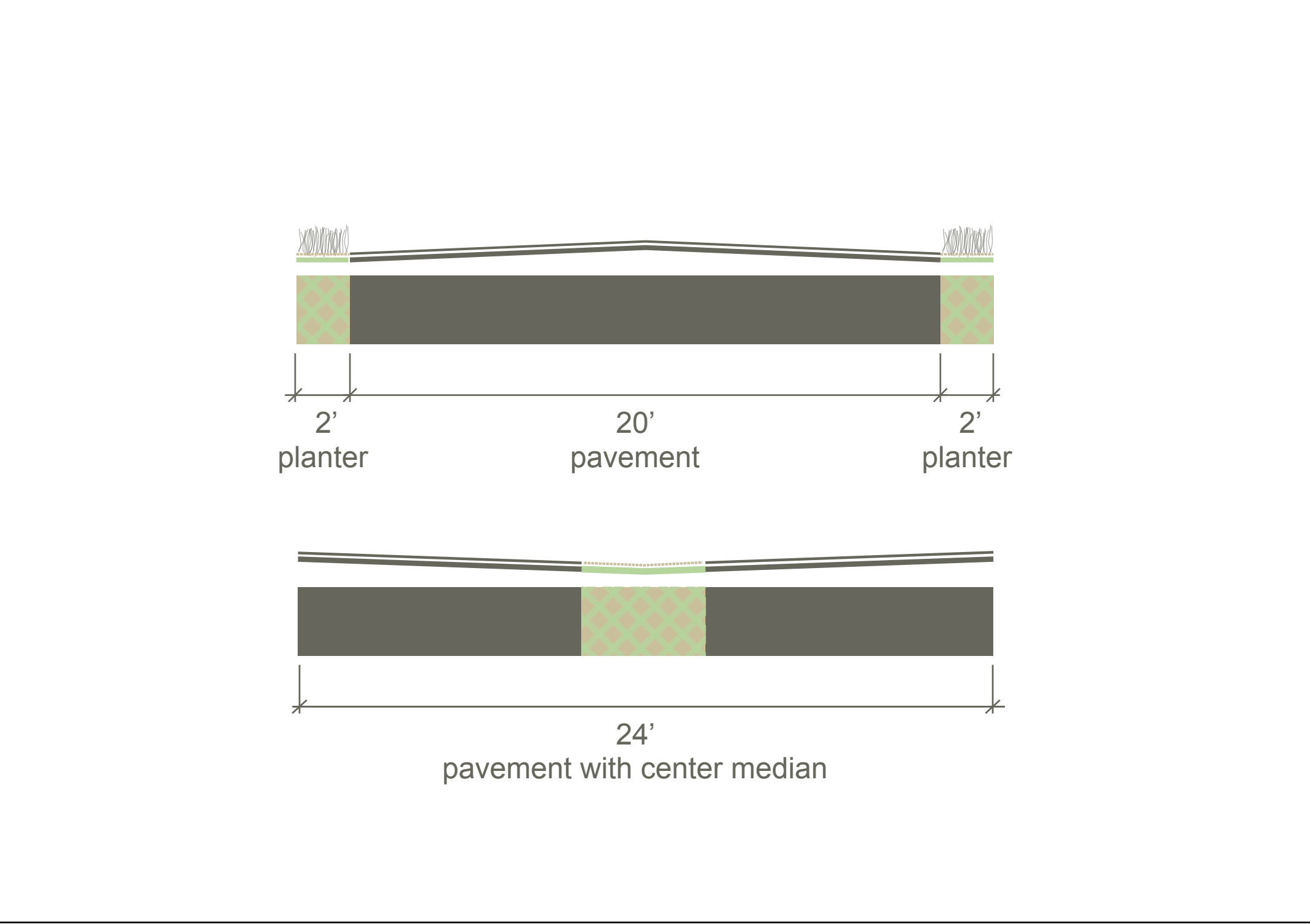
Public Works standard alleyway detail (ST-263)

1/4" = 1'-0"



Alternate 1: Create Multipurpose Alleys

1/4" = 1'-0"



Alternate 2: Create Green Alleys

1/4" = 1'-0"

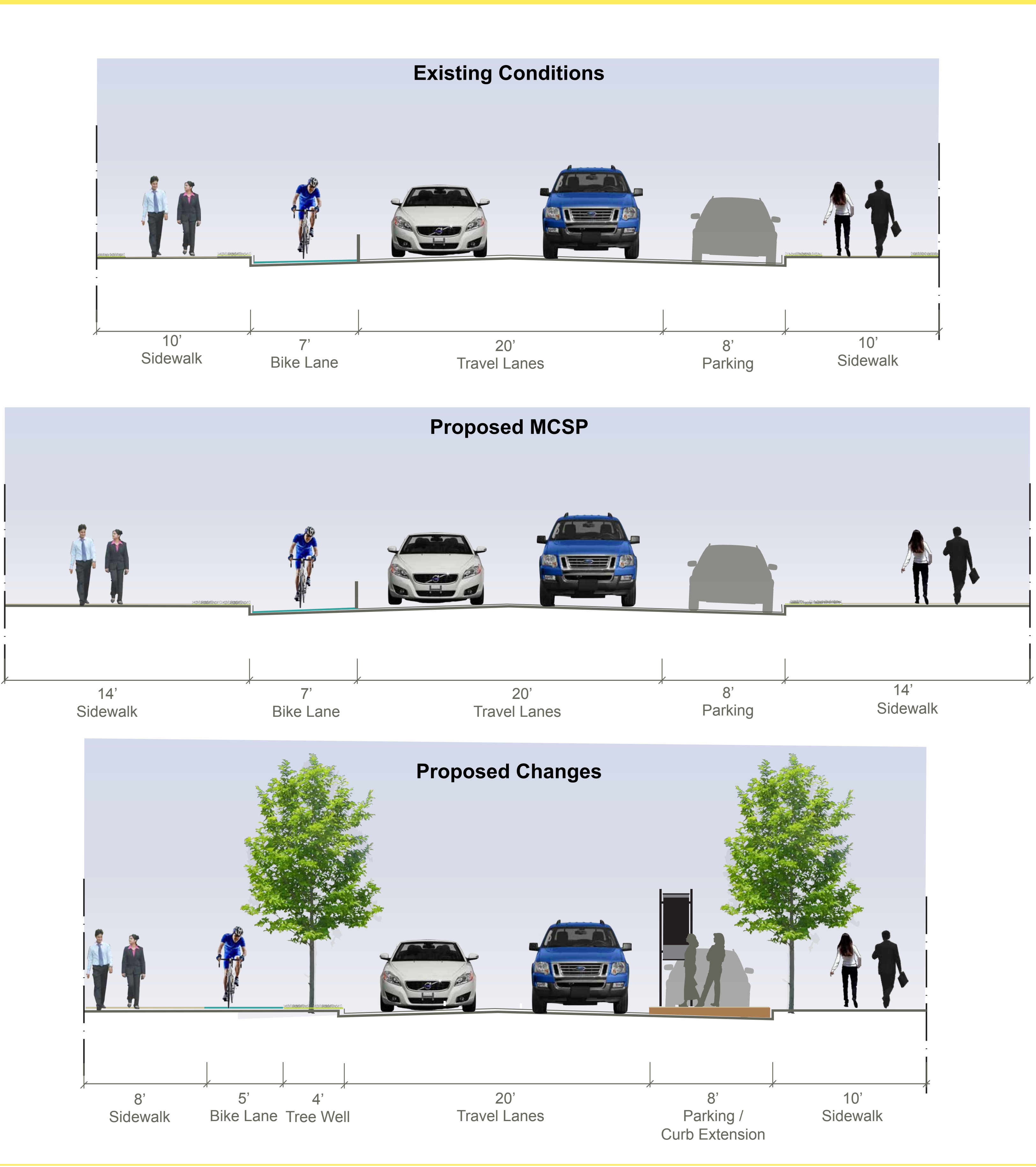
Music Row

Public Infrastructure Inventory and Analysis

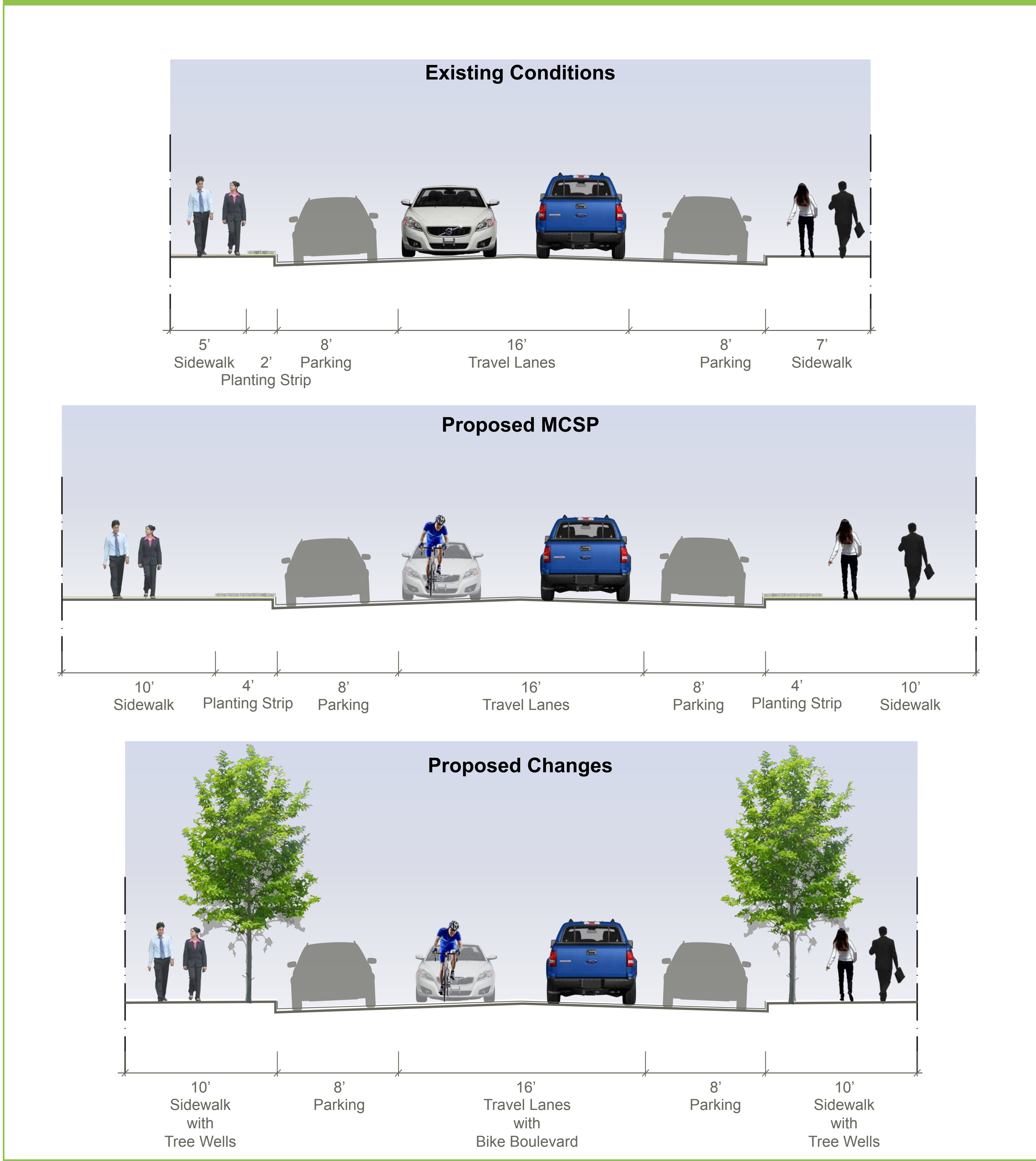
Street Sections

Scale: 1/4" = 1'-0"

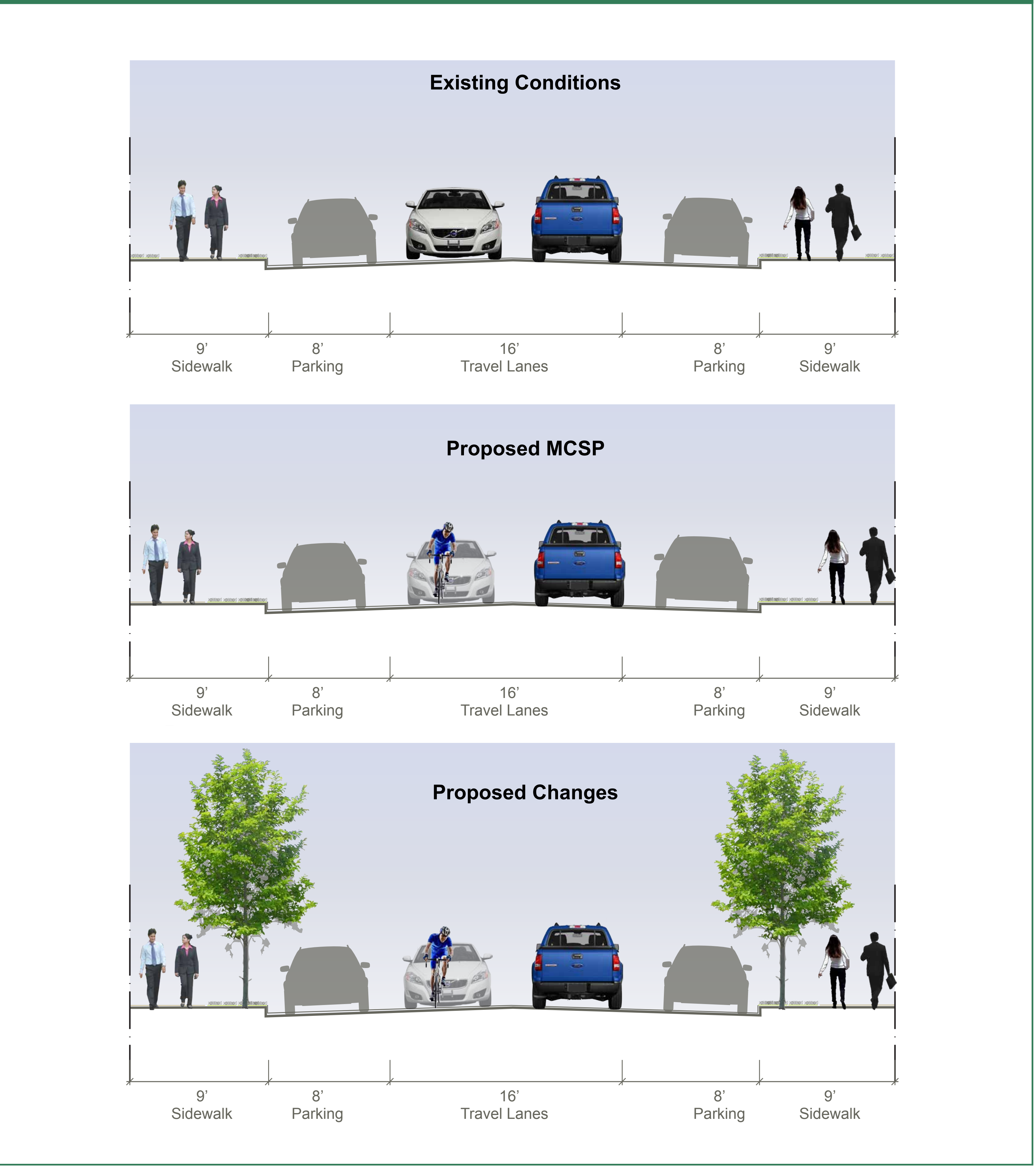
Business Streets



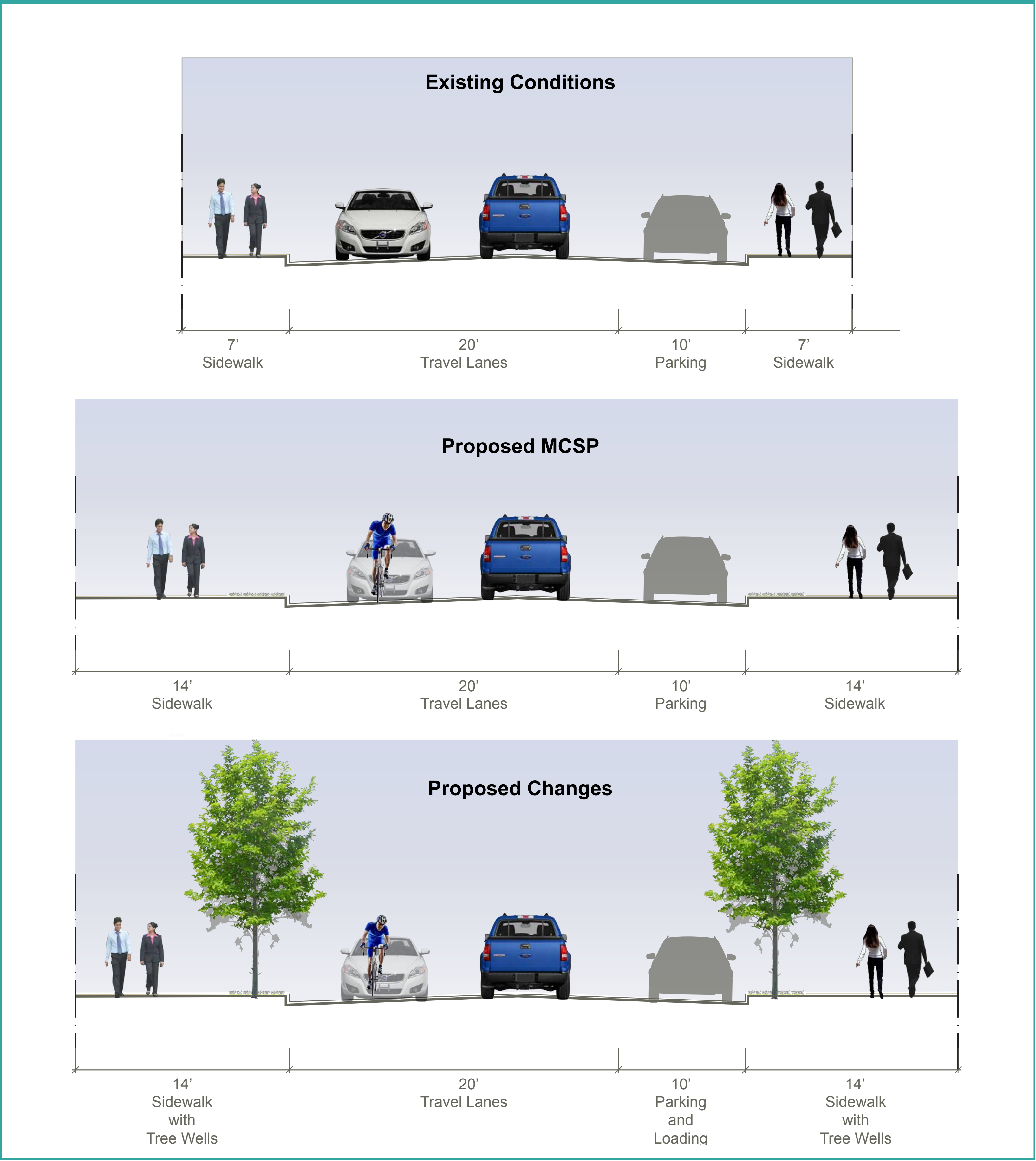
Connector Streets



Neighborhood Streets



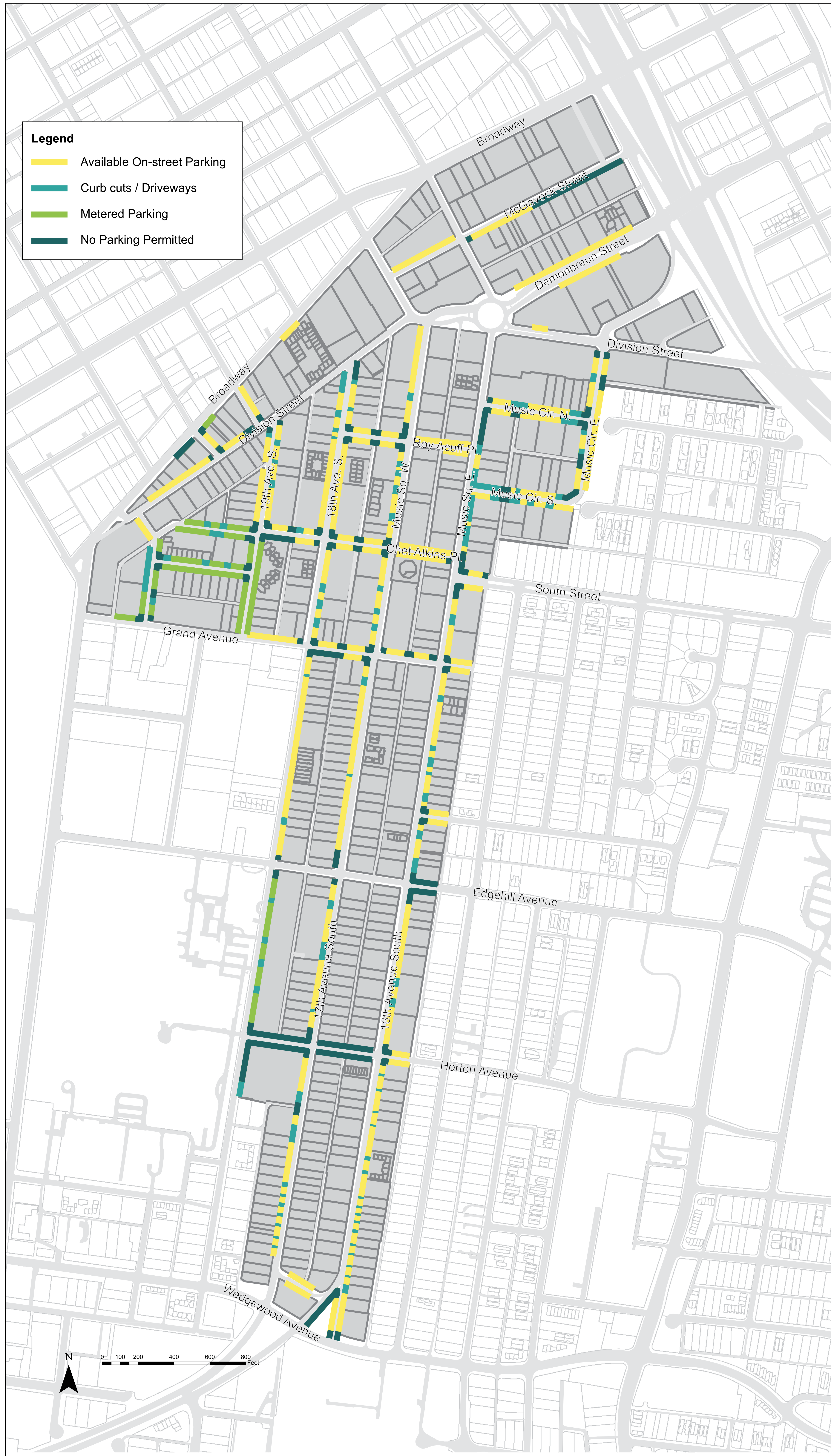
Commercial Streets



Music Row

Public Infrastructure Inventory and Analysis

Parking Inventory



Analysis:

1. Commercial Permit Parking (CPP).

- Existing businesses are not able to fully utilize available on-street parking due to competing interests from surrounding institutional and retail/commercial areas.
- If current on-street parking is converted to commercial permit parking, this would create +/- 400 parking spaces to be used by Music Row businesses.
- Bill No. BL2017-941 (sponsored by CM Allen) offers potential legislation for Commercial Permit Parking:
 - » Bill is currently deferred indefinitely;
 - » Process would include:
 - Petition submitted to councilmember including signatures from 75% of businesses represented within the geographic limits.
 - Submitted to Chief Traffic Engineer for review by Traffic and Parking Commission.

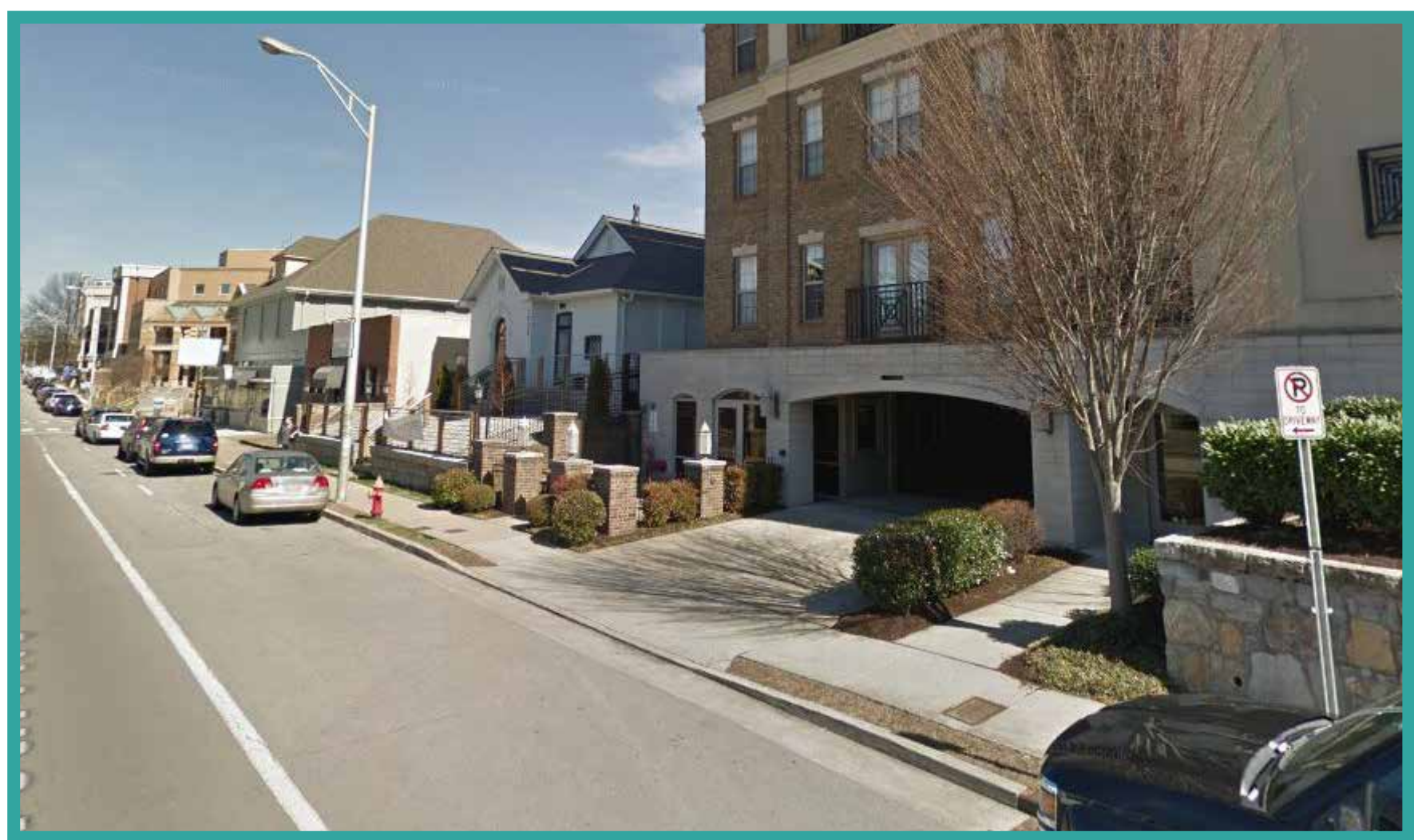
2. Underutilized areas at key intersections, where parking is not permitted.

- No parking is permitted within 30ft. of corners at intersections.
- This area could be capitalized on for enhancement of the overall identity of a Music Row District by creating opportunities for strategic historical wayfinding, safety & walkability, speed reduction, stormwater, and accommodations for transit such as bus stops and bicycle stations.



3. Curb cuts & driveways eat up a significant portion of available on-street parking.

- For example, along 16th Avenue South, approximately 25% of the available parking spaces is accounted for by curb cuts and driveways. Out of 200 possible parking spaces, only 150 are being used.
- If parking is accessed from the rear along the alleys, this would free up space for additional on-street parking.



Music Row

Public Infrastructure Inventory and Analysis

