

Westlake Avenue North Draft Parking Management Plan Comment Report

The comments posted below were received from the questionnaires distributed at the Open House meetings, discussion comments received during the June 6, 2006 Open Houses and recorded on charts, and communications received during the draft plan comment period that closed on July 7, 2006. The following summary is not intended to be an exhaustive recap of all comments, but a recognition of common themes that run through many of the comments. No attempt has been made in the summary to evaluate or judge the comments.

Summary of Comments:

1. The majority of the comments expressed the desire to maintain free parking for the Westlake Avenue North corridor. The reasons presented included maintenance of the nature of this unique marine community, economic impact to employees and businesses, special needs of the parking users, and unfair imposition of additional costs to use the area.
2. A number of responses confirmed the high parking utilization of this corridor and the difficulty of finding parking spaces. Suggestions included additional time limit restrictions, more parking regulation enforcement, and recognition of the value of paid parking to improve the situation.
3. A Residential Parking Zone (RPZ) permit system was requested for liveaboards, house boat residents, and their guests. (The draft parking management plan includes this provision.)
4. An RPZ permit system was requested for residents and their guests for the housing units on the west side of Westlake Avenue North.
5. Discounted rate parking and the ability to purchase monthly parking permits for area business employees was suggested.
6. Free Saturday parking was requested.
7. A number of comments suggested that the location of RPZ zones should be adjusted to permit better access to marina and liveaboard entrances.
8. Some comments suggested that the General (lowest cost) parking zone locations should be changed to make them closer to high-traffic destinations.
9. The use of the Westlake corridor by "park-and-ride" commuters to downtown destinations was recognized. Suggestions were offered that the elimination of this practice would improve parking space availability.

Draft Westlake Avenue North Parking Management Plan
June 6, 2006
Lunchtime Open House
Flip Chart Comments

Alternatives Table

1. Shuttle service/ much more frequent bus service to S. lake Union area from adjacent neighborhoods /downtown
2. Postpone any implementation of revised parking on Westlake N. Until after the Fremont Bridge project is complete.
3. Amen!
4. Put current plan aside, meet with the community like you said you would in Tracy's July 27,05 memo and start putting together a community generated plan

Residential Parking Zone Table

1. Premium pay area: free after 6pm?
2. Postpone for 1 year so the Westlake north parking association can give input that may help us all.
3. Lakewest condo (one of the only two on Westlake Ave N) residents need resident parking permits (condo has one space per unit, many residents have 2 cars)
4. Postpone for at least 1 year for all neighborhood people Business to be involved in survey, alternate plan for parking based on unique needs of neighborhood.
5. Marine users should qualify for permits, as pay to rent space.
6. Not happy with SDOT performance. July memo stated goals (econ, transportation) later leaves out econ. Dishonest to not acknowledge that goal is to make money.
7. Business not asked for input. Will make it impossible for employees (who live far away –can't afford homes in city) Shared uses work well; Need to look at more closely.

Technology & Enforcement Table

1. Concerns that employees constantly come and go within business day 6a-7pm As business owner cannot afford to subsidizes customer or employee parking.
2. Why control on Saturday?

3. Wait until completion of Fremont Bridge Project
4. Need more police patrol for car break-ins
5. Marina users not allowed to have RPZ permits

Comments / Questions During Presentation Time-Period

1. Concern with management and enforcement. Will management improve patrols?
2. Important to retain neighborhood character. Paid parking will destroy need more creativity to solve.
3. All 150 employees of McCormick's upset. Only 1 bus – many may have to quit. Give community 1 year to study and come up with own plan.
4. Marine users should qualify for permits, as pay to rent space.
5. Not happy with SDOT performance. July memo stated goals (econ, transportation) later leaves out econ. Dishonest to not acknowledge that goal is to make money.
6. Business not asked for input. Will make it impossible for employees (who live far away –can't afford homes in city) Shared uses work well; Need to look at more closely.
7. Want to be part of process. Study was missing revenue spreadsheets. How many other Marinas have been surveyed in state for how they manage parking. Process starts today.
8. Need a moratorium 9/11, trail, and Fremont bridge construction. Better notification of business owners. Money to general fund is not accountable to transportation purposes
9. Issue: \$ ID 3 stakeholder: Residents, Business & employee, Marinas. Issue permits to these? Pay on 1st come first serve basis
10. Is there a problem with time limits other than enforcement failure?
11. Marinas S.E. and premium area residents – Want to see RPZ area extend.
12. We need to manage commercial uses, the July letter said that there would be ample time for public process; and to discuss “whether” paid parking. The new plan has been drafted w/o public development.

13. RPZ – East only? Why not west?
14. Liveboards are in premium parking area. This is the highest concentration of liveboards in the Pacific Northwest. Please consider location of the zone.
15. Is there a hostility towards businesses? Can't have permits for employees? Without permits, businesses will be driven out. Neighborhood will change.
16. Changes attitudes/philosophy towards on-street parking. Give it away "50 years ago"; Would not have built building in WAN location without paid parking.
17. Employee parking important. Lower wage jobs, Lack of adequate transit
18. Want the community to have a year to study the parking, include community – not just count cars
19. Boaters: 100 of boats in marinas along the lake; What effort made to notify boat owners? Will deadlines be moved? No new taxes- they hurt business
20. No customer parking hurt business; Consider free parking on Saturdays; Marina (residents on West side) tenants want RPZ not just liveboards; Examine Monthly permits for employees; Do something about the high rate of vehicle break ins; Permanent parking area. Business need in/out privileges to function. 30 min load zones at China Harbor.
21. Consider changing policies to allow the CPZ –Commercial parking permit, which employers could manage for employee parking.
22. Please define the problem this management plan is attempting to solve
23. What data do you have to support the defined problem?
24. If draft proceeds, need to break-up premium/residential more often to server all needs
25. More interspersing of blue/yellow areas Look @ general parking for Julies landing employees. Long walk distance for in/out use. To yellow areas
26. Less concerned with the rate thank you for need for in/out privileges.
27. Lots of P&R use between Crockett and McGraw due to bus stop @ Crockett-
28. Demand will decrease w/paid parking.
29. Julie's Landing is the only concentration of employee not adjacent to commercial lots where can buy monthly Parking for in/out use
30. Need bike racks throughout corridor

31. Marine users should qualify for permits, as pay to rent space.
32. Not happy with SDOT performance. July memo stated goals (econ, transportation) later leaves out econ. Dishonest to not acknowledge that goal is to make money.
33. Business not asked for input. Will make it impossible for employees (who live far away –can't afford homes in city) Shared uses work well; Need to look at more closely.
34. From the Westlake Avenue North Association, want today to be start of discussion; want series of meetings with representatives to recognize unique nature; want process delayed
35. What is north boundary?
36. Good deal for residents, but significant impact to lower-wage employees; bad faith in July memo to community
37. Need to pay for work trucks will push out marine businesses

Draft Westlake Avenue North Parking Management Plan
June 6, 2006
Evening Open House
Flip Chart Comments

General Non-Residents Table

1. Make Saturdays free, for boaters non liveaboards, from 6pm Fri. – 8am Monday
2. Would like to have free for holidays too (i.e. Friday/Monday/Sat.)
3. Why put South Lake Union business at a disadvantage with competitors in Ballard where there is no plan to have paid parking? This plan is lop-sided and caters to the Vulcan Corp. (Paul Allen) because he owns so much of South Lake Union. I remember when Allen wanted to have a park in this same area, but we voters said no. *(name deleted)*
4. Small business owners will be greatly affected. For instance if I as a therapist have two clients in a day (first at 12 noon and second at 6pm, then I'm paying for non-client time).
5. 50 cent per hour x 9hours per day x 20 days/month=\$90 per month=\$1100 per year.
6. 1yr. Moratorium with Lake Union business and residents providing input concerning how parking should be handled. Personally, I haven't spoken to anyone, bus. or resident who wants parking meters.
7. Don't mind some payment as long as it's reasonable and well thought out (people use this free space for downtown parking) but keep reasonable for area users. Not hourly-but monthly permit perhaps for non-resident frequent boaters/agree with non-Sat. payment!! No limits so boaters could take trips.

Residential Parking Zone table

1. More pockets of RPZ parking only throughout the corridor.
2. Totally disagree with no permit parking from Boat World south to KCPO area. This is heavy liveaboard area (China Harbor/Westlake Marina liveaboard resident parking). By not permitting permit parking in this area, you are forcing many to walk long distance and carry heavy objects this distance.
3. Lakewest condo (one of two condos on Westlake Ave. N.) residents need to qualify for resident parking permits directly across the street (2101-2125).
4. Add more pockets for free residential parking. More free resident only, especially south. Loading zones not practical for residents. Heavy loads! Poor weather! No charge resident parking stickers

5. Yes! So residents can park anywhere!
6. Instead of resident only zones-How about individual reserved spots?
7. Concerned that RPZ near 2420 (cheaper parking) will be taken up by people who would otherwise use "premium" parking area (more expensive)...and therefore we won't have enough.
8. Depends on how you define "residents"
9. People will be less likely to use Premium Parking due to \$ - they will use up all the general parking – residents won't be able to use it. Perhaps more resident only parking – or individual reserved spots.
10. Be aware that liveboards are not limited to 10% - only on DNR land which is 100 feet from shore. At China Harbor, we have 90% liveboards on our inner docks (less than 100 ft. from shore – not DNR land.)
11. Perhaps many smaller RPZs at the head of each dock – as that where residents park most of the time - # of spots can be proportional to marina size or # of liveboards.
12. MARINA MANAGERS KNOW WHO LIVEBOARDS ARE DUE TO ADDITIONAL FEES CHARGED FOR FACILITY USE. THEY SHOULD ID.

Transportation Alternatives Table

1. DELAY ANY IMPLEMENTATION UNTIL FREMONT BRIDGE CONSTRUCTION IS COMPLETED AND BUSES ARE ONCE AGAIN AVAILABLE.
2. Yes agree (*name deleted*)
3. Yes – only makes sense!! (*name deleted*)
4. We can get this done-but I will be challenging
5. If we have to have paid parking, it would be helpful to residents, restaurants, and recreation boaters if it was only during business hours i.e. 8 to 6 like much other parking fees in town. Why should it be for 24 hrs.?
6. Just implement it gradually over time from south to north.

Comments / Questions During Presentation Time-Period

1. How many people/committee have been involved in the development of the proposed areas? liveboards areas not close to liveboards; if you have to walk too far, public safety
2. Is there any "stopping" you? What can I do to prevent paid park parking?
3. At least 2 businesses went out of business during Westlake improvement project. Now, impacts from Fremont bridge project.
4. What are the resolutions regarding parking meter installations? Have there been progress reports?
5. Are the comments being recorded for the public record? esp. concerning SDOT'S commitments to communicate with + involve the community.
6. Wants a moratorium to cancel all current deadlines + commit to + process to meet with the community + develop deadlines that work for Westlake comm. + the City.
7. Who was it that decided Westlake parking was a resource compared to the rest of the City? most of you do not pay to park in front of your homes; put resources into enforcement
8. Parking problem has been invented by others
9. City probably has 1000's of miles of parking resources, so why was Westlake singled out as the area to be discriminated against with paid parking?
10. Places that have recently gotten pay stations are only a small % - so, why Westlake out of all the unpaid areas?
11. Be fair + put them everywhere
12. Often work a 12-16 hour day-no bus service at 1 am; 80% of the freshwater team are women-public safety; Blue area in front of AGC is mostly used by commuters + big impact on lower-income employees
13. Argosy opposed to the plan
14. Business already moved here due to parking issues. Business may have to move off of the lake, but businesses have to make an estimate.
15. Can you give a business parking permit for employee parking?
16. There has been increasing stress on the parking, but this plan does not seem to be coming out of the businesses themselves. It would be helpful for us to understand where this plan is coming from.

17. What is this really about? not driving to work? OR revenue for the City.
18. Concern that can't park but now have to try + get better transit service. The mayor's office/Metro/others need to get out of silos
19. To address the deputy mayor's comment regarding having to pay to park in front of your home?, floating homes are a tourist destination; people like our community; should we move or cease to exist?? could make more rev. off speeders
20. Is there flexibility with the budget for 2006 reinstalling pay stations?
21. Have machines already been purchased for installation this year?
22. There are a lot of recreational uses here. Why would these users want to pay? Don't have to pay in Volunteer Park or Golden Gardens?
23. Limited by boat size to specific slips in the area. All of the long term parking in the area is taken up by AGC + other employees. Have to walk long ways to find a spot. There needs to be a pocket of protected parking in the Rock Salt vicinity for residents.
24. Proud of SDOT's quality work-am enthusiastic for RPZ-am concerned about safety + walk distances. Am delighted about improvements to the area. Delighted by how the comm. Is coming together.
25. Paid parking is a regressive form of taxation
26. Put together a plan "B" that does not involve paid parking-machines have been contracted + committed for
27. Fisherman's terminal, Shilshole all manage parking without paid-how
28. Is City req. development w/o adequate parking, which is creating this problem?
29. Will money be made on this project? Wayne said no, how maybe a little, please be straight with us.
30. Need time for dialogue. Is paid parking the only answer-we don't think so.
31. 5-day plan would be adequate.
32. 22 employees=\$44,000 tax burden unable to stay.
33. Feel like paid parking rammed down our throats. Would like one year to study/spend money on parking enforcement and car prowl/break-in problems.

34. Cheaper zone next to expensive-won't others take our space.
35. What is definition of "legal liveaboards" (particularly boat repair people).
36. Don't sell it out to Paul Allen
37. Support 5-day plan
38. Crime problems need to be addressed.
39. Any more creative solutions? Underground parking structure. No problems for 50 yrs.
40. July '05 SDOT letter ample time to discuss whether or if paid parking will be implemented. We were we lied to? Mad-can't trust the City.
41. Paid parking hot button-no alternative. Transit-private lots-no alternatives.
42. What is legal "liveaboard"? Paid parking may force/liveaboard people to drive vehicles to work to reduce parking cost.
43. If this isn't a done deal, why is all equipment all ready to go in?
44. Example when RPZ not requested? RPZ as mitigation? Don't need it now. Not fair to use as positive factor for this plan.
45. Were all RPZs requested date to paid parking?
46. Have you done economic study for what City will glean from this program?
47. Could put 5 dots on your map. Tenant, liveaboard, work on boats. Too much equipment to carry. Problems caused by city allowing building (e.g. hotel). Water uses must be here! No back/side streets-no other options to park far away.
48. How many employees, businesses, boaters, liveaboards, --huge community based on water uses. You have our statement. Parking controls needed but not paid parking everywhere.
49. Map yellow/blue/yellow/blue. #1 question @ Argosy-"tell me about parking"-already confusing-this will be much worse.

**Individual Comments on the Draft Westlake Avenue North Parking Management Plan
Received on Open House Comment Forms, via Email, and via the Web Comment Form
From June 6 – July 7, 2006**

1. I am a WAN...	2. I use the parking...	3. I rely on the parking for...	4. What do you like?	5. What does not work well?	6. What do you like about the plan?	7. What would you change about the plan?	Other?
Boat owner							<p>I am currently mooring my boat at Marina Mart 1264 Westlake Ave N. I understand the city is proposing installing parking meters in the area. I am vehemently opposed to this "one size fits all" user fee idea. I currently pay over \$700.00 a month to moor my boat at this marina. I have no doubt the property owner pays the city a handsome some for his property taxes which I am currently helping to subsidize. I often am extremely frustrated by the lack of parking in front of the marina, which offers over two hour parking (designed for the marina and commercial users). There is no provision when my family takes our boat out on the Sound for a couple days (no long term parking). I feel that I am more than financially vested in the Westlake parking situation already (dollars/income to the city) with a very unfair and not well thought out parking plan in place. Short term users (two hours or less) should be paying any proposed fees with vested users receiving some sort of a parking sticker. I do believe that the city should be able to generate additional dollars from user based fees and I think you can see that I am already paying them in the Westlake area. I look forward to hearing back from you on this matter and would like this passed along to Mayor Greg Nichols with a reply directly from him.</p>

Boat Owner							<p>Being a boat owner @2000 westlake, I'm very concerned over the EXTRA cost I'll be faced with for having my boat moored in Lk Union. I pay huge sums per month for moorage, now I've got to pay to park my car????? And if I'm parked for a week because I'm out on my boat, do I get towed??? The city has signs in the area for 2 hr. parking and they are seldom enforced. I see cars parked in these spaces for several days. Please note, I also use my boat as an office in seattle, so I'm on the boat every day. Before you go and put a NEW parking rules in effect, save money and just enforce the parking rules you now have. I love my 20+ yr location on LK Union, but this extra cost will be to much....I've seen it when the current parking rules are enforced, it does get better. As you must know, parking has always been tight in this area, enforcment of the rules, as they are now, has Always solved the overtime parking issue in the past. Thank you for your time, I do hope this issue is solved. I feel it is unreasonable to "punish" me as a boat owner who does also support the local business with sales To now force me to have to pay to park my car near my boat. Enforce you parking rules as is now and see the improvment this makes. Then make corrections if you have to.</p>
Boat owner							<p>I attended the Public Meeting earlier this evening regarding the Plan. My interest is prompted by the fact that for the past several years I have had moorage for my boat at 1700 Westlake Ave N. which is located in front of the Lake Union Building.</p> <p>It was only recently that I became aware of the Plan and the process for its adoption. So, my observations are admittedly based on a limited exposure to the issues. But I thought several points were made during the Q&A session which should be addressed as the process moves forward.</p> <ol style="list-style-type: none"> 1. It would appear there is validity to the suggestion that the implementation of a pay for parking plan of some sort is a "done deal". So why not just say it and move on to address specific issues raised by the plan? Don't leave anyone with the impression that it remains an open issue. Indeed, it is my guess the plan was in place at the time of the commitment to "improve" the Westlake Ave N. corridor. 2. It would also appear that the plan is actually motivated by a desire

						<p>to generate revenue for the City not to "manage the parking resource" as suggested by the Deputy Mayor, whatever is meant by that term. If the purpose is not to generate revenue, then simply implement the Plan without a charge, and fine only those who violate the plan. Presumably over time the fines would cover the cost of implementing the Plan.</p> <p>3. If the purpose of the Plan is to "manage the parking resource" meaning the existing parking is insufficient without a pay for parking plan, who is pushing for the plan? I didn't hear anyone at the meeting from the private sector suggest a plan was necessary. My own experience has been that I've never been unable to find a parking place along Westlake Ave N. when wanting to go to my boat albiet at times it has involved a bit of a walk, but that's ok.</p> <p>4. For those who work in downtown Seattle and use the General Parking Area as a parking lot, it would seem the \$5.00 per 10 hour day cost, together with the cost of a bus ride to and from work, is still less than parking downtown. So what has been accomplished to address this particular problem?</p> <p>5. I concur with the suggestion that improved enforcement of the existing limitations on parking would assist in "managing the parking resource". Why not try it first?</p>
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Boat owner						<p>I attended the Public Meeting earlier this evening regarding the Plan. My interest is prompted by the fact that for the past several years I have had moorage for my boat at 1700 Westlake Ave N. which is located in front of the Lake Union Building. It is my understanding the parking immediately in front of the Lake Union Building will be designated as a "General Parking Area" which will be a pay and display area.</p> <p>My concern about parking using this system involves parking for several days. I heard at the Meeting about the high number of automobile break-ins which seem to be occurring along Westlake Ave N. Placing a sticker on my car window stating that I am not planning to return to it for a specified number of days would seem to be an invitation for automobile thievery. There's no way I'm going to announce how many days I'll be leaving my car in the parking space. Does the City of Seattle really want to be an accomplice? I would hope not.</p>
Boat owner						<p>I'm writing to tell you that I am greatly opposed to any kind of paid parking on Westlake Avenue North. More impact studies were promised but to my knowledge there have been no significant feedback discussions with the community and surrounding area users feedback was asked for only until after the city had a paid plan in place. SDOT and the City of Seattle need to do a better job of studying the impact of paid parking before implementing any such plans.</p> <p>There are many aspects of this project yet to be explored and the city needs to consider all aspects of the implications. Waterfront communities are unique and need to be treated as such. It is more than just a financial issue to the live aboards, businesses, boaters and other citizens in the area. We can do a better job at solving this problem if we all work together and if the city is upfront and honest about it's parking goals. The impact is too great to slide this one in without us, folks. Let's work this with a winning outcome for all. Thank you for your consideration.</p>

Boat owner						<p>We are long time boaters and have kept our 45 foot boat in the Westlake area since 1992. Our current moorage is over \$450 a month and will shortly exceed \$500 per month. We use our boat for many weekend trips in the summer. We are not very happy about charging for Saturday parking (the lots are empty). We also make 2 or 3 week long trips during the summer to the San Juan Islands and beyond. 72 hours is only 3 days. We are sure there are many other boaters out there who take 5 to 10 day trips in the summer. How can we be accommodated? Can we get temporary residential permits?</p>
Boat Owner						<p>The idea of parking meters on Westlake is a BAD IDEA! You are only hurting the people who work and live down on the water. I know several people will be forced to change locations on the Marinas in order to avoid the Paid Parking. It makes NO SENSE!!!! Again you will only be hurting the businesses and people who live or have their boats moored on the Westlake water front.</p> <p>PLEASE DO NOT PROCEED WITH THE PAID PARKING IT HELPS NO ONE!!!!</p>
Business Owner						<p>I would like to offer my point of view to the sea of protests over the proposed paid parking in my parking lot. Firstly, historically speaking, the owners of businesses along here had to pay for their own parking lot paving, a significant expense. Then the Westlake Avenue up grade project commenced, nearly putting me and my neighbors out of business. I am in the yacht repair business, at this address since 1982. My receipts were down roughly 50% throughout the up grade project, spanning nearly 2 years. During this time the city made promises to not put pay stations north of the Rock Salt Restaurant.</p> <p>I have liveaboards on my dock and employees that do not make a lot of money. They are hard working God fearing folks that enjoy their trades for hourly pay. To consider them as a source of city revenue through paid parking, especially in light of the historical considerations mentioned above, is seriously unfair. My story is repeated up and down Westlake Ave. N. I would like the city to keep their promise, consider plain folk's ability to assume parking overhead, and feel lucky that more of us did not file claims against the city for lost revenue during the up grade project. Please find your revenue somewhere else and leave us humble folks out of it.</p>

Business owner							I own ...[a business in the] 2400 block of Westlake Avenue North. I employ approx. 10 employees at this location. I think it is a terrible idea to charge for parking near my office. Metro is not an option for us due to childcare situations. I would be unable to break my lease with my landlord over the parking situation I would move my business elsewhere. Please put government resources into monitoring 50+ mph driver on Westlake coupled with terrible access in/out of driveway areas. Please reconsider your decision.
Business owner	1-2 hours daily (my clients), 3-4 hours daily (me personally), all day during the week (workers), on weekends	Myself as an employee, my customers/clients, my employees.	Pretty much always available (yes that's right).	Back-in parking NO/a light to slow traffic YES. Parking meters-- meter maids are a cheaper, fairer solution. We need a vote. What a novel idea. We need proof you're working for US "the people". Museums and football fields are nice but should not surpass immediate needs.		IF I say if "we" have no choice we want a "written" document that keeps cheapest possible parking costs for a period of time.	Stop building condos and hotels to add to the parking. I think the City wants to get rid of the small businesses, get more revenue. If you want us to take mass transit "do it". Plan then build your condo buildings and so on. We don't have a decent transportation system and lousy downtown exits. Look to the south, Portland, major overpasses to all over the city. We may be a big metropolitan area but we don't address major ideas that impact.

Business Owner	All day M-F	Myself as business owner; my customers/clients; my employees		Park & Riders taking parking - Condo owners using space	I support paid parking for general public to impact Park & Riders & Condo use.	Employers need to have a break for employees. My costs @ \$1/hr will increase \$2000/mo. Not realistic to pass this on to employees overnight.	Landscaping severely impacts visibility getting on to Westlake N.
Business Owner	All day M-F, on the weekends, come and to throughout day	Myself, my customers/client, my employees	Current parking is good. Why not just enforce? This would cause needed turnover. Serves all needs currently. Not much enforcement over last six months. Maybe this would be more helpful?	Wish it had RPZ for businesses.	Long term option. City & your office is open to changes and working w/ community.	RPZ permit idea but for biz owners & employees & along entire corridor. Premium seems to cover businesses - too far for employees to walk. Could you break the premium vs. residential areas up for frequent.	This will certainly have a negative impact on boating community. I do think this is a treasure for Seattle & the diversity it offers. Please consider this. Really need 30-minute commercial zone @ 2000 Westlake Avenue North. China Harbor needs commercial load. China Harbor should move garbage can and open parking spots.
Business Owner							I represent a business owner who uses the parking area slated for a General Parking Area for all day parking during the week for myself and 5 employees. While we would appreciate more available parking spaces (space is currently very limited after 9am), we would like to see discounted long term parking in the new General Parking Area and a one hour minimum to encourage short term users to park in the Premium Parking Area. One of our current problems is short term users parked in street side all day spaces, and we would hope to avoid that problem in future.

Business owner							As a business owner with the type of business of multiple people driving to see me on a daily basis,,, I am highly OPPOSED to you installing paid parking which would cause a economic hardship for my clients and for my business and for all business in the area...In short: NO PAID PARKING WESTLAKE AVE NORTH!!!!!!
Business Owner	All Day M-F, on wknds	Myself, my customers/clients, employees	It is currently available for my customers use.	It works fine for my business needs as is.	Nothing, This will adversely affect my business by greatly increasing the cost for my customers to participate in my training programs.	I don't thing we need paid parking at all. Do a better job of enforcing the hourly parking zones that already exist.	Extend the 2 hr zones. Supply business owners and residents with access to permits as is done throughout much of the city. Then enforce the parking limits. Since there are no other parking options, I fail to recognize how forcing pay parking on us will "alleviate" any perceived parking problems. It is not possible for those of us that work & live here to choose to park elsewhere.
Business owner	All day M-F; wknds; one week or more	Myself as business owner, marina user; my customers/clients; my employees; guests to my boat	That my customers and employees don't have to pay.	Paid parking would not work well for employees.	Nothing. I have been on Westlake Ave for 30 years and there has not been a problem until now. Parking was fine till you (the city) came around.	No plan, free parking. How can my employees afford this. There will be no fuel dock on Lake Union if you keep this up. I'm getting priced out of business as it is.	
Business owner	All day during the week	Myself as an employee, myself as a business owner	Small non-profit association with limited budget-- leased office space because of free parking.	Meter parking would not work.	Poor plan-- inadequate and unjustified.	Free parking permits for business owners, employees, and liveaboards (including	This proposed action will change the character and make-up of the Lake Union area. This is an area of small businesses and non-profits, solo practitioners, and retail, most of whom will eventually move and relocate because of enforced parking. What the City gains in transportation revenue, they may end up losing in other tax revenue.

						those who pay for moorage).	
Business owner	1-2 hours daily (my clients), all day during the week (myself and my staff).	Myself as business owner, My customers/clients, My employees	It is free and convenient.	Park & riders who park then take a bus downtown, need more public transit.	Not a thing.	Dispense with it altogether.	My clients would likely go elsewhere if they had to pay at a pay station. I cannot afford to subsidize parking for my staff.
Business Owner	All day M-F; wknds	Myself as business owner; my customers/clients; my employees	That my customers and employees can (park). Everything is fine the way it is.	Nothing - It is great the way it is. Why change something that is already working.	If you put metered parking - we as business owners and employees and residents will have no where to park for the day. Running out to put coins in the machine every two hours is insane. I like nothing about the plan.	To keep things the way they are. Why change something that works.	Please, Please, Please. Why?
Business Owner							This is totally unacceptable. Businesses have a hard enough time succeeding in Washington State, with the B & O tax, high minimum wage, and high state sales tax. Adding hourly parking would absolutely kill our business. There is no way you can make this "painless" enough for it to be acceptable.

Business Owner						<p>I represent a business owner who uses the parking area slated for a General Parking Area for all day parking during the week for myself and 5 employees. While we would appreciate more available parking spaces (space is currently very limited after 9am), we would like to see discounted long term parking in the new General Parking Area and a one hour minimum to encourage short term users to park in the Premium Parking Area. One of our current problems is short term users parked in street side all day spaces, and we would hope to avoid that problem in future.</p>
Business Owner						<p>I've been a business owner for 15 yrs. with office located on Westlake the past 7 of those. This plan is going to impact our business as I'm sure it will most others around us in the marine community, to the degree that we may have to move elsewhere to survive. Maybe that's the intent...clean out the small business owner to make way for the onset of the big money interests. Do I sound bitter? Yes...we provide a great benefit package for our employees and try to share our success with them. To ask them to pay this out of pocket is unreasonable but also unrealistic for us to pay for them on our slight profit margin. Please don't rush into this decision without considering carefully the long term impact on businesses on the lake. Certainly, alternatives to the "Park and Ride" problem can be found...permits, for example, for those really working on the Lake.</p> <p>Our business has suffered from the impact of the Westlake Ave N improvement project, we watched several of our neighbors relocate or go out of business all together. We will also be suffering due to the impact of the Fremont Bridge project, and the South Lake Union Streetcar.</p>

Business owner							<p>We are a water related business in the Westlake Ave Corridor greatly affected by your plan to implement paid parking in the fall. The marine community in this area depends on the lake and each other to survive. The implementation of paid parking in this area threatens to tear our community apart and will send many businesses, residents, and boats in search of more friendly cities to thrive in. There are many surrounding areas in competition with Seattle for business including the eastside and Renton.</p> <p>Our business has suffered from the impact of the Westlake Ave N improvement project, we watched several of our neighbors relocate or go out of business all together. We will also be suffering due to the impact of the Fremont Bridge project, and the South Lake Union Streetcar construction.</p> <p>Because of the history and uniqueness of our community, our inability to survive anywhere else in Seattle, and the effects of other transportation projects we ask that you stop or delay plans to install pay stations in our corridor.</p>
Business Owner	All day M-F	Myself	There should be permit parking (not meter) for prevent people not working or living directory off the lot (east side of westlake).	The number of vehicles parked here that are coming from people working downtown or in buildings with parking garages.	N/A	Provide low cost or no cost parking for owners/employees of businesses w/o existing parking facilities.	Parking must be affordable. We work here to stay out of the heart of downtown because parking is so out of reach there. We are required to have a vehicle because of the in/out nature of our business.

business owner							<p>We are a water related business in the Westlake Ave Corridor greatly affected by your plan to implement paid parking in the fall. The marine community in this area depends on the lake and each other to survive. The implementation of paid parking in this area threatens to rip this community apart and will send many businesses, residents, and boats in search of more friendly cities to thrive in. There are many surrounding areas in competition with Seattle for business including the eastside and Renton.</p> <p>Our business has suffered from the impact of the Westlake Ave N improvement project, we watched several of our neighbors relocate or go out of business all together. We will also be suffering due to the impact of the Fremont Bridge project, and the South Lake Union Streetcar.</p> <p>Because of the history and uniqueness of our community, our inability to survive anywhere else in Seattle, and the effects of other transportation projects we ask that you stop or delay plans to install pay stations in our corridor.</p>
Business Owner	All different times, come & go throughout the day	Myself as business owner	There is such a mixed use (Kenmore) Marinas & liveaboards. There CANNOT be a way to charge people.	Not enough			Both of my tenants (Blue Water Yachts & Alliance Yachts) tell me if this proposed plan is implemented it will severely affect their business in a negative way!

Business Owner	4 or more hours daily, all day during the week, on the weekends, 3 or more days consecutively	Myself, as a business owner, my customers/clients, my employees	Free parking, close to my business. Allows my many clients a place to park near my salon!	People use it as a park and ride. This hurts my hair salon because clients have nowhere to park.	I have to have the option of more than 2 hours. I work 10 hour days and my hair clients need 2.5 - 3 hour appointment times.	It must give my business an option of all day parking, I work 10 hours a day.	
Business Owner	All day M-F	Myself	Nothing	Too many times when there are no parking spaces available to customers and tenants.	Simply that the City of Seattle is attempting to address the parking problems	Allow businesses to issue permits to employees and marina customers.	I believe that the largest problem is people who use Westlake Avenue North as a 'park and ride". Through my own observations, approximately 20 to 25% of the daily parking along the street side of Westlake Avenue North parking area is being used by driver
Business Owner							One of the reasons our business is located on Westlake was available parking. Paying to park may be the catalyst that gets us to relocate. We simply cannot pay the extra to compensate our employees to park. The City could lose our quarterly business license tax at roughly \$1200 this quarter and about \$5000 per year. We also have thousands in property taxes passed onto us by Joel Diamond. We have 6 employees that actually work in the office. The math of charging us to park does not add up. Some of our employees work from home and we can easily relocate to Mercer Island or the Eastside. We have stayed in Seattle simply because boaters like the Seattle address as they associate it with boating.

business owner							<p>I welcome and appreciate the efforts by the City to address the parking problems along Westlake Ave N. I am disappointed that there was not any business owner's input prior to the time when the City proposed this plan to address the problem in public. The businesses along the waterfront are important to Seattle's history and it's future. Don't drive business off the Lake by instituting parking policy without the input of the citizens that rely on the Lake for their livelihood and homes. I believe that the existing parking problems could be reduced dramatically by issuing parking permits to businesses, marina tenants and residents on the water side of Westlake. Any businesses on the other side of Westlake could get permits if they could demonstrate that there is not adequate parking within their own buildings. Then monitor the parking for (1)those drivers that use this area as their own private "Park and Ride", issuing tickets and collecting revenue for the City (2)employees of businesses where there is adequate parking within the building, but they are using the "free" parking across the street to the detriment of the water related businesses. Issue permits and then make the remaining parking sufficiently expensive to drive the problem parkers to more traditional parking areas away from Westlake. I hope that this input will be taken seriously and the ideas proposed here will be considered and acted upon.</p>
Business Owner	For 4+ hours daily, 3 or more days consecutively , come and go throughout day	Myself, my customers/clients, my employees	That it is located directly outside of our business and that there are lots of spaces when bus riders aren't around.				<p>Regarding your proposed parking situation on Westlake Ave, I feel there should be an opportunity for businesses to purchase a 2 year permit. We have been in business for 14 years with a total of 11 employees and owners. A permit would make it easier for employees without the day-to-day hassle of paying and reimbursing employees. Businesses on Westlake should be able to purchase permits for at least employees. I understand that a certain hotel shouldn't be allowed to monopolize 40 or 50 spaces like they've been doing for years for free but small businesses, who've paid taxes to the city for certain access to public roads, should have a limited number of permits much like the residence permits. There are no side roads to access parking on Westlake Ave N.</p>

Business Owner	All day M-F	Myself, my employees	Working well			Eliminate pay parking. Eliminate time limits on the northern portion where retail is not present!	This proposal works toward eliminating a working waterfront on Westlake. Even employees earning a living wage cannot afford those rates especially when competitors on Northlake, the ship canal and the Duwamish are not affected. This proposal may force us to move or close down if we cannot retain employees. The loss of 7 living wage jobs cannot be ignored. Because our work takes place not only at our shop but also offsite at marinas, it is vital that employees have their vehicles to transport themselves and their tools. FURTHER, this proposal is particularly ill conceived given that our bus service has been cut by 50% due to the Fremont Bridge project.
Business owner							<p>I was unable to attend yesterday's meetings, so I hope that you will take into consideration my written comments. You can see that I work in the 1800 building on Westlake.</p> <p>1. One of the reasons for locating my business here was access to adequate city parking. Sometimes spaces were immediately available for my clients. Sometimes they needed to wait for 5 minutes, but my clientele didn't need to pay additional fees to park. Adding premium parking will be financially burdensome to some of my clients. 2. As a business owner, I have enjoyed the ability to leave for appointments out of the office and return. Like others in the building, we do this daily. Adding premium parking will be burdensome on us as small business owners. I believed our mayor was encouraging small businesses.</p> <p>I would like to suggest that the City see small business owners as residents of the Westlake community. To wit: 1. Allow all business owners a residential parking permit in the lots between our building and Westlake N. 2. Allow all business owners a visitor's parking permit that our clients can display on their dash.</p> <p>This should eliminate those individuals who park here and take the bus to their downtown jobs. I hope these comments are helpful.</p>

Business Owner							<p>We are a water related business in the Westlake Ave Corridor greatly affected by your plan to implement paid parking in the fall. The marine community in this area depends on the lake and eachother to survive. The implementation of paid parking in this area threatens to rip this community apart and will send many businesses, residents, and boats in search of more friendly cities to thrive in. There are many surrounding areas in competition with Seattle for business including the eastside and Renton.</p> <p>Our business has suffered from the impact of the Westlake Ave N improvement project, we watched several of our neighbors relocate or go out of business all together. We will also be suffering due to the impact of the Fremont Bridge project, and the South Lake Union Streetcar.</p>
Business owner	4 or/+ hrs daily; wknds;come & go throughout the day	Myself as business owner; customers/clients	That it was free!!! And that it will hopefully be reasonably priced. I would start with lower rates - at least initially.	At present it is difficult to find parking spaces between 9a-3p.	That its goal is to have an 85% occupancy rate. Do not overcharge for this. (For instance, a quarter an hr might bring forth this ideal situation).	That business owners would buy permit such as the residential owners receive. I would not want my parking costs to exceed \$25/wk.	As a small business owner, I cannot afford much of an increase in expenses. More than 0.25/hr would be possible for many people. Please take into account that those businesses in the 1818 (1830-1806)) recently had a new owner who raised our rents substantially. So as small business owners, we have been hit hard in these 3 bldgs. so additional premium parking in front of these three buildings. And, this 1st meeting should have been held before today.
Business Owner	All day M-F; come and go throughout the day	Myself, my customers/clients	Free - Convenient when available	There is no parking after 9 am	Potential parking for clients	Permits for business owners	
Business Owner	For 4+ hours daily	Myself, my customers/clients	It's free.	The 1-hour and 2-hour restrictions	Nothing	All of it. Leave this area alone.	Our lap dog of a mayor is in Paul Allen's pocket. All this parking and previous utility bulls**t is for his economic gain, not ours. Tell the Mayor to ... listen to the people that live and work in this City.

Business owner	All day M-F	Myself as business owner	Close to office and it must remain free!! We have suffered enough with other forced improvements!	City involvement	Nothing	A complete new idea with input for Westlake business owners, employees, tenants & residents!	Remove the Mayor, City Council, etc.
Business Owner	Different times, come & go throughout the day	Myself as business owner; my employees	Convenience - lack of cost - unless I stay over 2 hrs.	Not enough parking with the "new" paved lots.			No pay stations, no pay parking Westlake Avenue North Association (STICKER)
Business owner	1-2 hrs daily	Myself as business owner		Everything is great now- Don't change anything.	Nothing	Nothing-don't want.	
Business owner	All day M-F	Myself as business owner; my customers/clients; my employees	It is fine the way it is.	Nothing	None	Cancel the paid parking program	
Business owner	All day M-F; different times-come & go throughout the day	Myself as business owner	It's free	Very crowded-too many use it as a Park & Ride & that hurts those of us who need it for our business & clients.	unsure		I understand the need for revenue & pay stations would probably eliminate some of the over crowding-but it is detrimental to a lot of small businesses along the corridor - both for the owner & the client/patients/customers, for those that come & go & have high turnover.
Business owner	All day M-F; wknds	Myself as business owner; my customers/clients; my employees		Commuters using the all day parking, then riding the bus downtown.	Help eliminate commuters from taking up parking from local	Allow RPZ permits for verifiable employees.	

					employees & customers		
Business Owner	All day M-F	Myself, my customers/clients	That it is FREE! There are plenty of available spaces at ALL TIMES within blocks of my office at 2730 Westlake Ave N.	NOTHING in our area.	NOTHING	Drop the whole idea, unless SOUTH end of Westlake Avenue North businesses request a change.	Per city council resolution 30585 & by inclusion 28996: requires consultation with business community, not "top down" as the current proposed policy; directs study to "south lake union", not all of Westlake Avenue N. to "north lake union"; North end of Westlake does not meet 4 out of 7 criteria: good turnover not required; no dense business base; no time limit parking; no community support. Parking problems which do not apply to my area: employees taking up time-limit spaces (no time limit); time limit spaces used for other purposes (no time limit). Parking meters should be used to support businesses districts' need for parking turnover. Current utilization of north end of (lane/area?) is 20% or less by City's own survey. Far under 85% target. Resolution 28996 calls for only "up to 250 spaces."
Business Owner (w/ 6 employees)	All day M-F - need in & out privileges, come and go throughout day	Myself, my employees	Freedom to come and go	People that work in downtown use as a park & ride	Parking permits for businesses	Pay parking if can pay for all day parking needs to be comparable to downtown in order to stop people from using this as a park & ride	More meetings. More load zones - boat owners & businesses need delivery access. Businesses should be able to purchase permits for their employees. Need total numbers for liveboards, businesses & employees that reside in the different proposed zones. Zones need to be broken up to serve needs of all.
Business owner, customer/client	All day during the week, come and go	Myself as a business owner, my customers/clients, my employees			None of it		"Let's keep Seattle Moving"--why would paid parking revenue go into the General Fund?
Business Owner, Employee	All day during the week, on the weekends, e or more days consecutively, I come and	Myself as business owner, My customers/clients, My employees	No cost, close to office, clients usually can find parking	Can't find a spot, customers can't find a spot	Accommodation for multi-day	Parking should all be yellow, at least at first. RPZ should be available for	No need for "yellow" in front of Lake Union Bldg--they already have their own parking. Yellow in front of 1800 Westlake, please. Employees OK to buy RPZ--we need in/out privilege!! Go slow (all yellow, employee RPZ) then faster if necessary.

	go					employees, we need in/out privileges.	
Business Owner, Employee	All day during the week.	Myself as an employee, myself as a business owner, my customers/clients, my employees	It's currently free. Clean and pretty since the upgrade.	I have to constantly move my car to avoid a ticket. My customers have trouble finding parking.	It will limit or eliminate the "park & ride" folks that are using all of the all-day spots in front of my office.	Free parking for folks that live or work on Westlake.	
Business owner, Employee	All day during the week, on the weekends.	Myself as an employee, myself as a business owner	It currently suits the need of the businesses, restaurants, maritime functions and residents. It is adequate and does not need to be improperly managed by the City.	Not enough unrestricted time spaces as it always has been Take out 2hr and 4hr limited spaces	I do not like the draft	Basically make the entire area unrestricted. There is no need to adjust something that is working just fine. Revenues from other taxes is sufficient, shy more!	
Business owner, Employee, customers/client	All day M-F, on wknds	Myself as business owner/employee, my customers/clients, my employees	It's free		None - It will increase my costs and as a small business owner make it difficult for myself, my customers & employees	Do not implement the new plan.	One of the reasons I chose this location was that it was close and convenient for my employees. My company was not made aware that there was a proposal to charge for parking until April. No one asked for our input etc until now.

Business owner, Marina user	All day during the week, on weekends, at all different times	Myself as a business owner, my customers/clients, my employees, guests to my boat	It is free. There is some hourly control. Need more police protection-- lots of break ins.	It has become a park & ride that I don't think the City intended it to be. Consequently our spaces are mostly full by 7:30 am.	Some attempt being made at controlling the situation.	I don't think meters are the answer unless permits of some sort are given to residents, marina customers, and businesses.	
Business owner, marina user	All day during the week, come and go	Myself as a business owner, myself as a marina user, my customers/clients, my employees, guests to my boat		Too many park and bus to downtown	Nothing	Split the "general" and "premium" into more segments	I have employees who have said they would seek employment somewhere else if they are forced to pay for parking.
Business Owner; Employee	4+hrs daily for me & employees; 3+ days consecutively for my clientele; one week or more for some clients	Myself as employee, business owner; my customers/clients (100's in the summer each day - few in winter); my employees	Access, aesthetics, wide sidewalks, landscaping, variety of areas & views	2 hr limits (AGC area) are too short. I imagine this will expand w/pay-display? My clients need 12 hrs minimum for day use & 2-3 + days for multi-day use.	Multi-day use in the zones nearest by business (Kenmore Air). My clients need to leave cars for 3+ days.	More general parking (yellow zones) in the AGC area.	1)Random: Night time "users" from the bars in the South end (Jillians) absolutely trash the area every single weekend. Any creative ideas from the city to either charge these "patrons" to park in the p.m., or engage more work crew times to sweep the lots with new revenues? 2) I am OK with pay-systems as long as it's "affordable" and clients have more than just the AGC pay lot if they are having to pay something to park in the area.

Business owner; employee	All day M-F	Myself as business owner; my customers/clients; my employees	It is the only way that my business will be able to survive. We rely heavily upon transition parking for 30 min - all day for 900 clients & employees a week.	There is not enough for the demand in the area.	Nothing, it is just a way to get \$\$ for parking and to fill metro buses.	Throw it in the trash.	If my clients & staff are not allowed to park like they are then I see my business going out of business. The small children will not be able to learn to swim and more children will be put at risk of drowning. If the families are required to park across the street, danger to them getting hit on that busy street.
Business owner; employee	All day M-F; wknds; different times - come & go throughout the day	Myself as employee; my customers/clients; my employees	Available & free spaces for clients/customers/residents/boatowners - Day parking without consideration for people visiting/using their boats will have significant economic impact on marinas AND commercial property tenants...Please share specific rate structures.	Hide & Ride, employees from buildings (west side) of Westlake, not enough customer/client parking from 2144 south to 1800 Westlake - not spaces available for boat owners/users ...	RPZ zones, don't have enough specifics (i.e. \$) to determine pros/cons.	Please provide timeline for implementation - change is tough for people - but slowly, steadily implementing may help ease the pain for those affected.	Concerns include needs of boatowners who "visit" their boats during daytime & evenings & those who take their boats out for "long weekends" - we are concerned about economic impact to the moorage side of business. Also have we given enough consideration to commercial tenants who rely upon their clients/customers to buy products/receive services - will their volume decrease? don't know,,, *Frustrations? "Timing" of project, 1st W. Lake reconstruction then Fremont Bridge, now paid parking? Also, as marina owner/operator we are starting to feel "targeted" - City of Seattle Fire Dept. code revision for sprinklers - massive expense & project over 5-7 years - DNR raises rates annually & now paid parking, Fremont Bridge, alot to swallow...I understand the City's mission & SDOT's charge however.. Thanks!
Business owner; Employee	Different times-come and go throughout the day	My customers/clients; my employees	Nothing	It's dangerous to cross-not enough crosswalks, not a lot of control for the speed limits. A lot of drivers drive 50+ mph.	none	No parking for bus riders- resident & local business parking only- remove time limit- residents have specified	Employees of the surrounding businesses are going to increase as two new buildings are being added. Moorage is not expanding-limit residential use to the # of spots needed, 1 for each boat/home. No paid parking.

						parking areas.	
Business owner; employee; customer/client	3 or more days consecutively	Myself as employee, business owner; my customers/clients	It took years for the city to remove the railroad tracks put traffic lights in & pave the parking. We put up w/lousy parking all these years. Some general fund should pay for that not people who live & work in the area. Not everyone can live & work in the same place as the Mayors Grand Plan is pushing.	Not enough of it - the city should put more in - especially if you want this business area to become a tourist area.	At least it has taken into consideration all the users.	Build a parking garage somewhere on the west side of Westlake Ave N.	The Mayor's plan for live/work spaces doesn't work for a lot of people. For instance, doctors that are on call all the time that work across town. The jobs are scattered all over this city. Taking away parking isn't going to change that. Bus transportation is poor - so people drive their car. The Mayor eliminated the Monorail - he continues to be part of the problem, not the solution.
Business owner; employee; customer/client	All week M-F, wknds; 3 + days consecutively ; different times, come & go throughout the day	Myself as employee, business owner; my customers/clients; my employees					
Business owner; marina user	3-4 hrs daily; one week or more; different times - come & go throughout the day	Myself as business owner, marina user; my employees; guests to my boat	It was OK	It works.	I would like to have available a parking pass.	Paid parking on west side of parking strip. Free on east side of parking strip.	
Business Owner; other-property		My customers/clients; my employees	It is very good now - no problems.	Restaurant/Hotel overuse; Athletic club	Nothing	Neighborhood committee to study issue	Very bad policy & planning by City of Seattle with no neighborhood input. We will have to relocate our business of 35 people if this goes through as planned.

owner				patrons		for 1 year & present facts about all issues.	
Commuter							I am not sure how any of those options will meet my need. I work for the the Parks Department at Denny & Dexter. We should be able to purchase a parking voucher that would allow us to park for a year. Most of the people in the building located at 100 Dexter Avenue N will be your main users. How are we going to be accommodated in this process.
Commuter/I work in SLU but park on Westlake	All day M-F, I park elsewhere 1-3 times a week.	Myself	I use the free, unregulated parking on the far south end (near Gillians, across from the Marriott). I like the fact that it's free and there are spaces available until 10 a.m. on work days.	It works just fine as it is, and my perceived problems could easily be fixed by greater enforcement of existing time limits.	None	Eliminate it. It if can't be eliminated, at least give some consideration to allowing employees to purchase parking zone permits at substantial price savings.	
Customer/Client							My daughter takes swimming at Safe and Sound Swimming. PLEASE don't make this paid parking. Thank you.
Customer/Client							Please do not convert the parking area outside of Safe 'N Sound Swimming along Westlake Ave. into a pay lot. There are no parking alternatives in that area, and it would place a huge burden on the young people who teach at that school as well as all the families who take their children there to learn water safety.
Customer/Client	3 or more days consecutively	Airline Passenger-Kenmore Air	I can park now for 3-4 or 5 consecutive days with no problem.	If no parking for multi-days in a row	Would free up space now used by Hotel & Restaurant patrons.		Free parking on Sun/Holidays. Discount rates per hour for 2nd/3rd/4th day extended parking for airline & boat travelers.

Customer/client, Marina user	Four or more hours daily, On the weekends, 3 or more days consecutively, come and go throughout the day	Myself as a marina user, My customers/clients, Guests to my boat	It's free and it works without the City trying to make a buck off of us!	2 hour parking slots, commuters using parking as park & ride lots	None--you blew it. Where is the spread sheet that shows how much money the City will make off us?	Start over! Take into consideration the two existing paid parking structures (that the study chose to ignore). Take into consideration that the lifestyle on the lake is different than parking downtown. Look at what other marina areas do.	Please show us the spreadsheet that shows you how much money the City will make, What do other marinas charge for parking in this State? You need to involve everyone in the process--not tell us after you've done a "study" that we need this, How does your parking plan help us? How do you plan on accommodating boaters who will be gone for more than 72 hours? By the way it's Halladay not Holiday!
Employee							<p>We desperately need your help! I am a Seattle resident, and work along Westlake Ave N. on Lake Union. My family owns a yacht moored along this stretch of Lake Union. I understand that the city is implementing a plan to convert the parking strip along the entire strip of Westlake Ave. N. to pay parking. Converting parking along this strip could have an extremely burdensome effect for the people who live and work along this stretch. In effect:</p> <p>***WE will pay over \$2,000 per year per person, and in return, RECEIVE.</p> <p>***Severely restricted, expensive, and inconvenient parking to those who live, work, and boat here, WITH.</p> <p>***No real interest in "public comment," and presentation of a pay parking plan without alternatives by the SDOT. Also, an incredibly fast SDOT implementation plan of 2 months, WHICH IS</p> <p>***Extremely oppressive and unfair.</p> <p>I work in the 1818 building on Westlake, with perhaps a hundred or more other employees in this building alone. We have a small business of five employees. With SDOT's proposed plan, each one</p>

						<p>of us (or our business) would pay at least \$2,000 per year for parking (Calculation is \$1.00 per hour x 40 hours per week x 52 weeks = \$2080 in yearly parking fees per employee). Since we have 5 employees, this could amount to more than a \$10,400 yearly hit to our small business. Who is supposed to pay for this?</p> <p>SDOT's proposal will severely restrict the number of all day parking spots, already near capacity, that are used by the significant numbers of employees and residents in the area. Our business, along with many other professional here, require in and out, all day parking throughout to run our business by servicing and meeting with clients.</p> <p>The SDOT has said that their goal is to benefit the residents, boat owners, and business owners along this corridor. There is a secondary goal of encouraging alternative means of transportation. Yet for over \$2,000 per employee per year, how do we benefit? By getting more inconvenient and restricted parking for those who need it! We will hardly benefit from this.</p> <p>This plan is unduly oppressive. Consider that many businesses and residents simply cannot afford to stay here at that price. And with more restricted parking for those who need it, this will force us out. It feels like a punishment for deciding to work, live, and boat here.</p> <p>There is no doubt in my mind that this plan will change the very character of Westlake Ave N. for the worse. Is this an attempt to push us out of living, working, and boating on Westlake Ave. N.? It feels like it.</p> <p>SDOT has presented ONE plan, and they appear to be shoving it down our throats. At the first supposed public comment meeting, ostensibly to DISCUSS the IDEA of converting to pay parking, we were greeted with a fully thought out plan to convert. Then we were told work would begin in two months. This makes the SDOT and other government officials appear to completely lack any interest in public comments. Why is pay parking necessary? What are the alternatives? Why is this plan so burdensome to us? This is a friendly neighborhood community of people who have lived, worked, played, and interacted here for years.</p>
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Employee	All day M-F; wknds	Myself as employee	Convenient, easy access and most of all it's non-paying.				
Employee	All day M-F	Myself as resident	It's fine for poor employees like me. Please make it rent free.		Bad idea.	Free parking for employees.	As a lifetime resident whose family lived here since the time of Chief Sealth, please think about the poor people who have to work here and don't have money to park. Remember the monorail
Employee							<p>Please do not change the Westlake Ave N. parking lot into a pay by the hour lot. I am an office assistant at a doctor's office and work full time. If I took the bus from where I live, in Shoreline, it would take over an hour and require a transfer. I'm afraid that the inconvenience of a lengthy bus commute would be too much for the level of pay that I receive. (The office where I worked in the Roosevelt area moved in January to Westlake Ave. N. so that parking was not a consideration when I started my job.)</p> <p>There are no options for parking on the street in the area or I would gladly park at a distance and walk to work. I hope that if paid parking is required for people who work in the buildings along Westlake, that we can pay a reasonable lump sum, rather than a high hourly rate.</p>
Employee	All day M-F	Myself as employee	It's free in most areas	Overcrowding of stalls for employees of business.	NONE	Don't put in kiosks & charge.	

Employee							<p>I am writing in regards to the proposed plan to turn the public parking along Westlake Ave North into 24 hour paid parking. I work in a business located here. I made the choice to work in this part of north Seattle because I knew I'd be able to afford the commute since I would not have the huge added expense of paid parking. If the free parking changes, I'm not sure how I'll afford to continue to work in Seattle.</p> <p>I also have many friends and associates who work, live or moor their boats along N. Westlake. This is not really a business area...this is a neighborhood. I can't imagine how all the hundreds of people who live on their houseboats or boats will be able to afford a parking fee or be able to keep some meter plugged. This will drive all these people away from the lake. And then all the hundreds of couples and families and their guests who spend evenings and weekends on their boats here. How will they afford to pay this parking fee?</p> <p>This parking fee will drive away businesses, landlords, investors, houseboat homeowners, boaters and kayakers. This will become a lonely, abandon place when all these people move away...and the city of Seattle will not only lose the parking fees (because no one will be around to park here) but they will lose tax revenue!</p> <p>This is a terrible idea. With all the recent improvements to Westlake N., Paul Allen and the city have succeeded in making this area a beautiful, friendly and desireable place to work and play again. DON'T RUIN ALL THAT YOU'VE DONE RIGHT IN THIS AREA BY KILLING IT WITH PARKING FEES.</p>
Employee	All day M-F	Myself as employee	Keep what we have now. No more paid parking!				No paid parking anymore!

Employee							<p>Paid parking will only negatively affect the businesses and their employees here along Westlake. There are no other options for parking around here (like parking garages), and for those of us with no option but to bring a car it will be a hardship. Our businesses do not rely heavily on parking turnover like retail areas. There has to be consideration beyond a few spaces for those of us who work at these businesses and I do not believe our needs have been taken into account.</p> <p>This proposed change will completely alter the business climate here. For the needed short term parking, put in meters. But for the rest of us who make up a majority of daily users because we work or live here, there has to be a better option. Otherwise, I think you may see a mass exodus of businesses along this corridor. Not particularly good for the ongoing tax base.</p>
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Employee							<p>Your plan overlooks a very integral component of the businesses in this area the employees. Even at \$1.00 per hour, the cost to park here all day to go to work will be \$8.00 to \$10.00 or \$40.00 to \$50.00 per week. And there ARE NO OTHER OPTIONS. There are very few monthly paid parking spaces and for those of us who only make \$10.00 to \$15.00 per hour the cost is enormous. Some of us cannot take buses or chose to work close enough to home to allow for the use of a car and keep the commute very short. For me, the drive is 10 to 15 minutes, but the bus is 45 minutes to an hour. I also have a second job and cannot take a bus many days.</p> <p>Many of the business rented space in this area due to the parking situation. We are not retail, we are office and light commercial space. The change in the parking situation will I believe cause a mass exodus of the business tenants in this area. If the city is going to continue to allow development of businesses and commercial buildings, without requiring adequate parking, then need to help these businesses and be part of the parking solution, not the problem. I would be willing to pay for a monthly day long parking permit for this area of \$40.00 to \$50.00 per month so I can park all day without having to worry about the meter. The solution you suggest is simply forcing employees who cannot take a bus or walk to work to either find other places to park (up the hill in the residential area) or find a new place to work. Your solution may help some of the people and I can see how the \$\$ will benefit the city but it is certainly not in the best interest of the business owners in this area or the most frequent users of the parking spots, the employees. Just one more incident of the city taking a big chunk out of the paycheck of the little guy.</p>
Employee							<p>I work in the AGC building at 1200 Westlake Ave and am writing to voice my frustration with the idea of paid parking on Westlake Ave N. It will be a tremendous difficulty to pay for parking every day and I know there are many other people in this building that feel the same way. The current system allows for some limited all day parking which the people in this building need. Please vote against installing meters or any other type of paid parking on Westlake.</p>
Employee	All day M-F	Myself as employee	It's perfect now. If it's not broke, don't fix it.	Nothing	Not one thing.	I could not afford to park-to work. I would have to find a new	<p>I don't like how NOBODY heard about this until now. You think you can just control everything without anyone's opinion. This sucks-stop now!</p>

						job.	
Employee	All day during the week, on weekends	Myself as an employee, my customers/clients, my employees.	Availability of parking near office building such as AGC			Offer more in/out parking for all day use. There is limited availability of parking with in/out priviledges near AGC building. This area's employees are a lot of people who frequently need to leave and return to their offices. Until other resources are available in the area such as banks, restaurants, and retail, people have to travel during the work day. Increased bus routes. Keep more free 2-hour parking, clients will not want to pay to attend meetings and	Due to the distance of the Westlake area from the downtown business district clients and employees need to commute back and forth between these areas. The lack of nonpaid parking and inadequate bus services hinder business activity.

						we may have to re-evaluate our current location	
Employee							Strongly opposed to the addition of parking meters at AGC bldg. It's not a public street where most other parking meters exist, but more like mall parking, such as Northgate or South Center. Please continue the parking situation as it exists there. I use that lot everyday and have paid for my share of parking tickets over the years, but will find alternative parking if parking meters are installed.
Employee							I am commenting on the issue of installing parking meters on Westlake (close by Kenmore Air and Argosy Cruise Co.) I am a Argosy employee and using the limited free parking while I am at work at Argosy Cruises at the AGC Marina area on Westlake. Many of my crew are making \$8.50 hourly as deckhands, etc. and having to pay to park will be a real drain on their limited incomes. Secondly, most all of our tourists that go on our 2 hour sightseeing cruises with have a hard time with where to park, how much to pay, etc. It is already confusing and hard for our ticket sellers to try to explain that the area closest to the street is 2 hours only all day, but the parking closest to the lake is free, etc. and NO, Argosy does NOT provide free parking for the tourists! During the very busy summer time, we commonly work 12 15 hour days and get off duty at 11 midnight, so asking our people to ride buses that may or may not even be running rather than park here will be a real safety issue, not even to mention a real hardship. Thanks for taking my comments.

Employee	All Day M-F	Myself, my customers/clients	It is now paved-not dirt but more cars could park before. I enjoy the sidewalk.	My customers will not like to pay to park while shopping for a boat. Would you pay to park @ a car dealership? Also we service small boats on trailers. Now there is no place to unhook boats for service so customers are getting tickets when they leave their boat for service.	Why would I like it at all.	No pay parking	Pay parking will hurt my business. Lake Union SeaRay has been here a long time & this is a major change for us. Pay parking will hurt us.
Employee	4 or/+ hrs daily	Myself as employee; other - my carpool	It's fine. I've never had a problem parking in the area seriously - it makes working possible.	It works fine.	Its attempt to consider residents & employees	Provide an economical place for employee parking.	Busing at it's current state provides 2 1/2 - 4 hrs a day in commute time, there is no auxiliary parking.
Employee	All day M-F	Myself as employee	I would like you to leave it alone!	The idea that you would want to charge for parking!!	None	Drop it.	What's next? Toll sidewalks? Are we angry about this-Yes!!!

Employee	4 or/+ hr daily	Myself as employee	I can always find a parking space ??? I don't have to pay to park.	It works, DON'T FIX IT!!!	None		Paid parking in this area will hurt the foundation of the city; the tax payer and business. Another TAX will weaken business ability to compete in a global market place. The city has survived over 100 years without this TAX. I'm sure the city can find other sources for revenue. Maybe they should sell the ballparks!! Or better yet, spend less.
Employee	All day M-F	Myself as employee	It's free! It's in front of the building where I work!	Nothing, current situation is fine.	None!	No paid parking!!	
Employee	All day M-F	Myself as employee	Easy to get in & out if you get to work before 8am	Nothing	Nothing-city ?gnab? for money. They got property for nothing.	Everything-leave it to local people that use it.	Just another way of running business out of city without cause.
Employee	All day during the week	Myself as an employee, my customers/clients	It is free	Often you have to drive around the lot several times to find a spot close to the office. Also I do not like the 2-hour spots--often if those are the only spots available you have to keep moving your car during the work day.	It would eliminate the people commuting downtown and using our lot as a park & ride.	The cost. Whether it is 50 cents or \$1.00 per hour, that cost would add up weekly and monthly. I can't afford to pay that and commute from Lynwood with the cost of gas (I had to move out of the City because of the housing costs!).	

Employee							This paid parking on westlake ave is ridiculous. My significant other cannot afford to pay for parking jsut to go to work. It would average out to about \$200.00 a month. That is crazy. That is clothes on his daughters back, food for the family, and gas in the car. I think that it should not be paid parking and find that this is another way for the government to take our money. Thank you.
Employee							I am very much against the parking plan you are considering, or probably more accurately, had decided. There is no need to implement such a program. Enough is enough.
Employee							I am very much against the parking plan you are considering, or probably more accurately, had decided. There is no need to implement such a program. Enough is enough.
Employee	In & out of business all day	Myself as employee	It is convenient to where I work.	Not enough all day parking. Dumpsters taking up parking spots.	Nothing	Table it for a better plan with input from Marinas, businesses & Retail.	
Employee							<p>I am writing to you about the proposed paid parking on Westlake Ave N. I attended a meeting about the proposed paid parking and during the evening meeting only one person was for paid parking, while the rest of the people were against it.</p> <p>I am shocked that the local government in a democratic country can work with such a disregard toward the opinions of the citizens. It reminds me so much about the communist Poland, where I grew up.</p> <p>I believe that you will listen to the opinion of the Westlake community and do not create paid parking in our area.</p>
Employee	4 or/+ hrs daily; All day M-F; wknds; different times-come & go throughout the day	Myself as employee; my customers/clients; my employees	It's free and convenient	It works very well.	Nothing	Leave as is now! Or Residents free-Employees & business owners up to \$.50p/m	We would lose clients & employees if plan implemented. No alternative parking lots.

Employee							<p>I am a first year Realtor and I want to express that having paid parking along Westlake outside the AGC building would severely impact my ability to work and perform. My expenses are very high, and to pay for parking on top of it is very difficult. If I am in the office every day, this increases my expenses by about \$300 per month and they are already quite high. I am facing uncertain income, and starting my own business. My clients would also have to pay for parking, or I would have to pay for their parking under the building.</p> <p>And what about Kenmore Air? And all of their business?</p> <p>It seems unfair, and imposes a hardship on many businesses. Please reconsider having paid parking along Westlake.</p>
Employee							<p>There are many businesses in the Westlake/ South Lake union area, and very few places to park. The nearly constant construction in the area has limited day parking to hourly zones and exorbitant pay lots. I understand that the city has several purposes in creating a parking plan in the Westlake area, including increasing revenue to the city and encouraging citizens to utilize public transportation. However, many citizens simply cannot afford the parking rates in the area (generally well over \$100 per month), and with the death of the monorail plan, the only other option seems to be the Metro bus system. The bus system is expensive and tends to be inconvenient. Until we have a cheap, simple mode of public transport, we need to have reasonable parking prices. The Lake Union area has been this for me. I understand that prices will be kept lower to begin with, but I will probably still be working in the area long after it's raised to and above the \$1.50 per hour of the rest of the city. At this time, the system there seems to be working. There are always places to park, and the businesses do not seem to be having problems. Please leave it that way. Thank you.</p>

Employee							I commute all the way from auburn and gas is expensive enough as is it without having to worry about paying for parking. Being an employee, I work Mondays through Saturdays every week. Some days I work from 9am to 8pm. If paid parking were to pass much of my money would be going to simply parking my car. Although the total money paid for a parking spot for one day may not seem very much, accumulated over an entire year it would take a large portion of my paycheck. Please do not pass this paid parking. It would mean a lot to all the employees of [my business] and [our clients].
Employee	All day M-F; wknds	Myself as employee	The parking issue is not an issue except for the city to rape King County a little more.	It's fine.	NOTHING	Leave parking as is.	Bad idea!! No retail on Westlake - just a couple restaurants. It's all residents - employees & boat owners who already pay property tax. Our business will suffer because our laborers can not afford city parking wages and the buses can't get us there at 5am when we start. No more rape of King County residents to pay for things we don't want.
Employee							Hi. I work at Safe N Sound Swimming on Westlake Ave. I am a working student, attending Seattle U's law school. I just really wanted to voice my opinion on this matter. Our business alone has generated thousands of signatures in protest to this paid parking. These signatures are customers and employees who bring money into the city. I'm sorry if there are people who abuse the non paid parking on westlake, but there is a large majority of us who are working hard and who cannot afford to pay to park. I work six days a week, all day. Parking plus gas to commute to into Seattle will eat up almost half of my pay check. At the very least perhaps lobby for a compromise. Provide businesses with passes or discounts so that you were not punishing the hard working employees of your city. This idea to add paid parking to westlake has caused an uproar in the surrounding businesses and customers and has not reflected well on the city. Please consider what this is doing to the citizens of your community.

Employee	4 or/+ hrs daily	Myself as employee	That it's available and FREE! I will NOT take the bus to work. If you are trying to force people to use the bus, it will not work.	It all works well for me. I work in the ACG bldg. And can <u>always</u> find parking. Thank you for having some FREE parking in Seattle.	Nothing, you will force me to park in the residential area around the ACG bldg. I cannot afford to pay for parking, and will NOT pay.	I do not like anything about the plan.	Thank you for free parking!!! There is so little of it in Seattle and if you start charging you will make our area less desirable to live & work in. Seattle is already too expensive. Please do not change this, it makes life a little bit easier!!
Employee	4 or more hours daily	Myself as an employee	Very convenient, safe, available to all types of users.	It seems to be working well with the current system in place.	None	Some type of discount available to every day users (employees) as their work is essential to economic strength of the City.	A great deal of parking tenants are employees and rely directly on the current available all day parking as a base necessary for work. Implementing a fee based parking system would eliminate accessibility to these persons who depend upon their cars for survival and whose jobs contribute to economic stability of the community.
Employee	4 or more hours a day	Myself as an employee	I like it the way it is.	It's working fine. If it's not broke, don't fix it.	Nothing	Employees need the RPZ permit.	Stop the madness. I feel like I really don't have a say.
Employee							I'm e-mailing ... to voice my opinion on the westlake issue. i work in one of the business on that street. i like many others appreciate not having to pay to park next to or in front of our work.implementing a pay lot will greatly burden me and a lot of other workers.plus put a much greater strain on our budget. so please do not go on with this proposal.

Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					
Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					
Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					
Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					

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Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					
Employee	For 4+ hours daily, all day M-F, 3 or more days consecutively , one week or more, come and go throughout day	Myself					
Employee							I have worked for a firm on Westlake for over thirty years. I have about another fifteen to go. Moving to pay parking is just another tax increase making it harder to justify continuing working on Westlake. The income that we bring to the city greatly outways the amount you would receive from parking fees.
Employee	3-4 hrs daily	Myself as employee	I like it how it is currently.	If it isn't broke, don't fix it.	Nothing!	Allow employees to obtain RPZ permits.	The new parking program does not allow employees (especially the lower income blue collar employees) to park ANYWHERE without paying. Even at a \$0.50/hr rate, employees will be paying approximately \$150/yr-well above the cost of a 2 year RPZ permit available to residents. The city needs to think a bit more about the types of people this parking plan will affect, rather than just thinking about how much can be made from an area that really doesn't have that much demand. Also, by scheduling the open house at a time when these workers (primarily the restaurant employees) cannot attend, is not a good way to get feedback from the people affected. (especially the south end of the Lake).

Employee	All day during the week	Myself as an employee	There are always parking spots and it's really convenient	All the 2-hour parking spots. Not very many people stay for just two hours.	Still lots of parking; options for long-term parkers.	More bus routes!	
Employee	All day during the week, I come and go	Myself as an employee, My customers/clients	That it is free.	People using the parking as a park and ride.	Nothing	Make zones smaller, allow more parking for employees.	
Employee							I am STRONGLY opposed to the meters along Westlake Avenue North!!! Please do NOT do it.
Employee	All day M-F	Myself as employee	Convenient & accessibility to my job		None	To not have it at all. The parking situation is fine the way it is.	The property tax is so high for business owners as it is. Putting in metered parking is inconvenient & expensive and should not be.
Employee	All day M-F	Myself, my employees	It's free and no hassle.	Nothing	N/A	N/A	
Employee	All day M-F	Myself		Myself and other employees agree that we could not afford pay parking and there is no adequate bus service.			
Employee	All day M-F	Myself, my customers/clients	Convenient - complementary	It works.	Nothing	No paid parking.	I chose this job based partly on free parking. Will find it difficult to find an extra \$150.00 a month.
Employee	All day M-F	Myself	Free for employees & customers & residents.	Works fine!!! <u>Leave it alone!</u>	Nothing !!!		This is not feasible!! It would take 15-20 years to pay for the project. VERY short (sighted) City planning.

Employee	All day M-F, on the weekends, come and go throughout the day	Myself, my customers/clients	Handicapped as I am, accessibility - have a handicapped decal - mostly elderly clients - need easy access.	Meter parking	None	As always you are taxing & collecting from the elderly, handicapped & working citizens of this county, state and government.	
Employee	For 4+ hours daily	Myself	"FREE"		Nothing	No paid parking.	I am an hourly paid employee of a small business. The added monthly cost of parking would be prohibitive.
Employee	All day M-F	Myself	Convenient - Always available	Many use as a park & ride to take the bus.	Nothing - the zone very unfair and won't work.	Cost - same all along Westlake the same. Consideration for business owners & employees - monthly permits.	I do not see a need to change parking. I do not now or have I ever had a issue with parking.
Employee	All day M-F	Myself, my customers/clients	It's Free & Plentiful	Nothing, really. It works very well.	Nothing.	Drop the whole thing. This is not about transportation . This is about taxation.	Don't kill off all the small marine businesses, which you will do with paid parking.

Employee	All day M-F	Myself	It's free; close to my work.	So far - nothing. Once a parking fee is added a whole lot of issues will arise. Where alternative parking will be.	NONE	Not implement it.	
Employee	All day during the week, on weekends.	Myself as an employee	Parking for customers that support our business.	Parking for people using it as a park & ride.	Allowing for more parking for business and customers	Allow for permit parking for employees and spots for customer parking	
Employee	All day M-F	Myself as employee					
Employee	All day M-F; at different times; come & go throughout the day	Myself as employee	Don't have to worry about finding a space and it is free. I need to have my car for my job so that I can come & go.	It's fine now. Crime is the one problem but this plan won't address that. I can always find a spot and it's very convenient currently.	I can't think of anything that I like.	Businesses should be given a certain # of passes for their employees- this is too big of a change. Too expensive and it will put too big of a financial burden on existing businesses & employees.	The draft management plan is awful. Having to pay \$100/month is a very heavy burden. We would have moved downtown if we wanted to deal with this. What's really awful is that we have no other options - there is no place close by that would be an alternative. The bus service on Westlake is limited as well!

Employee	All day M-F; wknds	Myself as employee; my customers/clients; my employees	It allows easy access for customers & employees	It's fine the way it is	None-This will cause customers & employees to go elsewhere if it becomes too difficult	Make it reasonable - \$5/day is too much	Bringing customers & employees to downtown is hard enough as it is. Take a guy that makes \$9/hr - \$6/hr after taxes & now ask him to pay \$10/day to park. He will quit!
Employee	All day M-F	Myself as employee			I do not like it at all.	I'd like free parking spaces for the residents and employees.	No pay parking
Employee	All day M-F, wknds; come & go throughout the day	Myself as employee	It's very convenient for parking during working hours M-F and Wknds. It's right across my company	There is nothing wrong	First of it (????). Don't like it.	Leave as is. With no paid parking if any changes	The Westlake Ave parking area has been free of charge in my 26 yrs working @ National Sign. It's right by my work. Never had any parking problems. Also with this planning most of us resident & business owners will have difficult time on expenses. With this new planning about 99% would not be able to afford(?) a monthly or daily cost.
Employee	4 or/+ hrs daily	Myself as employee	Free parking allows me to continue my employment with Native Brightworks thus continuing the flow of business along Westlake.	Parking stalls for employees	Nothing	Free parking permits for residents, business owners and employees	It seems to be in the best interest of the citizens of Seattle to have roads maintained as well as our bridges operational. Adding this "Parking Management Plan" to the list reflects poor timing to an already difficult commute.
Employee	4 or/+ hrs daily	Myself as employee	Free	Everything is fine!	Nothing	Scrap it	
Employee	All day M-F	Myself as employee	It's safe and security	Nothing is wrong	Nothing		Pay parking it's a bas idea. I don't have enough money, it's not good.
Employee	All day M-F	Myself as employee; my customers/clients; my employees	It's free, it's convenient, it's easy to find a spot. It's safe, it keeps me working for a reasonable price.	It works great.	Nothing	Leave Westlake Ave N. alone. You didn't pay for the land anyway.	It feels like the city is merely looking to increase their revenue. People who use parking along the avenue are happy with things as they are-we don't need a "management" plan. Paid parking will cause a huge burden to most, if not all, people along Westlake. The city's goal will kill the business/marina environment. There aren't enough retail/condo/restaurants to make paid parking the right solution.

Employee	All day M-F	Myself as employee	I again parking fee. ???	??? - Unintelligible - ???	No pay parking	Will by bus take 3hrs in the trip everyday. I wish no pay for parking.	
Employee	All day M-F	Myself as employee	It's very close to our business address.	It appears to be working very well. If it's not broke...don't fix it.	None. It just looks like a cash cow for Seattle city.	Drop it. No one wants it but City Hall.	We already pay enough property taxes for our business. A fax for parking on employees sounds like double dipping.
Employee	All day M-F	Myself as employee; my customers/clients	Come & go as I please				
Employee	All day M-F	Myself as employee; my customers/clients	That it is possible to park to get to work.	Too many people park all day & take the bus downtown.	Not much	Allow employees to purchase monthly permits that allow in/out rights.	
Employee	All day M-F	Myself as employee	Very close proximity to my work.	Fills up quickly.	None	Exemption for employees who work in the area. Eliminate paid parking idea all together.	
Employee	All day M-F; wknds; different times - come & go throughout the day	Myself as employee & my carpool buddy	More than enough parking for everyone. No stress finding parking. Can go and come all day and still have parking.	Everything works great the way it is. Parking for everyone.	NONE	Everything, leave it alone. Enough parking for everyone. NO TAX - that's what this plan is-	No customers, No business, No employees equals = NO MONEY FROM YOUR PARKING METERS etc.

Employee	All day during the week	Myself, as an employee	First come first serve is just fine. The free parking saves me \$90/month at \$.50 cents per hour (the proposed rate). I cannot afford an additional \$90 monthly bill!! No paid parking!!	Nothing. The situation is working out nicely. Keep no paid parking. Change nothing.	\$.50 cents per hour times 9 hour day times 20 days/month= \$90 monthly bill! No!! And the prices go higher?? Zero paid parking!	Do away with the plan altogether. Discontinue the plan!	No one wants an additional \$90/month bill! No one! Do the math. We are not stupid. This plan does no good at all, and makes everyone's budget more tight. \$.50 cents per hour = more than \$1100 per year! No Way!! Forget it.
Employee (representative for 32 employees & 12 marina tenants)	All day M-F; 3/or + days consecutively	Myself as employee, business owner, marina user; my customers/clients; my employees					
Employee and customer/client	All day during the week, on the weekends, 3 or more consecutively, one week or more	Myself, as an employee, my customers/clients, and other, as a client	I like that I don't have to always pay to park, as I am an all-day, all week parker! Since I don't have to pay to park I can use my paycheck in more useful ways!	Sometimes I have to park a little far away to get a spot	I like that some park and ride situations will no longer occur	I would make quarterly permits available to owners and their employees	
Employee, Commuter	For 4+ hours daily, all day M-F, on weekends, come and go throughout day	Myself	Free - in & out throughout the day.	Parking difficult between 9am & 4pm	It might create more available parking - but I am doubtful their plan will help us in ANY way.	The long strip of Premium parking is located right in front of our building, disallowing the in & out parking we need to operate our business.	Businesses in Seattle already pay high taxes - very high taxes. This is, in essence, an additional "tax", and a high one at that. \$.50 an hour - ~ \$1,000 per employee. \$1.00/hour = \$2,000 PER EMPLOYEE! This is a taking. We are stuck in a least with 4 years remaining. HOW CAN OUR BUSINESS AFFORD THIS? How can we run out business if we can't go in & out or have to walk a mile with equipment under our arms to get to my automobile for delivery/and to meet clients throughout the day? Also, there are not enough alternatives for parking along the corridor.

						We, along with many others in our building, requiring meeting clients and/or delivery equipment throughout the day.	
Employee, customer, client, commuter	All day during the week (Monday-Friday), on the weekends	Myself, as an employee, other, (visiting/shopping along the lakefront)	N/A	Lack of enforcement upon those who use the area as a "park and ride", they park at Westlake, then grab the bus to downtown.	N/A	Simplify, simplify, simplify! The K.I.S.S. principle in most situations is the most effective.	This proposal would appear to be more directed toward potential revenue generation with little or no regard for the existing users (businesses, residents, etc) along Westlake. The impact of the plan (as I see it): 1. businesses will relocate due to decreased customer visits. 2. If businesses "validate" parking for their customers, the costs of goods/services will have to be increased to compensate - lessening competition and revenue to the businesses. 3. The city would lose known revenue when businesses/residents choose to relocate. 4. The historic aspect of the maritime industry along the waterfront would be lost in the quest for a "If you build it, they will come" mentality. 5. Not much thought was given to the needs of residents (who support the marinas/marine related businesses). They will be forced to look elsewhere for suitable moorage, which will again deprive the city of a known resource. Keep things simple. Too much stuff on the draft proposal is presented without thinking about the long term ramifications - unless, the plan is to displace current residents/businesses/tenants without giving them a voice. If so, then your plan is perfect, and that's sad.
Employee, Customer/Client	All day M-F	Myself, my customers/clients	It's free	It's fine as is	None	Maintain free parking for businesses, boat owners/residential; no paid parking.	
Employee, Marina User							Very interested in retaining available parking as I'm both an employee of business located on Westlake and a boat owner with marina moorage on lake.

Employee; commuter; CWB Trustee	All day M-F; wknds	Myself as employee; other-volunteering @ CWB	I like the current parking availability.	Having to pay to park near work or when volunteering for CWB.	Nothing	Replace it with rapid transit service to the area.	
Employee; customer client	All day M-F	Myself as employee; my customers/clients	That it is free.		None-pay parking will increase my costs to work at this location & adversly affect my employer.	Do not implement it.	
Employee; customer/client; marina user	All day M-F; wknds; different times-come & go throughout the day	Myself as employee, marina user; my customers/clients; guests to my boat	That you don't have to pay, it promotes clients to get their "foot in the door".	The Meter Maid	None-leave it the way it is.	Everything	
Employee; liveaboard on Fairview Ave N	All day M-F; come & go throughout the day	Myself as employee		Bus commuters drive into Seattle park their car on Westlake & take the bus the rest of the way downtown - take up free parking.	It will eliminate the Park n Ride situation	Break the two large sections @ the north end into smaller sections like on the southern end of the proposed plan. Make one side the \$0.50/hr (RPZ) and the other side \$2/hr (premium) the full way north to	

						south.	
Employee; Marina user	All day M-F; wknds; 3/or + days consecutively ; at different times, come and go throughout the day	Myself as employee, marina user; my customers/clients; guests to my boat	Ample free parking in my area	Crowding on South End	Reduces crowding	Permits available for businesses (at least monthly); guest parking for customers; there are no alternate parking locations for businesses- no parking garages	
Employee;Co mmuter	4 or/+ hrs daily	Myself as business owner	Those that I work with are free to come & go when they need, since many commute from VERY far away. For myself, I'm satisfied because of the same reason.	I'm satisfied	Nothing	I might have to switch jobs, I can't afford the extra expense of parking in addition to mileage.	
Employee;cu stomer/client	All day M-F	Myself as employee; my customers/clients	Free parking for myself & clients. Without free parking I would have to bus in adding one 1/2 hrs (1 1/2) to my commute. A ridiculous increase which is NOT acceptable.		Nothing	Scrap plan & start discussions with area residential associations & business owners.	

Employee; customer/client; marina user	All day M-F; wknds; different times-come & go throughout the day	Myself as employee; marina user	Leave it alone! It works fine.		None!!	Free parking	Our business employs 25. We would be hard pressed retaining our employees adding on a cost of \$95.00 per month to commuting costs. I feel the city makes enough money charging all the businesses on Westlake the city taxes!
Floating Home Resident							<p>I am sure you are all getting bombarded with emails about the parking issue. Thank you for your patience in listening to all sides of the issue. I am an eight year Floating Home resident and a board member for the Floating Homes Association & I appreciate your consideration of our needs. While I understand that zone parking is in the plans for residents of the floating home community, we are nestled uniquely among many businesses and I have concerns that with paid parking, people who frequent those businesses would simply move into our zoned parking areas. Monitoring zoned parking has not been as effective as we would like on the Fairview (East) side of the lake, and I am not convinced that it would be monitored closely enough here on Westlake. We are simply too close to the businesses for this to be effective. This impacts our ability to easily get to our homes. It impacts our ability to have friends and family visit. It impacts the lifestyle that we have fought so hard to preserve (as you know!)</p> <p>I wish I could support the city utilizing paid parking as a means to control parking in the area (as well as to make some additional revenue for the city,) but I'm afraid the negatives clearly outweigh the benefits you hope to gain. Please reconsider your plans.</p>
Houseboat Resident							I would like to express concerns regarding paid parking in Seattle's residential neighborhoods. Many homes are older and do not have garages. Residents of Seattle rely on street parking, particularly the houseboat community. Please do not institute paid parking in residential areas.

Livaboard Resident							<p>We are legal, live aboard residents (our only residence) at 2542 Westlake Ave North and would like to give you our opinion about the proposed parking on Westlake. We are against the plan.</p> <ol style="list-style-type: none"> 1. If it is implemented, the process the City has used to create the plan has not taken businesses into consideration in violation of procedures set up by the City Council. 2. As far as we know, the residents in the area have not asked for better parking conditions or a residential zone. At our end of Westlake there is always excellent parking. 3. We feel it will have negative impact on the businesses. 4. We also feel that it will create parking shortages for residential spaces in front of or near to where people live. 5. We feel that parking should be better enforced in the areas where there is a 1 or 2 hour limit at the present time so that there are less park and riders filling the lot. 6. We have talked to various business owners along Westlake and they tell us that they were not consulted as to their opinions or needs before the proposed plan was issued. As stated in #1 above, this is in violation of procedures set up by the City Council that govern this kind of situation. Unfortunately, we can not quote the appropriate City Council reference.
Livaboard Resident							<p>We are strongly AGAINST paid parking on Westlake. Maybe in the future but NOT NOW. When the businesses and other stakeholders on the street request it.</p>
Livaboard, Business Owner							<p>One comment in the plan speaks of pay parking just like all other parts of the city. My question is exactly how many residential areas in the city have pay parking on their streets?</p> <p>What is the proposed rate for residential yearly permits? (I'm a liveaboard in the north section of your proposed plan (since 1991).</p>
Liveaboard Resident	All the time, resident	Myself, guests to my home	Nothing	The study you did.	Nothing	Everything	<p>One size fits all does not work for Westlake Ave N.</p>

Liveaboard Resident (6 mos)., Employee, Marina User	All times.	Myself, my customers/clients, guests to my home	Like it as is. But could be better.	Boaters trying to load boats from a long distance or livaboards carrying groceries in the rain for a long distances. I don't think the parking for PARK & RIDE should be used for that. Not enough handicapped parking.	I like the one hour areas for customers but there are not many in front of businesses.		First 1/3 of the parking was taken away for beautification and now you are going to start charging. It looks like you are running businesses out.
Liveaboard Resident, Business Owner, Employee, Customer/clients, Commuter, Marina User, Owner of 3 office bldgs and marina	All day M-F, on wknds, all the time as resident	Myself as resident/employee/business owner/marina user, my customers/clients, my employees, guests to my home/boat	It is difficult at best if you are in a service oriented business that requires customer parking throughout the day. It is non-existent at times.	Not enough allocation for monthly parking	1st attempt but certainly not an answer.	I would be interested in the city obtaining surface lots along the corridor and reserving the necessary amount for monthly and overnight parkers.	I have no problem with the concept of paid parking but don't believe you have accommodated the correct amount of general purpose meters in the proper areas. There is no area for shuttle service although I believe the city may be seeking to service the large development on Lake Union or hoping this will help the Mercer mess. Unfortunately this is not the answer. Speaking as an owner, this will affect lease rates, marina & restaurant business as well.

Liveaboard Resident, Marina User	All the time; I am a resident	Myself, guests to my home, guests to my boat		I am not thrilled about it. I have to pay now to get a space w/ Amco as in front of Marina Mart where I live is only 2 hours (usually taken up by 24-hour fitnesses) and the long-term is taken up by others until after 5:00 pm	Limiting the time people that don't live there can stay.	Have a 2 hour "FREE" for everyone. People who work, live, guests can buy the pass. Any one over 2 hours should pay and have this for all of westlake.	In our meeting with the City they said the City does not need the money. So passes shouldn't cost much however parking should be enforced if you're going to do this! I think giving everyone a free time before making them either pay or move their car would cut down on the number of people who park on Westlake and go downtown or else will free up parking business and marina users. Thank you.
Marina							<p>I wish to express my concern, again, that the SDOT should halt any plans for ANY parking Control changes on Westlake Avenue North until the parking controls which exist TODAY, are enforced. Enforcement will reveal if there are real problems. It is very clear that the study did not determine that whatsoever. I implore you to Enforce Parking Control FIRST.</p> <p>If Paid Parking is an option, it should be limited to the areas where Paid Parking can HELP business increase revenue. If the Draft Plan is imposed, it will financially penalize business, their employees and trickle down to the clients and customers.</p> <p>I do look forward to meeting with you and will be in touch to arrange it. I know you have been speaking to Sooz Appel, and we look forward to seeing the list of community concerns expressed by the citizens at the June 6th Meetings, and the SDOT response and answers. ENFORCE FIRST !</p>

Marina user	3 or more days consecutively , at all different times, other (when we take our boat out of the marina for trips)	Myself as a marina user, My customers/clients, Guests to my boat	I like that parking is now paved and there is no charge for parking.	Like any parking the number of spaces is not infinite, so there are times when parking may not be available at the moment I arrive, so I have to wait until a parking space is vacated. The owner of Discount Divers parks 4 vehicles.	It acknowledges that there a variety of stakeholders.	Eliminate the parking fees.	I am amazed the City has spent so much time and effort with this management plan yet has not defined the problem it wants to solve.
Marina User							I would hope you might take into consideration retired moorage customers, such as myself, who spend time on the boat in the off season (not liveaboards) and are gone on the boat for extended periods in the summer. Possible RPZ status?

Marina User						<p>I would like to make a suggestion about the proposed plan to install PayStations along Westlake Avenue at Lake Union. I think the RPZ zones being created for liveaboard boaters need to also include boaters who are not permanent liveaboards. Here are the reasons:</p> <ol style="list-style-type: none"> 1. I own a 34 foot boat, moored at Marina Mart, which my family treats as a vacation home. We sleep on it occasionally when we want a "mini vacation." We entertain guests on it. Sometimes we are there for an afternoon, sometimes overnight, and sometimes we need to park when we take the boat out for a multi week trip. The fact that we're not there 7 days a week doesn't alter our use of the boat as a home. 2. Boaters do not add significantly to the scarcity of parking in these lots. Most of us do not even use our boats during the late fall, winter, and early spring half the year. The people who create the parking congestion are the ones who work in the area and park all day while they are at work, and the ones who park and then ride a bus downtown. They are the ones who should bear the burden of extra costs. 3. Allowing all boat owners who keep their boats along Westlake to have RPZ permits would not interfere with the city's goal of increasing the use of carpools and mass transportation, because most boaters are not at their boats during the work week anyway. If they are there, their circumstances will usually preclude using carpools or mass transit they are usually just one family, coming with bags and boxes of food, clothes, books, etc. to use in their second home. 4. My house is in a neighborhood that allows residents to park with a RPZ sticker, and it serves the purpose of giving us access to our homes when otherwise we might not get it. Since boat owners are paying rent and using their boats as homes, even if only occasionally, I think they should have the same opportunity to use RPZ stickers.
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Marina User						<p>We live on Camano Island and we keep our 37 foot sailboat at Marina Mart. We moved it there from Friday Harbor about one year ago. At Marina Mart it doubles as a condo for our overnight stays in Seattle and as a good location for sailing the central Puget Sound. The only problem we have is parking. There are too few 72 hour parking spaces for the number of boaters.</p> <p>We now understand that the city is considering installing meters along Westlake. The effect of this will be to reduce the number of 72 hour spaces available even if they are not physically reduced in number. No one will want to pay to park if there is free parking available within a reasonable walk. While I can see the city's reasoning for installing meters I feel it will have an adverse reaction even beyond this unless done very carefully. If we can no longer park for reasonably extended periods near our moorage we will be forced to move the boat. While our single move won't impact either the city or Marina Mart all that much, if there are a lot of us caught in that trap the effect could be negative on both the city and the marina. The city would lose the tax revenue from the business pushed out to Everett or elsewhere and the Marina may find it difficult to fill those emptying slips.</p> <p>To avoid the above problem, the city might consider retaining the current 72 hour spaces but make them available only to permit holders such as is done in some residential areas. Permits could be issued to persons with a current slip lease in an adjacent marina. Please do not make us move our boat. We enjoy being at Marina Mart.</p>
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Marina User						<p>I just learned of the cities plans to install parking meter systems along Westlake in the L. Union area. I rent a space along that area for my boat and have for years. Your proposal makes me just sick and the burden it will place on us is unimaginable. This area has historically been dedicated to the marina and boating use. The parking has been adequate. Recently, however, the parking has become a real problem, not because of the historical users but because of businesses on the West side of Westlake with grossley inadequate parking for their businesses. I am in the Marina Mart. A health club across the street gobbles up a lot of parking spaces that were not historically required. They should not have been allowed to have a business permit without providing adequate parking. About a year ago the business mix must have changed in another business across the street. All of a sudden a lot of spaces got gobbled up. Those businesses should have been required to provide adequate parking for their employees and business customers on their sites at a free price so the historical uses of the parking in the area wasn't disrupted. In my mind, this should have been a business requirement for any new business allowed in the area. The parking on the East side has always been dedicated to the businesses on that side and has been adequate.</p> <p>Requiring a pay as you go system along the marina area will impose a tremendous hardship on many historical users of the area. A 72 hour limit is ridiculous. My boat partner, for example, lives in Oregon and frequently comes up for several days at a time to use the boat. He will be left without a place to park his car when he is out for a few days. This has never been a problem but certainly will in the future as there are no real alternatives in the neighborhood. This stinks because we have really enjoyed having our boat in this area.</p> <p>I strongly suggest the alternative to this whole thing to be to do nothing. Leave the parking as it is at this time. It is tough at times but those of us that need to be there tend to persevere. Your alternative will require us to move on. I see no real service in your proposal.</p>
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Marina User							I do enjoy the new look of the westlake area, however, what good is it you have decreased parking by 18 % and are looking to do more restriction, I have a boat at Boatworld and with the rich peoples condo accross the street built with not enough parking for their needs, most all the parking is gone a lot of the time, now with this stuff, How can I enjoy the weekend boating trip, PARKING METERS? heck no
Marina User							Being a boat owner @2000 westlake, I'm very concerned over the EXTRA cost I'll be faced with for having my boat moored in Lk Union. I pay huge sums per month for moorage, now I've got to pay to park my car????? And if I'm parked for a week because I'm out on my boat, do I get towed??? The city has signs in the area for 2 hr. parking and they are seldem enforced. I see cars parked in these spaces for several days. Please note, I also use my boat as an office in seattle, so I'm on the boat every day. Before you go and put a NEW parking rules in effect, save money and just enforce the parking rules you now have. I love my 20+ yr location on LK Union, but this extra cost will be to much....I've seen it when the current parking rules are enforced, it does get better. As you must know, parking has always been tight in this area, enforcment of the rules, as they are now, has Always solved the overtime parking issue in the past. Thank you for your time, I do hope this issue is solved. I feel it is unreasonable to "punish" me as a boat owner who does also support the local business with sales. To now force me to have to pay to park my car near my boat. Enforce you parking rules as is now and see the improvment this makes. Then make corrections if you have to.
Marina user	Varies wildly	Myself as marina user & husband; guests to my boat; service people	Long & short term parking is available	Park & Riders taking parking; All day parkers take most of the longer term spaces and short term places are often too short.	Would eliminate free commuter parking.	Ability to pay a reasonable amount for boater spots. Now general is \$8.50/day. Would be interest in knowing how it compares to existing lots.	Wayne mentioned @ S. Lk Union mtg that marina users would be premium parkers. This is a wrong assumption - they, as frequent users, should be considered general users. Should consider permits longer than one week for boaters - possibly 2 or even 3 wks. Liveaboards need to be considered RESIDENTS. After listening to all comments-This feels absolutely about generating revenue for the city - be honest about this! For your records - @ 6pm met there were over 100 citizen attendees.

Marina User	On the weekends, sometimes Mon-Tue also	Myself, guests to my boat	Currently, the only heavy parking is M-F, 8-5 pm. Weekends there are plenty of parking spaces available on Saturday and Sunday.	Currently we have no problem	Permit parking for residents	Please do not include Saturday as a paid parking day.	We have been marina users @ marina mart for 5 years and hope to continue. We both understand the need to control parking Mon-Fri but there "is not" a problem on weekends. The yacht dealers and brokers will be greatly affected if you include Saturday as a pay day. Please consider ONLY Mon-Fri.
Marina User	One wk or more (sometimes up to a month or more)	Myself as marina user; guests to my boat	Easy to park to get to my boat. Easy for guests to find.	Nothing except at 4th of July	Nothing	There should be an offering of a 2 yr purchase plan for unlimited parking for a boat owner + at least one guest.	
Marina User							We are not opposed to some form of "affordable" paid parking but you are in the process of turning an extremely difficult situation into an impossible one for marina tenants. Right now the situation favors only those who arrive early in the morning. Those of us with the frequent need to come down for 3 or 4 hours at various times during the day can find nowhere to park. The worst of those who hog the spaces are people who use it as a "park 'n ride" for their jobs downtown. This should not be a place for them because there is already insufficient room for those who work at and patronize the marinas and other businesses on Westlake. Parking should not exceed \$.75/hr and consist mainly of 4 hour parking. That would eliminate the "park 'n ride" problem and still allow those at the nearby businesses to park there, even the employees who could come and renew their stickers at lunchtime.
Marina user	1-4 hrs daily; wknds	Myself as resident, marina user	That it's free for me to use as a boat owner		NOTHING	NO PAY PARKING for marina boat owners!	I pay taxes on my car tabs-boats & house. I do not want to pay for parking to use my boat that I already pay "rent". Get a clue, Seattle is becoming a city for the rich. With paid parking you're making it more for the rich that can afford paying for everything than for the average boat owner.

Marina User	Wknds; all different times; I come & go throughout the day	Myself as marina user, guests to my boat	It is a nice parking lot	Trash dumpster in lot. No available parking during day on weekdays	I like the idea of use based pricing		
Marina User	On the weekends, 3-4 hours occasionally	Myself, guests to my boat	Pleasant ambiance but no spaces available.	Not enough disability spaces by marina gate.	Should promote turnover and increase availability.	Add more disability space.	I don't believe there is enough space for commuter parking and marina users. Also, the use of the lot for "park-and-ride" type of parking should be discouraged in all ways possible.
Marina User	All day M-F; wknds; different times - come & go throughout the day; 3 or/+ days consecutively	Myself as marina user; guests to my boat	Nothing - As marina tenants we paid for the recent improvements and ended up with less parking.	It is used as a free Park & Ride for downtown. The new residential & businesses have been allowed to develop without sufficient parking or mitigation.	Nothing	Add marina loading zones & designated parking permits.	

Marina User							<p>We have been tenants of Marina Mart for the past five plus years. When we first moved in, parking was just fine. Aside for some minor potholes, there always seemed to be parking available. After the renovation of the parking facility, parking became more difficult. It is still manageable, although we feel that we should be entitled to a tenant parking permit similar to densely packed Seattle neighborhoods.</p> <p>Although we do not directly pay taxes, by virtue of the fact that our taxes are part of the rent we pay, we pay a huge amount relative to the 750 square feet we occupy. At the same time, our parking impact is minimal. We use the boat a few times a week in the prime summer months and seldom in the winter.</p> <p>This is our second home, our vacation home. It would be grossly unfair to make us subject to parking meter fees. Our vessel is a classic 1956, 54 foot, Chris Craft, wooden boat. We must have covered moorage and have reasonable access to that moorage. Because of environmental issues and the limited amount of shoreline, the government has mandated that this part of the shoreline be relegated to maritime usage. By taking away our existing parking, you are in violation of the intent of correct shoreline management.</p> <p>The parking in front of the Marina should be primarily for use of the marina, it users and tenants. The best solution is to leave everything alone. If anything else were to change, it should be to restrict parking with the exception of tenants of the marina.</p>
Marina User	One week or more	Myself, guests to my boat	Convenient to boat	Busy in daytime	NONE	Don't need metered parking	Making parking area at south end of Lake Union a park & ride for downtown workers. That would open up some of the parking for businesses and residents.
Marina user	1-2 hours daily, 4 or more hours daily, all day during the week, on weekends, 3 + days, at all different times	Guests to my boat	The price.	The concentration of vehicles south of 1900 Westlake N and the "park & rides".	Very little.	No paid parking--very poor data base.	

Marina User	1-2 hrs occasionally, wknds/one week or more	Myself as marina user, guests to my boat	Close to destination, usually available	Works for me as it is	Not Much	Provide permits for marine tenants, similar to liveaboards	
Marina user	All day M-F	Guests to my boat	No problems	It's OK	It seems ridiculous to do this.	ALL boat owners should be offered a permit	All businesses should also have permits. All other residents should have permits. Pay parking only at extreme southend.
Marina user (lease long-term moorage)	(all categories checked except "other")	Myself as a resident, Myself as a marina user, guests to my boat	I like the way it was before it was improved.	Improvements have attracted outside users which are displacing parking use for residents, businesses, recreational boaters and other water dependent uses.	None--It optimizes public parking rather than tailoring a plan to make existing parking stalls accommodate local use.	Eliminate pay stations, there are better ways to solve the problem.	North Westlake community should not have to try to survive the problems of Fremont Bridge repair and the negative impacts of paid parking at the same time. Suggest you start over and try to understand the unique character of this community--it is worth preserving.
Marina User and long time boat/moorage resident.	For 3-4 hours daily, for 4+ hours daily, all day M-F, on the weekends, 3 or more days consecutively, one week or more, come and go.	Myself, as a marina user (moors boat year 'round), my customers/clients, guests to my boat, vendors who do boat repairs & maintenance.	Not much now. It was obviously "improved" but not for boat owners who pay monthly moorage. There are far less spaces available now with a widened sidewalk that is rarely used by pedestrians.	Too few of spaces to serve all the local businesses, residents + boat owners who pay moorage and taxes to City of Seattle. Now there are areas where signs are posted	No park + ride area.	No fees to park! Residents, businesses + boat owners who already pay to be there should receive a FREE pass to park for extended periods, then limit other low use parkers	

				that limit parking 1 or 2 hours.		to the amount of time in which they can park (2-3 hours).	
Marina User, other (recreational)	On the weekends	None of the above. I use off-street parking, other (cycling commute route; driving	N/A	Paid parking is an efficient way to allocate parking resources.	Allow percent of dollars collected dedicated for use for land improvement: pedestrian and safety improvement: paved parking area; curbs, gutters, wide sidewalks, legalizing bike ways, passenger shelters	I see "free parking" as my Seattle tax dollars subsidize commuters and others who visit and work here but do not pay for infrastructure and maintenance in Seattle. I think it's time for Seattle to begin collecting money from those who use our facilities but do not pay for them.	
Marina User, Walker	On the weekends, 3+ days, come and go, 4 hours on occasional days (note: "This question's working doesn't work	Myself, guests to my boat	Looks nice - landscaping - nice place to walk.	1. Mostly, it's been totally taken over by long-term commuter parking. 2. It's almost impossible to visit my boat for a short time during	Seems to accommodate most users.	In/out privilege should be higher cost, not lower.	If I'm going out on a boat for a few days I usually have to take a cab to boat because of lack of parking. I never can know if I'll find a place to park. Have to take things down in car then go home and take cab. Double-park while unloading. Do anything to discourage all day commuter parking. That will only get worse.

	for boaters).			the week.			
Marina User/Border line liveaboard	All day during the week, 3 or more days consecutively , other (2-3 days minimum, sometimes 4 days, 2 cars, wife and mine	Myself, as a marina user and guests to the boat, other (wife uses when we are on the boat)	That there is no cost currently, we are at the marina a lot and parking there works fine as is-fitness center usage is short enough term that there has never been a problem with availability	I haven't had a problem with parking along Westlake	None of it except liveaboard or resident parking plan	Eliminate the cost. I don't see where adding cost will help any but the city.	Pay parking will essentially double the cost for us to moor and use the boat on Lake Union. If we have to move our boat elsewhere due to cost the marina owners will suffer as well as the local businesses that we currently frequent. Why is it right for the city to make money at the cost of the local businesses? I would think that pay parking should be reserved for private parking facilities - if we have such a parking problem now - pro-rate multi-level parking facilities, which would provide more parking. Not price this parking such that people are driven off.
Marina user-often	Different times, come & go throughout the day	Myself as marina user	After hours there is plenty of open parking (evening)	A little busy during the week but not bad.	None	Keep it free	Thanks for doing something... NO PAY PARKING ON WESTLAKE.
Not specified							Our quality of life is being adversely impacted by these obtrusive and ubiquitous pay stations going in every where in our otherwise beautiful city. They are obtrusive, annoying, and an imposition on our mixed use residential neighborhoods. NO PAY PARKING ON WESTLAKE!
Not specified							NO PAID PARKING ON WESTLAKE AVENUE NORTH!!!!!!!

Not specified						<p>I am in a houseboat on Fairview and work in the Floating Homes Assn office. Parking over here is scarce and we have zoned parking for those who want it. Believe me it doesn't work. Half the time people park all day in the zoned parking spots and people who work out of their homes or go shopping during the day cannot find parking within 2 blocks. Lugging grocery bags 2 blocks taking several trips while your zoned parking is used by others is not a good thing. One time it took us 3 weeks to have a car towed that was using one of our zoned spaces.</p> <p>Because of the problems over here, some of us recently formed a parking condo and paid in excess of \$70,000 \$80,000 for a space. This was not money we could afford, my husband & I drained an IRA account to do it. We are nearing retirement age and still felt we had no other option. If I come home from the opera or other late night activity and am wearing high heels, I am not going to walk 3 blocks from distant available parking. I also am not going to walk 4 blocks up & down hill to the bus stop, if that was an option. Taking a cab is prohibitive for a fixed income person.</p> <p>For the Westlake houseboats and liveboards, having zoned parking will not guarantee them a parking place either. In addition if they have guests or a meeting at their houseboat or liveboard boat, their guests must pay for parking? That is absurd. If I even want to drop something off at a friend's house, I have to pay for parking? Again, that is just awful. It invades the sense of having your own home be a place where friends can come & go, and ups the worry, anxiety & frustration of having to think about parking every time you use your car, because you will lose your parking place and not be able to find another nearby. Bus is not an option either. Seattle has no easy way to get from other neighborhoods to Westlake.</p> <p>To me, this whole issue goes back to the Mayor's office. The concept and creation of Urban Villages where everyone walks to work & everything they need is nearby may work for some people, but not for many others. Who wants to be born , live, & die staying in your own neighborhood? That is FANTASY! The City lets developers come in and build without allowing enough realistic parking. As in: who is going to by a condo for a million bucks and not own a couple of cars? There is not a working transportation system for getting around</p>
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						<p>efficiently in Seattle outside your own neighborhood. For most people, you go to work and do errands on the way home: kids to daycare or school, or activities, banking, grocery shopping, dry cleaners, library, and then maybe out to eat. How about taking three cats to the vet on a bus? All of this is very hard to accomplish on public transportation if it even was available.</p> <p>Please consider what you are doing to the people who live and work here on Lake Union. You are creating a hostile environment for many of these people. This is a working AND residential lake. The amount of money the City will make on this proposed paid parking will not be worth the hassles you will be creating for these people and others trying to come in to use the businesses or visit friends. I resent having to pay for parking every place I go and will simply go elsewhere depriving those people of my business.</p> <p>Thanks for letting me have my say. We have lived here on Fairview Avenue East for almost 35 years. We feel that the City is moving in a wrong direction on this issue.</p>
Not specified						<p>I do NOT agree with this proposal to start charging for parking in the Westlake area of Seattle at all.</p> <p>Firstly, there are the individuals who live on houseboats in this neighborhood. By charging for parking, you are significantly curtailing their lifestyle (through imposing taxes on their vehicles and / or not allowing them to have guests over to park for free). In my humble opinion, this increases the costs to living in this area and, as such, will decrease its appeal. By decreasing the attractiveness of living on a houseboat (by imposing parking taxes), in effect, the City of Seattle is decreasing the value of the houseboats on the open market, which, in turn, will decrease the market value and the assessed value of the property, thereby, hurting the City of Seattle's property tax base in the current year and in future fiscal years.</p> <p>Secondly, many small and mid size businesses are located in the Westlake area specifically to be able to provide free or low cost parking alternatives to its employees as a perk (as opposed to higher priced but greater amenity neighborhoods like the downtown and Belltown neighborhoods, which have greater access to eateries,</p>

						<p>shops, and public transportation like more frequent bus service). The employees who work in this neighborhood of Westlake need to park fairly far away from their offices in order to be able to park for greater than 2 hours at a time for free. By charging for parking, the walk that employees need to do will not decrease (unless, of course, businesses flee the area, which I project will happen in the mid to long term when the businesses' leases are over, but in the short term, those businesses will have very unhappy employees walking between ¼ and ½ mile to park and paying the City of Seattle for that privilege).</p> <p>In downtown and / or Belltown, few people walk that far (I know, I used to work in downtown and currently work in Belltown). Based on what I have seen, most employees who work in downtown or Belltown either drive in, or, alternatively, take public transportation. In the Westlake neighborhood, however, there are few transportation options other than driving for employees currently. Indeed, public transportation is limited to say the least with very few bus routes going past this neighborhood at all. I believe only 1 or 2 bus routes go down Westlake and when they do go past this neighborhood, they go there via downtown which adds significant time and hassle to most individuals' commutes.</p> <p>As such, I believe that many of the businesses currently operating in the Westlake corridor will relocate over time to alternative locations with either greater amenities and / or no cost parking. Indeed, I project that by charging for parking but by not offering transportation alternatives, the City of Seattle's proposal will effectively get rid of significant revenue sources in the Westlake neighborhood (such as business tax revenue and sales tax revenue). As I have alluded to above, I would not be at all surprised if some of the employers in this neighborhood relocate to other parts of Seattle proper and / or other cities in the Puget Sound area (like Kirkland, Redmond, Shoreline, etc).</p> <p>Additionally, your proposal is relatively short sighted in that the people that are most affected are the people who have the fewest options. The people who live on the houseboats (and, as such, have a commitment to their property / their asset), the small to mid size businesses who cannot afford the rents in high rent areas like the Belltown and downtown corridors (but who most likely have leases</p>
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						<p>that will not end by the time that the City of Seattle's proposal to start implementing paid parking will take effect), and the employees who work in the Westlake area (who do not enjoy the amenities of working in an urban area like downtown and Belltown with a multitude of choices for lunch, happy hour, shopping, and the like, but who need to pay the same or a similar price for parking as the individuals' who do have those amenities (i.e. the people who work in downtown or Belltown)).</p> <p>In conclusion, I would like to once again appeal to your sense of reason and logic to not impose paid parking in the Westlake neighborhood. I urge you to once again revisit your opportunity cost / revenue financial model to verify that you have appropriately taken into consideration all of the foreseeable lost revenues that the City of Seattle will reap as a result of imposing paid parking. Indeed, from what I can see (and I have been doing complex financial analysis and litigation consulting for 10+ years now), I project that the costs of imposing paid parking in the Westlake neighborhood include, but are not limited to, the following: lowered property tax base (from the decrease in price of the houseboats); a decreased business tax revenue base (from lowered businesses in the area over the mid to long term); and less sales tax revenue (from less businesses and employees being in the vicinity). Thank you in advance for your time and consideration.</p>
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							<p>To all King County Council Members and the Director of Seattle Dept.of Transportation,</p> <p>We are appalled at the lack of ethics the King County Council has [once again] 'bestowed' upon it's constituents in regards to forcing residents, tourists, and most importantly the employees/patrons of Westlake Avenue, who will have to pay for parking in the fancy, new parking lot that King County has 'provided' for it's citizens and visitors. We were suspicious when the County all of a sudden decided that they had to 'make repairs to an old and unstable parking area'...why were we suspicious??? Because under the guise of 'repairing something' comes the 'gall' of County government to then tax or charge it's citizens for the privilege's of accepting the 'repairs and updates!' HmMMM...We thought that was why we 'just had to have' the Lottery, the raised Gas Tax and Forest Revenues (and countless other taxes) for!</p> <p>Where does this STOP? Are you all so out of touch that you can't see how residents, businesses, workers and those of us who only frequent that area (of downtown) for doing business because we were able to park AND NOT HAVE TO PAY FOR IT over AND over AGAIN!!!! We implore you to NOT impose this parking 'tax' on the citizens of this County and area who will most likely not be able to afford 'the luxury' of being employed in, shopping in, paying for service in, sight seeing or just living in this area of downtown (or in any part of downtown). What a shame...now we won't have any reason to go downtown at all; aren't businesses there already 'crying out' for more patronage and a way to get more people to downtown to shop? And what about all the tax revenue the County (who are suppose to represent it's people) will now lose (even more so) when this 'parking tax' is forced on us, once again?</p> <p>Please listen to your Citizens and take this unfair tax (fee) that is to be implemented, 'off the table' and throw it out!</p>
Not specified							
Not specified							NO PAID PARKING On Westlake Avenue North!

Not specified							<p>PayStation area: Once a person has used the two hour max., may they simply pay for another 2 hour block, or will they be ticketed as is occurring around the city? Do they need to move the car after the two hours? How far away?</p> <p>Where can we read the input and discussion you have had with the 300 some representative on Westlake, which influenced your decision?</p>
Other - Friend							<p>My friend, who has a boat docked on Westlake Avenue asked me to support him in his plea for NO PAID PARKING on Westlake Ave N. I visit him quite frequently down there, and I agree that this would pose significant problems to the people who have boats docked there. Please read his e mail below.</p> <p>"I'm writing to tell you that I am NOT in favor of any kind of paid parking on Westlake Avenue North. SDOT and the City of Seattle need to do a better job of studying the impact of paid parking before implementing any such plans. This was promised but no significant feedback was asked for until after the city had a paid plan in place. There are many aspects of this project in which the city has no viable knowledge. Waterfront communities are unique and need to be treated as such. It is more than just a financial issue to the live aboards, businesses, boaters and other citizens in the area. We can do a better job at solving this problem if we all work together and if the city is upfront and honest about it's parking goals."</p>

Other - Marina Owner	3 or/+ days consecutively	Other (not specified)	The current parking situation is normal: it's dense, it's heavily used. Leave it alone. Enforce the existing parking laws.	It's not the same everywhere along the perimeter Lk Union. We marina owners will be at a disadvantage with other marinas & boatyards in Ballard (not at the Locks) and the University/Fremont boatyards. Moorage tenants and customers will go elsewhere - the parking is free.	It doesn't equally address the circumference of Lk. Union parking areas.	Make ALL businesses, marinas, boatyards, shipyards, docks and retailers pay; not just this specialized, isolated area of Westlake Ave.. The SDOT is putting us at a disadvantage.	The N. end of Westlake Ave N. (gravel surface general parking area) under the Aurora Bridge has a long history of prostitution. Not only common knowledge but Seattle Times has addressed this "tradition". Will the SDOT compel the customers to purchase tickets from the paystation? Did the SDOT include this illegal activity in their study? Just enforce the existing parking limits.
Other Resident, Boat Moorage	On the weekends, 3 + days, One week or more, come and go	Myself, my customers/clients, guests to my boath, repairmen	Nothing, too limited - not enough parking, there was more before.	Not enough spaces for those of us who need them and pay moorage/taxes there.	General public pay for their use. Leave the businesses and boat owners to use without fees.	No fees to boat/moorage folks and business owners. Passes could be given out to all those who own boats and/or businesses.	

Paddler	Mon/Wed/Fri/ Sat/Sun 2hr each	Access to Lake Union	It's available- sometimes	Often filled. High rate of vehicle break-ins. New plantings too tall and invite thievery.	Free after 6pm & Sundays	Free on Saturdays	Please, please do something about high occurrence of auto break-ins. See 5-6 a week by Kenmore Air alone. I interrupted an "in progress" last Sat @ 10A. Such boldness can only grow from lack of consequences and patrols.
Resident	All Day M-F, wknds, come and go during the day	Myself, my customers/clients/em ployees	It's free to our customers and employees	People that use it for Park n Ride to take bus downtown	Free after 6pm & Sundays	Free on Saturdays	There is probably in excess of 100mil in business per year that generates substantial tax revenue for the city and state. This business could be negatively effected by paid parking, thus eroding tax revenues! It would place hardships on employees that earn \$10-12/hr and we would lose employees.
Resident							I am a resident along the Westlake Ave N/Lake Union corridor and frequently use the parking on the East side of the Westlake and this is one of the reasons I purchased my place. To have this parking area be regulated by the city is a complete tragedy. The parking has been there, there is no new overhead in this parking lot. I don't mind paying for parking downtown in a structure which cost money, but there is no development possibility on that lot, so therefore do not charge money to fix the cities budget crunch. Increase taxes if more money is needed not parking fees!

Resident						<p>I am a legal live aboard at Marina Mart. My dock is accessed at 1530 Westlake N. I use public transportation and park my vehicle in the parking area under study. I use my vehicle several times a week and on weekends for shopping trips. On long sailing weekends my vehicle and usually a companion vehicle are left unattended. On vacation cruises to the San Juans and Gulf Islands my vehicle and usually a guest vehicle may be parked unattended for three weeks or more.</p> <p>As parking currently exists, there are probably no more than a dozen vehicles that park overnight in the area adjacent to my dock. In the morning, when I take the bus to work, the parking area is beginning to fill and by 7 7:30am all unlimited spaces are taken and few 2 hour slots remain. During the day and usually until about 6:30 7:00pm parking is difficult. Vendors attempting to come to my boat during the day report problems finding convenient parking.</p> <p>I welcome a new management plan for parking if it addresses the daytime needs of vendor access to the docks as well as providing for the special needs of live aboards. The five elements of the management plan, including provision for residential parking permits, seem to answer all my questions and concerns. The details are likely to be important, especially some provision for live aboard permit vehicles and guest vehicles to be left for extended periods unattended.</p>
Resident						<p>I live on the west side of Westlake Avenue North and see that currently the RPZ permit would only be available to residents on the east side of Westlake Ave N. Please reconsider this. The parking for our condominium complex is extremely limited.</p>
Resident						<p>I was at the meeting which began at 11:30 am today, June 6, and listened to all the comments and questions. My husband and I have lived in our floating home at 2466 Westlake Ave North for 20 years. We have no parking problems here. I am retired, and come and go frequently during the day. There is always a place available within 100 yards of my dock. There are a couple of problems I foresee for all of us with this paid parking plan in effect:</p> <ol style="list-style-type: none"> 1. In the General Parking Areas (our parking area), if employees can purchase all day paid parking tickets for .50 per hour, then so can the park and ride people. It is far cheaper to pay \$4.50 for parking here

						<p>and take the bus, than to drive downtown. I foresee a huge increase in legal park and ride people, thus less parking for both residents and businesses in these General Parking Areas.</p> <p>2. People who work in the Premium Parking Area south of us will definitely want to take advantage of the half price parking just a block or two north, and take a short walk on the “pedestrian pathway” to their offices, again taking up our parking area.</p> <p>3. If a person takes their boat out from a marina along Westlake and places a one week parking sticker on their car, I can guarantee that either the car or its contents will be gone when they return. Car theft and breakins are nightly events around here. This can be verified with SPD.</p> <p>QUESTION: If the situations described in 1 and 2, above, indeed occur, what remedy do those of us who live in this neighborhood have? If we cannot park with some proximity to our homes, our quality of life will definitely suffer. There are about 40 houseboats between 2420 and 2466 Westlake North, probably 75 residents and at least that many cars. Many of us have lived here for 20 years or more, are retired, and plan to spend the rest of our lives here. We are not “at the office” all day; we are in and out, and count on being able to park within a reasonable distance of our homes. All the permits in the world will not make a difference if there are no spaces to park.</p> <p>SUGGESTION: Since the houseboats are clustered in this area between 2470 and 2420, perhaps some parking spaces on the west side of the parking lot could be designated RPZ Only Parking. At least we’d have a fighting chance! Also, since there are NO loading zones near our docks, unloading groceries, plants, furniture – anything heavy, actually – is not possible except from a parking place. Some RPZ Only Parking in this area would help.</p> <p>Thank you for considering my comments and suggestion.</p>
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Resident						<p>I'm writing to tell you that I am NOT in favor of any kind of paid parking on Westlake Avenue North. SDOT and the City of Seattle need to do a better job of studying the impact of paid parking before implementing any such plans. This was promised but no significant feedback was asked for until after the city had a paid plan in place. There are many aspects of this project in which the city has no viable knowledge. Waterfront communities are unique and need to be treated as such. It is more than just a financial issue to the live aboards, businesses, boaters and other citizens in the area. We can do a better job at solving this problem if we all work together and if the city is upfront and honest about it's parking goals.</p>
Resident						<p>As a resident, I am not so much concerned about the impact of paid parking on my pocketbook, but rather, it seems to me that this plan will not have the impact that you desire.</p> <p>You've told us that you're implementing paid parking because the parking lot is crowded and this will result in faster space turnover and more parking spaces available. But by making my "general" area adjacent to a "premium" area (and the "residents only" area 1/2 mile away, I believe that while we will certainly see higher turnover in the premium areas, that it will negatively impact my ability to park my car.</p> <p>I know that in most business districts in the city, business owners and residents alike are in general pleased about the plans for paid parking. The outcry of this community should tell you that this is not a normal business district. In most communities with a thriving business districts, the residents would be pleased to get residential parking permits, but we are not. If there really was a parking problem here, I would be excited to start charging people, but there's not (having lived here since 1995, I think I would know) I have never had a problem finding a place to park my car.</p> <p>My bigger challenges living here have to do with lack of enforcement of current laws speeding on Westlake, car theft and burglary and abandoned cars parked in the lot.</p> <p>When I park downtown or in other business districts, I am happy to pay for it, or walk the extra blocks to park for free. But this is not a normal business district people don't walk from 1 business to the</p>

							<p>next here. And there is no option to "walk an extra few blocks to get free parking" at the north end of Westlake, that would mean at least 1/2 mile walk.</p> <p>The bike path construction was a painful experience, especially parkingwise, and now the bridge construction makes it difficult to get around on normal everyday outings (groceries, etc.). Talk about adding insult to injury.</p> <p>Why not make the developers who are building on the westside of Westlake and on Dexter pick up the parking slack (since that's where the new traffic is coming from) instead of putting the burden on the backs of small businesses and residents (whose population and parking needs really haven't increased, unlike all the newly constructed buildings).</p>
Resident							<p>I implore all of you to kindly reconsider the proposed pay parking on Westlake Avenue. The current situation is not damaging to the local business. Instituting a pay system will impose severe, if not terminal, restrictions on the local business. Employers will be forced to decide if it is really worth doing business on Westlake Avenue.</p> <p>I am a legal liveaboard in the center of a Premium parking zone. This will mean that our community will have a five to six block walk to our vehicles, twice a day at the minimum. I cannot help but believe this is simply an effort to glean more capitol from this area. It is all about the extra funds, isn't it? I fear this parking proposal will severely damage a unique neighborhood of Seattle. Business will leave. Local residents will be forced to use their autos even more when local services flee.</p> <p>We are all aware of the development of South Lake Union. Please don't kill a beautiful and unique local neighborhood for the sake of the city coffers. If the existing parking restrictions are enforced, the city can make lots of money.</p>

Resident							I live at 2105 Westlake Avenue North. I am writing to voice my strong opposition to parking changes on Westlake Avenue North. I understand there is a proposal to add parking meters to the parking lots in front of the Boat World Marina. There is ample parking in those lots. The only reason to add meters would be to generate revenue for the city. I see it as a highly unnecessary tax. We are taxed far too much as it is and this proposal is simply another attempt to take money from citizens to increase the size and scope of government.
Resident	All day M-F; wknds	Myself as employee, marina user; my customers/clients; guests to my boat	It works just fine now. There is currently about \$100 million a year worth of business that is conducted on Westlake. The tax revenue alone should cover parking. If we moved and took \$26 million out of King County will you miss us??	It works fine.	Nothing	Scrap the whole plan. You are wasting more money than what you will --	This is a poorly thought plan which is being rushed into place. I am very disappointed in the implementation strategy.
Resident		Myself as a resident					I think it's great to have managed parking on Westlake. Everyone should pay their fair share. Good luck!
Resident - houseboat	All the time as resident	Myself as resident; guests to my home, boat	We know that we will always find a safe place for ourselves and our guests to park & our neighbors look out for each other.			No paid parking!	

Resident and Employee							<p>I am a resident of Westlake Avenue North and I also work on Westlake I am offended by the City's plan to ram paid parking down our throats. There is no need or justification for paid parking. The parking on Westlake is not a problem, never has been. If there are issues, the city could try enforcing the parking that currently exists and I personally know that does not happen.</p> <p>The Lake Union area belongs to the residents of Seattle not the MAYOR or the CITY COUNCIL! Do us all a favor and STOP PAID PARKING ON WESTLAKE! If the Mayor wants some revenue have him forfeit his salary and maybe yours too!</p>
Resident Livaboard, business owner, marina user	All day M-F, on weekends, 3+ days, all the time as resident, come and go	Myself, my customers/clients, my employees, guests to my home	We are within the "general parking". We DO NOT HAVE any parking problems.	Park and Riders - people who do not visit businesses, work or live in the Westlake Ave N. corridor.	It is a starting point - more economic impact research needs to be done.	No paid parking. The economic impact to employers and employees is huge and needs to be addressed. As well as impacts associated with selling boats, having customer pay to look at demo boat, when they don't have to at Port-operated brokers or Elliott Bay Marina brokers.	

Resident-Other	All the time as resident	Myself as resident	The ??roses??	4th of July & too many non-residential parkers			
Resident-Other-Apt.	All the time as resident	Myself as resident	The plants	Abandoned cars & rif-raf that camp out (we need more security).	None	No paid parking	I think if you put pay parking on Westlake, Lower Queen Anne, you should put it all over Queen Anne so the people on Westlake shouldn't have to pay (ONLY). Not Fair!
Resident, Business Owner							<p>There are numerous reasons why I oppose the City's proposed plan for paid parking on Westlake Avenue North...the following lists a few of the main concerns.</p> <p>The City violated its own resolution governing the process for how paid parking would be added to a community. City Council Resolution #30585 requires SDOT to work with the business community. No business people were consulted in the preparation of the plan. Your comment that a chamber of commerce or community council didn't exist at the time is a poor excuse. SDOT and other City departments know many of us and have worked with us for dozens of years. Our names were easily available to SDOT. The City has made promises to this community about parking before (during the planning and implementation of the 2+year Westlake Improvement project). Imposing this plan on us would negate the commitments made.</p> <p>SDOT did not do a proper analysis of the Westlake Avenue North community. At the June 6th open houses, staff from the City were not able to answer questions about the numbers of businesses, residents, boat owners and employees who would be adversely affected by your proposed plan. By the comments made by SDOT's director at the open house and comments you have made, it is clear to me that SDOT needs to start over.</p> <p>Paid parking would negatively affect hundreds of people who live and work here. While I believe that some parking management controls may be necessary in the south part of our community, paid parking is not the answer. Currently, the parking restrictions are not adequately enforced. The City needs to first implement a consistent enforcement</p>

							<p>program before it considers installing pay stations.</p> <p>I have lived, owned property and operated a business on Westlake Avenue North for twenty years. My partner has been here for 30 years. While we are on the west side of Westlake, we are just as affected by any parking plan as our neighbors on the eastside. The west side of Westlake needs to be included in your studies and plan.</p> <p>SDOT's current schedule for input and implementation is flawed and needs to be rescinded. The current Fremont Bridge approach project is having a huge impact on our community. A new schedule needs to reflect delaying any kind of new parking tools until after the bridge project is completed.</p>
Resident, Business owner, Boat owner							<p>Please do not put parking meters on Westlake Ave North. We live on our boat in a unique neighborhood and would hate to have our friends pay a meter to visit our home. There is a parking problem in the south end of the lake, however meters are not the only answer. Please allow the "Westlake North Parking Association" time to make recommendations that will benefit us all. Crime to vehicles is also a huge problem. Better enforcement of current parking rules and having the area patrolled by the Police may be an answer. Thank You</p>
Resident, Business owner, Boat owner							<p>I live on Westlake Avenue North. I have my office on Westlake Avenue North. I own two boats on Westlake Avenue North. Some of my clients are on Westlake Avenue North, so I work here as well. I am writing you about my concerns regarding an ALL OUT – everyone pays plan for Westlake Avenue North (WAN).</p> <p>Those of us who work, live, and/or serve here have had to endure all the trouble and inconveniences of the Westlake Improvement Project and its consequences; business interruption, loss of parking, reduction and loss of police patrols, limited access, dirt, theft, break ins, loss of privacy, deaths, loss of parking spaces, mail theft increases, parking lot bicyclists, expensive reworking of the project elements again, and again, and using parking spaces to store materials which were not to be used for more than a year, all of this with the promise that paid parking would not be a coming event. Now, it is being pushed down our throats to say the least. The Westlake Improvement Project has brought far more negative results than positive: a subject for another time.</p>

						<p>We are now required to endure the disturbance of the Fremont Bridge Rebuilding and Closure. For those of us who work on this working waterfront lake, who may cross that bridge 6 to 8 times a day, we calculate the time and fuel to divert as well as the time lost which cannot be charged against a client.</p> <p>I did receive a copy of the Letter sent in August 2005 regarding the Study, to explore the parking issues and have "community discussion about whether, and if appropriate, where to install pay stations in this important business corridor." These community discussions did not take place. No meetings were planned for this discussion process. When the meetings were scheduled, they were late, and presented a Plan, the City did not sit down with the community to discuss whether, and if appropriate, where to install pay stations in this important (water dependent, historical, working waterfront, neighborhood, recreational,) and business corridor. The decisions were made by SDOT and presented to the community at the June 6th Meetings. The attitude of the City representatives at the June 6th Meetings was one sided: There will be paid parking! This community was not included in the decision making process whatsoever.</p> <p>I have read the Study and the Summary. The study simply counted cars, on weekdays, without any consideration for their use on Westlake; the use was simply speculated and not substantiated by facts. I propose that your PLAN is simply a make money spend money scheme rather than what you presented as "is to better manage, customer, resident and employee access to local businesses, marinas".</p> <p>In the City Memo: July 27, 2005 Tracy Krawczyk said: "While the Westlake Avenue North parking area is a candidate for paid parking in 2006, SDOT wants to assure users of this parking that there is ample time for community discussion about whether and, if appropriate, where to install pay stations in this important business corridor." There is no evidence to suggest that Paid Parking Controls will serve users on WAN.</p> <p>If you say you are trying to get people out of their cars, then generally, I AM OUT OF MY CAR a large portion of the days; I park at home and walk to work, or visa versa. So, I leave my car at home. Home is</p>
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						<p>Westlake Avenue North. The bus is not an option for me as when I am in the field, no day repeats itself; and I am at the beck and call of the clients and those we work with; I must be super flexible. The expensive and often heavy equipment must be transported, and I could not take it by bus. I could be in Bellingham, and then diverted to Port Townsend on a whim, then off on an unexpected flight to Spokane or San Diego for work. I leave my car at HOME when I fly.</p> <p>Although I do not disagree we have some parking challenges here on Westlake Avenue North, it does not affect all of the area, nor have the causes been explored in depth. Furthermore, the controls that the City has in affect are not being enforced routinely.</p> <p>I'd suggest:</p> <p>You enforce the controls you have to see if the parking can be improved. (The CITY is not using the resources they have now to control parking and they want to employ MORE enforcement personnel? Based on the aforementioned, reevaluate at the TRUE parking flow and issues and determine if Paid Parking is the ONLY solution. Perhaps PARKING TURN OVER is NOT viable topic for Westlake; the parking patterns and needs are unusual as we are not a business district persae. The businesses have not approached you asking for Paid Parking. Simply available parking. That any study that you do, be directed at a solution to the areas with parking issues, and not include the neighborhood / waterfront working areas.</p> <p>Residents are Residents. Residents not be approached as groups: i.e.: Floating Homes, Homes, Apartments, Condos, Liveboards are ALL RESIDENTS. Their cars are registered here as well as their driver's licenses; No distinction should be made between them.</p> <p>Any plan to DOUBLE Enforcement Staff, (2 to 4) is Ludicrous, to say the least. The enforcement officers you have are not doing their jobs. (Examples: It was observed that, flyers placed on car windshield during the week prior to you June 6th Meetings and remained on the same cars as of July 4, 2006, over a month later. Where are the enforcement people? When we raised the concern about the increased crime in the area since the Westlake Improvement Project, you said doubling the number of enforcement officers would help with that, as they will be able to report crimes. WE ARE LOOKING TO PREVENT CRIME, NOT REPORT IT. We, on Westlake Avenue</p>
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						<p>North, do not consider ourselves a “corridor”, but a vital working waterfront, an island to ourselves one might propose. Perhaps the CITY should look at the road as a corridor to the City, and leave any Westlake N. Parking Plans out of the City Plan. The PayStations can be placed anywhere in the city we were told, DO NOT PLACE THEM ON WESTLAKE AVE. N.</p> <p>Regarding the Study; Car counts were made on weekdays only. No consideration was made for some of the following: Park and Ride occupancy; The same car parked in the lot but in different locations a number of different times of the same day; Cars which made short drop off – pick up use and where. What is the Short term demand? Delivery Needs, Load and Unload Needs; Weekend use; Different parking patterns for day, evening, and weekends; Number of cars which are nearly always parked here (at home persae); High demand times - 40 – 100 people come to Windermere classes daily and park in Westlake lot to avoid paying to park in the building lot where the classes are held & 500 - 700 kids a week come for swimming lessons & Employees use during the day replaced by diners and gym users in the evenings (There is a nice flow of use in some areas); Number of employees in each business dependent upon parking; Comparison of the alternate parking options for people in this neighborhood; Number of people who Live or Work on Westlake which actually are using the bus on Westlake (Ridership Study); Number of residents on the West side of Westlake Avenue North; without enough parking in their condo parking using Westlake Parking. It is reasonable for Condo guest to park in the lot, although the City should not allow development which brings more people and cars into the downtown area here, I suggest that the city is bringing this problem to us, And, reference the July 27th, 2005 Notice: You did not accomplish your task to: document how often and how long parking is used by area employees, marina customers, retail and restaurant customers and residents. The City cannot provide the data to tell us how often, how long and when the cars were used and by which group; the statistics are not there for the City to make any kind of determination of the needs. Further, you state the “intent of this parking study is to better manage, customer, resident and employee access to local businesses, marinas, and the South Lake Union Park Activities. (Was there a problem which needed managing? – NO!). No study was made, or reported about South Lake Union.</p>
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							<p>My friend ... had a telephone conversation with the SDOT representative in early May 2006 and the following was said: "Paystations is a 3 year project that is fully funded already by the city. The determination of where those Paystations go is what we have to be concerned with. They can be put on Westlake or somewhere else; all depends on what the City Traffic Engineer decides. The City Traffic Engineer is Wayne Wentz, he will make the ultimate decision." With that in mind; I do not want them here on Westlake Avenue North.</p> <p>So, I conclude; During the meetings held during the Westlake Improvement project, the city said "they would not put in any paid parking or parking controls along Westlake Avenue North unless the business community requested them. If paid parking were ever considered, it would be limited to the area of Rock Salt Restaurant (formerly 48 Degrees North Restaurant). You have gone back on your word! Do your homework, a proper study, check to see if business owners actually asked for and want parking controls / paid parking or if there are none pay parking solutions.</p> <p>Paid parking will have more negative impact than positive on the business along WAN. The study you did does not support a need for paid parking.</p>
Resident, business owner, marina user	All checked except "1-2 hours" and "other"	Myself as a resident, myself as a business owner, myself as a marina user, my customers/clients, my employees, guests to my home, guests to my boat.	There seems to be sufficient parking for residents though sometimes already difficult to find.	The City promised that this day would not come. They already eliminated parking as a result of the Westlake tear-up.	The RPZ zones	Make more RPZ zones. Listen to the public!	
Resident, Business Owner, Marina User	ALL	Myself, Guests to my home, guests to my boat	It is pretty and clean and available.	Events at nearby restaurants that affect parking.	The RPZ Zones	More yellow zones - NO BLUE!	What about the promise of no pay parking made to us? BY THE CITY

Resident, houseboat	All the time as resident	Myself as resident; guests to my home	Currently - I like that it is always (except July 4th) available. I've never seen it at 100%. Proposed solution - I don't like any of it. There is not a problem - no solution is needed.	Nothing - In almost 5 yrs I've only seen it full on July 4th.	None	Ideally - Stop it. Otherwise <u>prove</u> it's solving a problem. Provide evidence of similar plans working elsewhere in the area.	This seems only to be a revenue issue. When asked, only one person at this mtg indicated they were pro-parking plan <1%. If paid parking is needed, then get people in the community involved. This is being crammed down our throat. I would anticipate this program will trigger legal challenges which even if futile will cost the city. If there is another meeting make it later. 5PM is still business hours for most people. 7PM would be much better.
Resident, Houseboat	All the time as resident	Myself as resident; guests to my home	Provides an area for us to park in - otherwise where would we park!	On holidays such as 4th of July & also Fremont Street Fair, people attending these events park in the fire lane areas & even block in parked cars.	Nothing	I would toss the plan!	
Resident, houseboat	All the time as resident	Myself as resident; guests to my home	It's free and vital and absolutely necessary for residents.	It is currently difficult to park but at least it is free. China Harbor has many residents behind it.	Nothing, resident passes cannot be a mile from where we live.	Free - Resident parking permits all along entire area. The ZONES do not work for residents.	Without parking available in front of China Harbor (where I live) it will be difficult to continue living there. It already is difficult to park and if I have to park far from my home carrying everything that is necessary for living (propane, groceries etc.) the hardship is impossible. The RPZ is almost 1 mile from where I live. This will also hurt businesses. We need parking for residents where we live.
Resident, houseboat	All the time as resident; come & go throughout the day	Myself as resident, guests to my home	That it is free and easy to find parking.	It is busy on the 4th of July		Leave our parking alone. It should be completely free for residents and	

						their guests.	
Resident, houseboat	All the time as resident	Myself as resident; guests to my home	The access is easy with no issues finding parking places except on July 4th.	No issues		Insuring that residents do not have to pay any fee for parking or RPZ permit, and guests do not have to pay.	A super majority of Seattle residents do not have to pay for parking in front of their house. Why should we be an exception, especially when we do not have problems parking in front of our home dock.
Resident, Houseboat	All the time	Myself, as a resident, guests to my home	It is unregulated. Right above our dock. People act responsibly	Debris off Aurora Bridge. Lack of police patrolling, 4th of July. Opening day of yachting season	Nothing. Poorly written. Inaccurate.	Eliminate it. It's unnecessary.	The survey conducted for the city did not indicate why it was conducted - there was no mention of a problem raised by residents or businesses. This appears to be a revenue inspired program.
Resident, Houseboat	All the time as resident	Myself as resident	First come first serve and it's free.	In 32 yrs only 4th of July has caused a problem.	None	I would leave it alone.	We knew we were in trouble when Westlake was improved. Lake Union has always been a working lake not a trendsetting lake. Since all these upgrades, our taxes went up 55% and now we have to pay for parking?? You have not been able to fix the mercer mess in 32 yrs. How do you think you can fix any parking problem on Westlake. I know; you would do another study.
Resident, Houseboat	All the time as resident	Myself as resident; guests to my home	It is free of charge.	?	Residential allotted parking. Hopefully disabled permit areas will not change.	Eliminate changes, you are changing a "liveable city".	Does the Mayor have to pay to park in front of his home? Do his visiting family & guests use Pay-to-Park meters? A few traffic enforcers to ticket speeders on Westlake North would give you all the revenue you require. It will be awkward to have a guest come down a houseboat dock to get a permit. What happens with holiday guests - a dozen or so permits paid for my me??

Resident, Houseboat	All the time as resident	Myself as resident, guests to my home	Convenient to my home	I don't have any parking problems. There are problems with car theft and break-ins however.	I like that the city is concerned about our community	More enforcement of the current timed spots. Discourage Metro Park & Ride. Don't install Paystations as a first step to subdue the perceived "problem".	
Resident, houseboat	All the time as resident	Myself as resident, guests to my home	There is sufficient parking @ N. end where I live.	Security is a real issue along with lighting. Way too many stolen cars and break-ins and prostitution.	If there is to be paid parking then there should be a RPZ.	Would prefer not to have parking charges. Would prefer not to have to pay for RPZ decal.	Agree with speaker that the easiest solution would be just to enforce the current restrictions. The problems are on the S. end and if you manage that by # of hrs that you are allowed to park.
Resident, houseboat; Business owner; Marina user	All the time as resident	Myself as resident, business owner, marina user; my customers/clients, my employees; guests to my home, boat	It is free! It is the only parking for my home.	2 hr parking zones		Free permits to residents and guests <u>all along Westlake</u> . Free permits to business owners & employees.	I am a resident of Westlake Marina. I CANNOT park 3 or 4 blocks away (past Boatworld) and carry all the goods I need down to my boat. General-free RPZ-parking needs to be extended down to Westlake Marina! Why don't you just <u>ASK</u> each of the marina managers along Westlake how many liveaboards are on each marina? (Liveaboards pay more for their slips) Then you would <u>know</u> how many parking spots are required. By the way, it is much more than the 10% that DNR limits. DNR <u>only</u> owns docks more than <u>100 ft.</u> from shore.
Resident, Houseboat; Marina user	All the time as resident	Myself as resident, marina user; guests to my home,boat	In the 3 yrs I have lived on Westlake Ave I have never been unable to find a parking space (other than July 4th) where is the problem?	For me it works very well as is.	I have just been more aware of the specifics of the plan tonight and have not had time to study it.	I have just been more aware of the specifics of the plan tonight and have not had time to study it.	

Resident, liveaboard	All the time as resident	Myself as resident, marina user	Well kept, clean, not a financial burden.	No designated permit parking for legal residents. Businesses, marinas and residents need a permit parking zone(s).		Permit parking areas to be off-the-table is not responsive to needs.	Far too complex permit areas and non-permit areas. Permits available to businesses and residents. Permit users have unrestricted access.
Resident, liveaboard	All the time as resident - 1-2 wks unattended on cruise.	Myself as resident, marina user; guests to my home, boat; vendors to boat	Convenient to dock	No available parking weekdays for vendors.	RPZ	Need long term (in excess of 1-2 weeks) unattended parking with no tow.	Concerned about businesses with employees. Need RPZ for liveaboards not just @ northend for houseboats.
Resident, liveaboard	Different times, come & go throughout the day	Myself as resident, marina user; guests to my home, boat	It is free, clean & adequate.	When friends visit there is no designated visitor parking for liveaboards - there is no designated parking for residents & their guests.		It is too confusing. It needs simplifying. Give liveaboards & their guests free passes. Give businesses & their employees free passes. Others using businesses should pay as for downtown.	Students & people going to businesses should pay a moderate fee to park. Employees & businesses should be free. Liveaboards should be free along with their guests. Others should pay a moderate amount say \$3/day or less. Sometimes it is difficult for liveaboards to find a place to park. You would add a Park & Ride too.

Resident, liveaboard	All the time as resident	Myself as resident; marina user; guests to my home, boat			Mostly fair & balanced although you will lose small businesses as a result.	Rather than create undue concern that we fall within an "acceptable" liveaboard percentage, merely grandfather those of us who are currently living aboard our vessels (whether we're in the slip all the time or not), and let us get a one-time certification of liveaboard status and thus the RPZ permits independent of any marina quota. This is a fair way to do it that does not subject us to an capriciousness on the part of the marina owner/manager who may have other	Appreciate the responsiveness and willingness to listen. It's the mark of a good municipal administration.
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						motivations to be less than fair if designated to make the permit-or-no-permit decision for his/her marina.	
Resident, liveaboard	All the time; I am a resident	Myself, as a resident, guests to my home	It's ample and free	Having to pay!	None, it should be free	Eliminate any fees to park	N/A
Resident, liveaboard	All the time as resident, different times-come & go throughout the day; long term	Myself as resident; guests to my home	Convenient to moorage/marina (home)	Congestion	RPZ	More RPZ throughout	
Resident, liveaboard	All the time as resident	Myself as resident; guests to my home	I don't! To find parking when I get home I have to pay AMCO.	Can't find parking - crime seems to have gone up.	Takes into account liveaboard & guests.	How are you going to enforce this?	What if I have a vendor come to my boat to do work? i.e. gallery marine for an oil change I do live near Rock Salt & Pure Fitness and parking is bad!
Resident, liveaboard	All the time as resident	Myself as resident; guests to my home,boat	It is free	No enough parking spaces		Do not divide the parking into zones; need to be able to park	No Paystations/No Pay Parking

						anywhere	
Resident, liveaboard	All the time as resident, come & go throughout the day	Myself as resident; guests to my home	I have no problem with the way things are. I can always find parking close to my dock.		None! My dock @ 1900 is about mid-point in the premium parking area. Long walk with groceries etc. from any general parking area. Inconvenient for my guests.	Other than toss it entirely? How about make ALL spots eligible for residents?	
Resident, liveaboard	All the time as resident	Myself as resident; guests to my home, boat	Right now as a resident I enjoy the same priviledges of street parking that other residents in other parts of the city enjoy.	I am sure there are businesses especially at the south end of the Lake who see parking is very limited for themselves and their customers.	I don't like the idea that we'll have to pay for residential parking for myself or my friends when visiting.	I don't believe residents along Westlake should be treated differently than residents of other sections of Seattle.	
Resident, liveaboard	4 or/+ hours daily	Myself as resident	Hard to find parking since the paving.	Paid Parking	None	Nothing	A way for city to scam \$. 60yrs of pot(holes), rr tracks, then you pave - now we're to pay the price.

Resident, liveaboard	All the time as resident	Myself as resident, guests to my home	It is where I live.	Your study is not complete	None. You do not know how many liveaboard live on Westlake. You do not know what percent of people use it as a park & ride but say it is a big issue.	Do it complete	Your plan is not complete.
Resident, liveaboard	All the time as resident	Myself as resident, guests to my home,boat	convenient	Complete lack of planning in the design of driveways, landscaping & trash accomodations.	A decent start in the planning process	Better accomodations to liveaboards & residents. Adding liveaboards to the premium parking category.	I completely agree with the need to manage the Westlake Ave N. corridor. I only disagree with the planning process. Leaving the community out of the planning process is not right.
Resident, liveaboard	All the time as resident	Myself as resident, guests to by boat	The 2 yrs of suffering was worth it for the beauty.	Its use as a Park & Ride center. Its use by all the apartment dwellers. It's convenient for drug dealers and car thieves.	It's a great way to get money into the "general fund" for Mayor Nichols to earn money for Paul Allen's takeover of Lake Union.	No limit to yearly pass permits. No general parking right next to Premium parking because everyone will park in the general parking area leaving no room for residents.	

Resident, liveaboard	All the time as resident	Myself as resident					If a marina happens to exceed the 10% limit are you proposing to eliminate my liveaboard status or make it impossible for me to park. I DO NOT WANT PAID PARKING.
Resident, liveaboard, business owner	For 4 or more hours daily, all the time, I am a resident, at all different times; I come and go throughout the day	Myself, as a resident, myself, as a business owner, my customers/clients	Nothing!	You are forcing liveaboards to park far away from their residences. They carry heavy loads long distance to their marina and this also opens the door for more theft and auto break-ins.	Nothing. It is very ill prepared and senseless!	Allow residents a free parking permit in areas close to where they live or all the residence permit to allow parking anywhere.	It is already "open season" for crooks and thieves to break in our vehicles. By making all residents park in a given area (plus far from their residences) you open the door for more crime. We also have a business at 2000 Westlake Ave N., This parking management plan further disregards our needs. As a representative for many people living on their vessels, I would have been pleased to sit on a board or meeting to discuss these issues. No one has made any effort from the city to benefit from our knowledge - sadly so.
Resident, Liveaboard; business owner; employee; marina user	All the time as resident	Myself as resident, employee, business owner, marina user; my customers/clients, my employees; guests to my home, boat; other-my life requires 3 vehicles	Vastly improved- thank you. I'm sure there is a way.	The 72 hr rule-I'm willing to pay- if it is reasonable. Crime, 7 recorded break-ins with 3 vehicles.	It's "close". 1 year is not <u>too</u> long - it does need management.	Designated "longer" term parking near the head of every dock.	I think it's going well. As you commented this day, this is not easy. My comment might be this basic: There is definitely an AM/PM problem here. Also, as a resident sine '99, I'd guess about 30% of all parking from the diamond marina "corner" to the south end of the main marina mart facility is used by long tern users. The current "green" zone is far from a where it needs to be. In the "yellow" zone west side parking is less "desirable" than eastside.
Resident, liveaboard; customer/client; marina user	All the time as resident	Myself as resident; guests to my home,boat	The fact that it is free and without pay stations.		Prohibitive resident parking areas		

Resident, liveaboard; employee	All the time as resident	Myself as resident, employee; guests to my home, boat	It is usually easy to find parking all along Westlake and it is very convenient.	From China Harbor south it is sometimes difficult to find parking	Freeing up spaces south of China Harbor	It doesn't give enough options to liveaboards.	Don't do it!
Resident, liveaboard; Employee; Marina User	All the time as resident	Myself as resident, employee, marina user; customer/clients; guests to my home, boat	I like that @ the N. end of the Lk there is always lots of parking and more importantly that there is 2 hr parking for when I drive to work briefly.	Around China Harbor South there is never parking because employees use it all.	The RPZ zone and general parking areas.	There needs to be 1-2/hr free parking along the premium area the way it is now. There is no easy way for customers to pull up and stop for a while @ a business.	I live @ one end of the Lk and work @ the other and agree that the situation @ the S. end is not workable. My concern however is that by having no free short term parking people will not pull up and come into the businesses as they usually do and so you will damage the businesses two ways. One by asking us to pay to park and second by discouraging our customers from dropping by. Something vital to good relationships with them. I don't mind paying for a RPZ permit or not driving to work ever. I mind my customers being discouraged from coming to see me so I won't have anywhere to not drive to anymore.
Resident, liveaboard; marina user	All the time as resident	Myself as resident, marina user; guests to my home, boat	Annual parking permits (for seniors), assigned parking spaces.	Many facets of the proposed plan.			We are highly concerned about being in the "general" category. We would at the very least want the option of obtaining the "premium" permit. We are also concerned with the increased car break-ins (including ours). We have noticed the exchange of money and assume drugs near China Harbor.
Resident, liveaboard; marina user	All the time as resident	Myself as resident, marina user; guests to my home, boat	It's easy convenient & free.	Nothing	Keep parking free		Seattle always seems to want to be more visitor/tourist friendly. It hopes to be a more "worldly" city - yet it also seems to make parking a real hassle.
Resident, other	All the time as resident	Myself as resident	It's free				The bus service along Westlake consists of 2 buses one of which goes to the Seattle Center one direction & none of which are frequent. Metro is not a viable option. The bus stop outside Diamond Marina on the N side of the street is exactly where cars go out of control on the bad corner - accidents I have witnessed several times. I don't plan to catch a bus from there for that reason. The bike path is not marked & disappears when it gets just short of the bridge.

Resident, other	All the time as resident	Myself as resident	That it is safe - I moved from downtown to this location for security knowing that financially I could afford to live, work & park	Nothing for me - There is always a space and no need to charge to make more space	I do not like any draft mgmt.	Everything	It is a shame that after 5 yrs of residency policy has to change based on the ideals of a committee that neither lives, employs or has daily intent toward our community. Westlake is a very community oriented area that allows people freedom to wonder, search, explore & enjoy. This paid expenditure goes not to the good of Westlake area residents, business owners & employees, but to clear up harbored expenses that does not pertain to us as a community. Maybe your committee should pay out of their pockets because they are surely not paying to help us or to pay meters. This is embarrassing to the community & to the freedom of Fremont Westlake community.
Resident, other	All the time as resident	Myself as resident; guests to my home	Abundant parking, safe area, good location.	Nothing - all is good how it is!	NONE - Waste of taxpayer resources.	Put these resources into better bus routes, commuting incentives and city improvement s - NOT implementing something that won't work.	As a resident, I've never had or heard of a parking concern - much less one to implement pay parking in this lower use area! Parking has never been a problem, nor is this justified.
Resident, other (Lakewest Condo owner/reside nt)	All day during the week (Monday- Friday), on the weekends, all the time, I am a resident, at all different times; I come and go through out the day	Myself, as a resident, guests to my home	As a resident of Lakewest Condominium on Westlake Ave N., parking is very limited on site and we rely on the parking across the street for additional personal parking	Currently it works very well. The proposed plan dis- allows west side residents parking which is not acceptable	Nothing	Allow Lakewest residents to obtain RPZ permits. We are the only residential units on Westlake Ave N. If houseboats and liveaboards qualify then surely we should be	N/A

						eligible for RPZ permits (2 yrs) and guest RPZ permits.	
Resident, other-neighbor commuter; commuter	3 or more days consecutively ; all the time as resident; different times-come & go throughout the day	Myself as resident; guests to my home	That it is free as it should be - it was paid for by taxpayer money therefore it should not be taxed again.	Having to pay to park there would erode the possibility of customer convenience- as it is free to park at Malls etc..	None	No pay	Gouging the public with paid parking is ridiculous - pushing unwanted taxes on people is what started a revolution - Stamp Act - Boston Tea Party - people are fed up with unnecessary taxation.
Resident/Business owner; Commuter; Marina User	All the time, resident/come & go throughout the day	Myself as resident, employee, business owner, marina user, guests to my home, boat	Works as it is, it is self limiting, close to home & office	It is often full due to activities at China Harbor	Nothing	Change it to reflect the needs of All	The cart is before the horse on this one - a good administration would have 1. Looked at the use 2. Determined the viability of Pay Station 3. Offered alternate solutions such as a) a small annual fee? b) build more parking c) find revenue elsewhere
Resident; business owner; commuter to eastside	All the time as resident; come & go throughout the day	Myself as resident; guests to my home	There has always been available parking in our area (except on 4th of July & Opening Day).	4th of July - but that's no big deal. CRIME - break-ins & theft	The effort to offer a variety of solutions.	Better support for small businesses - especially water dependent ones. Better support for residents & liveaboards in RPZ areas. Much better communication & collaboration with all	Would like to understand definition of "legal" liveaboard. You have not made a comprehensible, logical explanation about why this is necessary. You say there are changes coming that you must prepare for. These changes are driven by rich developers like Paul Allen. You are asking - nay, forcing the "little" people to pave the way for him/them.

						stakeholders. This has been a poor process. This meeting tonight has been OK but process leading up has been very poor. You could've saved a lot of aggravation by working w/people up front.	
Resident; Marina user	All the time as resident	Myself as resident, marina user; guests to my home, boat	The clean up of West Lake was great. Badtime to do this.	Daytime usage should charge.	Make commuters pay for parking.	Only charge 5 days/wk 9-4.	Premium parking area - allow RPZ after 4:30 - 9am. Only do this 5 or max 6 days/wk
Resident-houseboat	All the time as resident	Myself as resident	It's free. I have only RARELY had difficulty parking. The situation is not a problem.	Occasional crowding, during high boating season and on the 4th of July of course.	None, nothing, ???	Free resident permits, we pay enough taxes.	The is no alternate parking (e.g. off street, garage) for those who live here. The floating home community should be treasured and respected by the city. We have no garages. We are a quiet community and don't abuse parking with wild parties, etc.. At the very least we residents on the Lake should get free permits. IN SHORT, if it's not broken, don't fix it! The parking situation is FINE as is!!
Resident-houseboat	All the time as resident	Myself as resident; guests to my home	I like the proposed RPZ for residents & liveaboards		Resident-RPZ solution is great!		

Resident--houseboat	All the time	Myself as a resident, guests to my home/boat, other (contractors working on my house when needed)	We currently can park right above our houseboats except on July 4th and maybe opening day.	There are times when we can't find parking nearby, debris comes off the Aurora Bridge and damages cars, prostitutes bring their johns down during the night and leave refuse.	Addressing (in one way) the issue of all day parkers who do not live there or do not work there.	I would try to adequately police the two hour parking spaces.	
Resident--houseboat	All the time	Myself as a resident, my customers/clients (am an architect working from home), guests to my home (sometimes friends and relatives come and visit for several days at a time. Sometimes I have people over for a dinner party, more than one at a time. Like regular people in regular houses.	There is not a parking problem in my area at 2812 just north of Aurora Bridge, but there will be if every place on Westlake is pay parking except us. Our area will be discovered and inundated. Please don't do this to us.	The only real problem is some people drive in from the suburbs, park their cars and take the bus or bike into the downtown area.	Nothing. It is "solving a problem" that does not exist. Yes parking is tight in some areas, so what? Westlake has been the same since I moved here in 1967.	Instead of paid parking, how about 4 hour time limits and then assign a meter maid to monitor it. That would get rid of people who do this (referring to park & riders).	You are creating a major headache for all of us who park on Westlake so I wonder why? All I can think of is to raise revenue. Those awful pay stations that we were assured we would love are now all over Ballard and I now avoid going there. Also on Capitol Hill, which is a problem for me too. It is easy money for the City and makes living here a pain in the ass. It is up to the businesses in the high impact areas to decide if they prefer pay parking in their area. Otherwise this whole concept is unnecessary, unwanted, more bureaucratic red tape big brother nonsense.
Resident--houseboat	All day during the week, one week or more, all the time, at different times	Myself as a resident, guests to my home/boat, other (deliveries)	Convenient and no charge.	Breaking into cars--rampant!	Maintains access to parking, inexpensive resident parking.	Special (no charge) plan for senior citizens...why not? At minimum, a discount.	I've lived on a houseboat 30 years and now (why?) the City needs to put in paid parking. Seems greedy on top of huge property tax increases due to property valuation increase (60%/year!). This additional charge to continue parking where I always have parked is equivalent to an additional tax. I'm retired and being forced out of my home by government agencies piling on.

Resident--houseboat	All the time	Myself as a resident, guests to my home, guests to my boat.	It's plentiful, clean and free.	No parking for businesses and marinas.	Not much except resident parking.	I'd give businesses and marinas parking.	Where do marina users park when they take their boats out--there is no park & ride nearby. Is Paul Allen trying to put the marinas and small businesses out of business so he can buy them out cheap?
Resident--houseboat	All day during the week, weekends, all the time	Myself as a resident, my customers/clients, guests to my home	Currently I can come and go when I please from my home. Your plans are going to impact my area.	Our parking at the north end is often restricted by construction projects (mostly the bridge) that take over our area for their trailers and equipment.	Nothing. I'd like you to leave us alone.		How about providing better bus service along Westlake so more people would take public transportation to the business district? We went through the inconvenience of the pavement project just a short time ago and we were promised at that time that there would not be paid parking in our area. Can't you please honor your promise? For those of us who live down here, this is going to be a great inconvenience.
Resident--houseboat (floating home)	All the time	Myself as a resident, guests to my home	It's always available and it's lovely since it was repaved.	Car theft and break-ins	I appreciate the goals that you're trying to meet, but I'm not clear how the draft plan will achieve them	Take out the paid parking	Thanks for the opportunity to contribute.
Resident-houseboat, liveaboard; employee	All the time as resident	Myself as resident, employee; guests to my home, boat	Retain the character of the community & make changes slowly with more local input.	Doesn't take into account that people are being priced out of using public area.			

Resident-houseboat: Marina user	All the time as resident	Myself as resident, marina user; guests to my home	It is the only parking for my home!!!	I am a resident & sometimes I can't find a place to park - I need a parking sticker ((free)). I need to park in front of my home-forever.	I like the concept of resident pass but let me define # as a liveaboard!! No charge & access anywhere along parkway!!	Free resident parking permits along entire parkway!!!	Free parking permits for residents, liveaboards & guests. Liveaboards must be able to park in front of their homes for free. We carry heavy loads DAILY. China Harbor Liveaboards-residents need parking access in front.
Resident-houseboat; employee; customer/client; commuter; marina user; other-sports	All the time as resident; different times-come & go throughout the day	Myself as resident, employee, marina user; my customers/clients; guests to my home, boat	Nothing				
Resident-houseboat; marina user	All the time as resident	Myself as resident; guests to my home, boat	I have no option for parking. My husband & I have lived in our floating home for 25 years. We rely on the parking for ourselves and our guests. Paid parking will interfere with our enjoyment and use of our home.	It already works well for us, except we need a loading zone space somewhere near 2466 - we have 3 handicap places within 50' of each other. The one in front of the building @ 2470 should be a loading zone.	Nothing		

Resident-liveaboard	All the time as resident	Myself as resident; guests to my home	The lack of parking meters.	All of the break-ins.	Fewer people will park there.	Give residents guest passes to allow their guests to park for free.	
Resident-liveaboard	Different times-come & go throughout the day	Myself as resident; guests to my boat	status quo is fine	Vehicle & truck storage		No charge for resident boat or houseboat owners	My boat is my second home and I should be allowed 2-3 parking spaces as I would in a residential neighborhood.
Resident-liveaboard	All the time as resident - come and go throughout the day	Myself as resident; guests to my home	Close to the marina (my home), free.	Many users are "park n ride" and employees of WRQ. There is a lot of crime.	Areas of residents; however if safety, I want to park close to my marina (Marina Mart).	Since I live in Marina Mart, I would like parking close to my boat.	I support the 5-day plan, if paid parking is required. There is a lot of crime (in the parking lot - drugs, drinking, thief). Please be concerned about SAFETY.
Resident-liveaboard	All the time as resident	Myself as resident; guests to my home	Since I am a liveaboard it is the same as parking in front of a residential home.	I am satisfied with the current parking situation.	None	Eliminate the plan.	
Resident-liveaboard	All the time as resident	Myself as resident; guests to my home	Sometimes can be close to the entrance, handy when carrying heavy loads, etc..	The gym patrons	The cost	There are "part time" liveaboards that should be included as "liveaboards". They may live there only during the work week, home on weekends.	There is a lot of debris in the morning in parking lot that indicates crime - empty purses - smashed windows - I hardly ever see the police in the area - so I worry about my safety & childrens safety when in parking lot at night. !st make employees of businesses that have parking facilities - paid parking - use their parking - would free up alot of parking - then take a new survey.

Resident-liveaboard	All the time as resident	Myself as resident	Since I live on a boat I think it like I should be able to park same as parking in front of a home.	I like the plan we have now - no fees.	None	Dump it.	
Resident-liveaboard	All the time as resident	Myself as marina user; guests to my home/boat	It's good the way it is	You people trying to change it.	Nothing	No pay parking!	
Resident--liveaboard	All the time	Myself as a resident, Guests to my boat	I live at 2400 Westlake Ave. N and don't have a parking problem. Please don't change the area.	Changes may need to be made, but more study should be made by the "Westlake Ave. N Parking Association" and feedback given to the City.	Nothing-- needs more study by the people it affects.		The above is my mailing address. I live on my boat at 2400 Westlake Ave. N.
Resident--liveaboard	All the time	Myself as a resident, guests to my boat	Easy to get in and out	I rarely get overnight (evening to morning) parking because the Rock Salt patrons take all the long-term spots. I have gotten many tickets!	It allows for RPZ parking.	Some RPZ parking throughout the corridor	

Resident--liveaboard	All the time	Myself as a resident, guests to my home/boat	It's free, there's plenty of room for my guests, never hard to find a spot close to home at night and on weekends.	Two hour limits and other rules are not enforced. Some people use it to store extraneous vehicles for this reason, or park by our residences instead of parking downtown.	The only thing that makes sense is the idea of resident parking zones, but not where they are or who can have them-- 10% of liveaboards?	Hire a few people to write tickets for 2-hour/48-hour violations of current rules, and let the rest of us park in peace.	I currently walk to work and leave my vehicle at home. If I am forced to pay for parking at home I will start driving to work where I can park in my company lot for free. This will also be true if the RPZ ends up being farther away than work, which looks like a possibility.
Resident--liveaboard	All the time	Myself as a resident, guests to my home, guests to my boat.	I have found parking to be easily available and very hassle free currently.	The south end of the lake seems to be crowded.			
Resident--liveaboard	All the Time	Myself as a resident, myself as a marina user, guests to my home and boat	That it is presently free to come and go. Only once have I been unable to find parking. That there has been no messing with parking tickets or meter maid. That like many tax payers I don't have to pay for parking to access my home. That if I go away on a trip my car can remain where I usually park it.	I have had no substantial problem with this.	That there appears to be some consideration for resident liveaboards.		

Resident--liveaboard	All the time	Myself as a resident, Guests to my boat	It's fine \$-wise and problem-free.			More thought, more public input.	
Resident--liveaboard, business owner, marina user	All day during the week, weekends, 3 or more days consecutively, all the time	Myself as a resident, myself as a business owner, myself as a marina user, my customers/clients, my employees, guests to my home, guests to my boat.	It is fair as it is now--freedom of movement is imperative to myself and business.	2-hour time slots in some places insufficient.	There is no parking for our marina	Permits for residences and business employees and guests alike.	We suffered through the Westlake tear-up for 3 years--many spaces for parking were eliminated even though the "official" word was that would not happen. I think by the time you award permits to the people and businesses who rely and need this parking there will be no need for paid stalls at all as most would be "taken" A waste of time and energy!
Resident--liveaboard, customer/client, marina user	All day during the week, weekends	Myself as a resident, guests to my home	Close access to the marina--groceries and supplies are heavy!	Dumpsters near driveways obstruct views when pulling into the street	Resident parking (exclusive areas)	Most of it. More permits for businesses and marinas, better enforcement of current regulations (hourly parking, etc.).	Please include businesses and marina patrons in these plans! If commuters using the lots as a park&ride is an issue, increase time-limited parking. If businesses need more turn-over, add shorter-term spaces. The current plan will cause me to drive to work (I currently bike), which is exactly counter to the Mayor's push to reduce single-passenger driving. If laws need amending to implement this new RPZ, include provisions for businesses and marina liveaboards to be included.
Resident-liveaboard; marina user	All the time as resident	Myself as resident; guests to my home	Nothing	The free parking curbside (used all day by downtown commuters),	It cannot be all things to all people.	Seems to be no provisions for liveaboards in the premium parking areas.	How is the city prepared to deal with what is a glaringly obvious lack of security in all parking areas? It occurs to me that along with the extra funds the city will receive, they might use some of the money to beef up patrols in this area.
Resident-liveaboard; marina user	All the time as resident	Myself as resident; guests to my boat	That it is free.	People using it for Park & Ride	That non-resident would be limited to how long they could park. This would help	The cost to resident. We already pay in taxes to the city. The premium parking zone-I live at Boat	The whole Westlake parking area has to have the same rules!!!

					business.	World Marina, it's not fair to liveaboard in premium park zone.	
Resident--other		Guests to my home	I like it as it is now. I oppose paid parking as an unnecessary hassle for residents and guests	Nothing from my point of view	None	Throw it out and spend your time on the Mercer Mess	(West side of Westlake Ave N.) Our condo has only one space per resident. A lot of units are occupied by people with two cars. These people need to be able to obtain resident parking permits for the second car.
Resident--other	3-4 times per week	Myself as a resident, and I AM a customer/client	It's free and convenient	Not enough crosswalks to safely cross Westlake.	None	Keep things the way they are	The City should efficiently use the funds they have as opposed to taxing us more or charging more fees to fill their coffers
Resident--other	(all categories checked except "other")	Myself as a resident, Myself as a marina user, guests to my home	The current parking is great. There is already opportunity for the City to give parking tickets.	It works great as is.	None	Needs to be RPZ available for residents on W side of street.	It will make our property values go down and our area undesirable.
Resident--other (house on shore)	All the time	Myself as a resident, Guests to my home	It is free and self-regulating. It automatically adjusts for seasonal and occasional variations at no cost nor inconvenience.	`Parking is not able to accommodate July 4 crowds.	Nothing. It is a bad plan which appears to be a tax scheme with no regard for the users of Westlake N parking.	Kill it now before more City funds are wasted and start over with actual public process involving users, not the usual "here's the plan-- sorry you missed the meeting" way of doing	The City has to find better ways to pay itself or economize by having fewer planners and more workers. Seattle is drowning in process and paperwork. Every meeting I've attended is staffed by a very large group of City employees who seem to be working to justify their own employment rather than creating any value added work. Monetizing (?) every square inch of City property is not making Seattle a better place.

						business we see too often in Seattle	
Resident- other:propert y owner; business owner	All the time as resident- come and go throughout the day.	Myself as resident, business owner; my customers/clients; my employees; guests to my home	In the 2500 block there are almost always spots to park. We respect the areas in front of businesses-we leave those open for their customers.		Flexibility-but the wrong kind.	RPZ for the westside as well. Eliminate paid parking for the north end. Change time frame- do nothing until after Fremond Bridge is completed. Then work with us to develop any plan. If everyone else has to pay for parking, so should the 2 businesses next to the Fremont Bridge.	Is this all about income generation for the city? We were told a couple years ago during the "Westlake Project (utilities, road, etc.) that no paid parking would go in. We've talked with every property owner-none of them have asked for parking. The city is not being honest with us. The letter WANA received from SDOT director shows you don't know our community: businesses will be hurt by your plan, bus riding is not an option for most employees, Westlake is not just a corridor. It's a unique neighborhood. The businesses on westside have shallow lots - no room for business vehicles or resident parking. We have to use the eastside & should be able to do so without being penalized.
Resident- other; customer/clie nt	All the time as resident	Myself as resident; guests to my home	That it's free and for the most part plentiful.	I don't have any problems with parking on Westlake.	I don't like it - I think it discounts residents & business owners. It feels like one more way to squeeze money out of the public.	I would like it canned. A "do-over" please!	I don't understand why parking enforcement of the current plan can't clear up some of the parking problems Westlake Ave experiences. I've never once seen a ticket on anyone's car in the time limit areas. I moved to Westlake from Capitol Hill where the parking situation is abysmal. It was such a relief to be able to come home and not search for parking or come out to my car and not find a parking ticket. The new plan stinks and doesn't address the parking needs of ALL the residents, liveaboards and business owners.

Resident- other; employee; marina user	All day M-F; wknds	Myself as resident, employee, marina user; guests to my home, boat	Off street	Limited 2+ hour spots available M- Sat.	Different rates and zones for different needs.	Reflect general parking spaces within current premium zones.	
Resident- other- apartment	All the time as resident	Myself as resident, guests to my home	It's free & there is no time limit in our area.	On holidays its crowded but not too bad. I can live with it. I mostly have a problem with how dangerous the street is & the safety problem at our entrance [last one on Westlake].	Free for residents; but I think boaters & businesses are being made to suffer.	Get rid of it & leave it as is.	Make Westlake safer - ther are too many wrecks. Get your income from some other area.

Visitor/Guest						<p>I am a frequent visitor to the Westlake Avenue North area and I would like to express my concern over the current plan's designation of premium parking at any point north of McGraw Street. The area of parking along Westlake Ave. between McGraw St. and Crockett St. is mostly used by the residential complexes across the street. I would recommend a modification to the plan, such that the premium parking begins from Crockett St. northward. Additionally, I would recommend no fees to park in the General Parking area. I currently use those spaces to visit friends who live along Westlake Ave. and have actually used the space as a sort of park and ride for certain events. In my experience, the space is not heavily used and a fee to use that area would discourage use of the parking lot. If a fee were in place for that parking area, I would likely end up parking above the residential complexes, on 9th Ave. I know many others who would likely do the same, not to mention any and all persons similarly situated to me. This would put an additional strain on the neighborhood above Westlake Ave. In conclusion, I am opposed to any fee assessed for parking in the Westlake Avenue North Corridor Parking South of Crockett St. both personally, and as a citizen of Seattle who believes the fee is unnecessary and would have negative consequences for the surrounding neighborhood.</p>
West side resident						<p>I'm a homeowner on Westlake Ave N. in a condominium building directly across the street from Boat World. It is the Lakewest Condos. As you can imagine, the details of the parking management plan are of great interest to me. My primary concern is ensuring that homeowners in buildings on the west side of Westlake have access to RPZ parking.</p> <p>I reviewed the Draft Parking Options Table [on-line] and it appears that the RPZ parking is available to residents and resident guests for only those homes that are on the east side of Westlake. Given that there is very limited parking (only a couple of guest spots) on the west side of the street, this is very concerning to me. I understand that this document is only a draft, and I also understand that I may have read it incorrectly. So, I thought it would be best to contact you so that you could provide me with accurate details of the plan. Thank you for holding the two open houses yesterday. I was unable to attend either one, but these types of events are very important.</p>

Recreational User							<p>I am a kayaker who paddles Lake Union almost everyday and I greatly appreciate the lake as an urban gem and gateway to Lake Washington and the Puget Sound. I frequent many businesses there and enjoy my time in this corridor. Every time I'm on the water I feel proud and grateful to live in Seattle.</p> <p>However, implementing paid parking particularly one that is enforced 24 hours a day, 7 days a week will absolutely deter me and many others from enjoying what the area has to offer. Please keep the current (free) parking situation as it is so that we Seattleites can enjoy what Lake Union/Westlake has to offer and support neighborhood businesses there.</p>
							<p>I attended the meeting on June 6, 11:30 session and thought the staff did a terrific job of recording the audience's comments. The meeting, as expected, was contentious, so I thought rather than speak there I would make my input via e mail.</p> <p>I read in the Queen Anne newspaper that the RPZs proposed for lower Queen Anne will not require a petition process by the residents. I would expect this will also apply to the Westlake RPZs.</p> <p>An item of concern is the placement of garbage dumpsters. Leaving the parking lot onto Westlake near both McGraw and Halladay entry/exit points is always dicey. When the dumpsters are placed close to entry/exit points the visibility of oncoming traffic from the South is severely degraded. It would really provide a margin of safety if the dumpsters were located 5 or 6 stall from these points.</p> <p>It also would help if parking stalls near these points were limited to compact vehicles, and specifically exclude trucks of any kind. It's impossible to see vehicles traveling South in the parking lot when you enter Westlake at McGraw. Large trucks parked in the adjacent Northern stalls block all visibility.</p> <p>One last request. Is it possible to have the parking lot posted at 10 MPH. Often times the speed of cars in the parking area is the same as on Westlake. This is especially true of the straight shot from McGraw North.</p>

							Your July 27, 2005 memo said SDOT would have a discussion with the community regarding IF pay stations are appropriate. SDOT held no meetings with the community to discuss IF they thought they were appropriate. Yet the plan you are proposing includes numerous pay stations??
							WANA position and comment form.
							WANA position and comment form.
							NO PAY PARKING ON WESTLAKE. Our quality of life is being adversely impacted by these obtrusive and ubiquitous pay stations going in every where in our otherwise beautiful city. They are obtrusive, annoying, and an imposition on our mixed use residential neighborhoods. NO PAY PARKING ON WESTLAKE!
							I'm writing to tell you that I am NOT in favor of any kind of paid parking on Westlake Avenue North. SDOT and the City of Seattle need to do a better job of studying the impact of paid parking before implementing any such plans. This was promised but no significant feedback was asked for until after the city had a paid plan in place. There are many aspects of this project in which the city has no viable knowledge. Waterfront communities are unique and need to be treated as such. It is more than just a financial issue to the live aboards, businesses, boaters and other citizens in the area. We can do a better job at solving this problem if we all work together and if the city is upfront and honest about it's parking goals.
							Our business will fail with paid parking.
							As Property Manager for two office buildings and [a marina] ... at the south end of Westlake Avenue N., I urge you DO NOT GO TO PAID PARKING along the Westlake waterfront. Paid parking is unpopular with every office tenant and marina customer who has spoken to me. HOWEVER, If you choose to install paid parking, PLEASE IMPLEMENT A SYSTEM THAT ALLOWS BOATERS TO PARK FOR A MINIMUM OF FIVE (5) DAYS. Otherwise, paid parking will DESTROY the boating community that has been a part of Lake Union for as long as Seattle has been a great city.

							As a tax-payer - business, property, employee I resent and cannot afford more "taxes". We are a mobile business and need to come and go as a regular course of business. Parking fees were never intended as a revenue source. City promised to leave Westlake as is after parking lot/road improvements. No businesses = no tax revenue.
							Thank you for taking the time to review the many comments you've received on this issue. I hope that at this point you have come to the realization that the neighborhood make up of Westlake Avenue North is complex and deserves more consideration than a couple of quick vehicle counts before implementing a parking plan that will be ineffectual and unacceptable. The will of the community combined with the traffic problems caused by the Fremont Bridge retrofit should be cause enough for you to issue a significant delay on any proposed implementation.
Resident							I love on a floating home at 2466 Westlake N. I have no options but to park in our parking lot. Paid parking will interfere with my enjoyment of my home for the last 25 years!
							WANA position and comment form.
							We do NOT need paid parking at the north end of Westlake Avenue N. Our area, per the City's own survey, has 70% or less utilization of available spaces.
							WANA position and comment form: "Our positions regarding community parking: The unique community of Westlake Avenue North needs to be preserved! 1. No paid parking. 2. No change in parking unless it is deemed beneficial to our community. 3. We wish to join together with the SDOT in open meetings, as a community, represented by all entities impacted by any proposed changes, to assure a Parking Plan, which benefits the COMMUNITY, and those it serves. Rational: "The needs of our unique maritime community are not being understood or respected in the drastic changes being proposed by SDOT." The study made of the Westlake Avenue North Area was not far-reaching, not did it accurately reflect the true nature of the area and the concerns of those affected.
							I'm sure your email has been quite full over this issue during the last few weeks. I don't think the city really understands the marine community around the lake and how we are all inter connected. We all rely on each other for referrals and business.

						<p>In recent years, business on the lake has suffered from the Westlake Ave N improvement project and now are getting hit with the Freemont Bridge project. Next is the S Lake Union Streetcar Project and the development of S Lake Union. Every single one of those projects effects business on the lake. The construction steers customers away from our business community and hinders the commutes of our employees.</p> <p>Adding one more inconvenience to doing business on the lake will likely force many of the businesses out of the area or out of business all together. We've already seen several businesses close over the last couple years.</p> <p>The parking rates you are talking about for employees, \$.50 per hour, may not seem like a lot to you. However, I, for example am often here 9 hours a day, sometimes more. That's \$90 a month for me in additional costs. With the price of gas these days, it's an added expense I can't afford. Commuting/mass transit is not an option for me. I live in Covington and it would take 3 transfers and a couple hours for me to get even close to work. Besides that, I need my car at least 3 days a week.</p> <p>If our employer chooses to pay for our monthly parking, he would be looking at a \$6000 7000 yearly expense do you have that kind of extra money in your budget?</p> <p>And if he does, from what we understand, there will be pay stations, not monthly passes, which means every day we'd have to turn in our receipts an administrative nightmare.</p> <p>It is likely, that if the City pushes the metered parking through on W Lake Union, our company will be looking for office space somewhere else and most likely that will be outside of the City of Seattle limits.</p> <p>Please reconsider installing pay stations on W Lake Union. You might loose your marine community here altogether.</p>
						<p>Paid parking is not right for tax paying business owners along Westlake. The property tax is already high enough.</p>
						<p>WANA position and comment form.</p>

							6 lots on WLK, 2501-2533. Been here for 30 years. Shallow lots-- need parking for residents (2 of us) and business vehicles. To the North of us, model remodel 2555 has business vehicles that need a place to park.
							Lakewest condo (west side of WAN - across from Boatworld and China Harbor Restaurant) needs resident parking permits.