



Seattle Department of Transportation

Gregory J. Nickels, Mayor

Grace Crunican, Director

April 18, 2007

**SUBJECT: NEW PARKING PAY STATIONS AND RESIDENTIAL PARKING ZONE IN SOUTH LAKE UNION**

Dear South Lake Union business owners, employees, residents, and property owners:

South Lake Union is changing. To provide more reliable on-street access to visitors, residents and workers in this rapidly developing area, the Seattle Department of Transportation (SDOT) is making parking changes this spring. This letter and accompanying map provide information on the new system. These parking changes complement Mayor Greg Nickels' South Lake Union Action Agenda to build a great neighborhood accessible to all.

**What are we doing?**

SDOT is installing parking pay stations and a new residential parking zone (RPZ) to replace the existing free, largely unrestricted parking. There will be two types of paid parking: short-term for up to 2 hours, and longer-term for up to 10 hours. Along RPZ-signed streets, residents with valid permits will not have to pay for parking. Pay station design and installation will occur between May and December 2007.

**Why are we making these changes?**

On-street parking on many blocks is often full, making it hard for customers and residents to find spaces. This flexible parking plan is based on stakeholder feedback and a parking study completed in 2006. SDOT worked hard to balance customer, employee and residential needs. The change from free to paid parking can be a challenging transition that often requires a few months of adjustment.

**What are the specifics of the parking plan?**

SDOT is establishing about **2,570 paid parking spaces with about 250 of them signed for RPZ use**. Please see map for more detail. Parking will operate differently in South Lake Union than elsewhere in Seattle.

- 2-hour paid parking at \$1.25/hour rate will be installed on streets primarily with retail businesses
- Daily paid parking with up to 10 hour purchase at \$0.75/hour rate will be installed primarily along streets with office and industrial functions and other streets that have longer-term parking needs
- RPZ and 2-hour paid parking will be installed in Cascade, primarily along east-west streets. Residents with valid RPZ permits can park on those signed streets for free during paid parking hours.
- Existing loading, bus and other zones will not be affected. If you think changes should be made, SDOT will work with you to consider commercial and passenger loading options.

**Our target is to maintain 85 percent peak occupancy on blocks with paid parking.** At this level, visitors and customers can reasonably expect to find a parking space. If the target is not met, SDOT will consider adjustments to rates or time-limits. Monitoring will occur quarterly. The neighborhood will know of any changes in advance.



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SDOT is rolling out a customer awareness campaign in May so visitors understand how to pay for parking. Soon you will see markings along the street identifying future pay station and sign locations. Where pay stations are coming soon, large temporary blue street signs will be installed two weeks in advance to let people prepare for the change from free to paid parking.

### **Residential Parking Zone**

The new RPZ provides Cascade residents, particularly those in older or affordable housing buildings, access to on-street parking during the day. The RPZ permit process is:

- An RPZ permit application will be mailed to all residential addresses within the boundary.
- All vehicles registered to residents living within this boundary are eligible for a permit.
- Each permit costs \$35 for two years and one \$15 guest permit is available per household.
- Permits and guest passes are available for \$10 for qualified low-income residents.
- Residents living outside of the RPZ boundary or employees or other non-residents within this boundary are not eligible for residential parking permits.

There are several additional details to address with the RPZ in Cascade and SDOT will be working with the Cascade Neighborhood Council representatives in the next few months.

Please contact Mary Catherine Snyder, contact information below, with questions.

### **Other transportation and parking information**

Paid parking is only one piece of the transportation puzzle. Alternatives to driving alone, including the projects below, are being implemented to keep South Lake Union moving. More information is at [www.seattle.gov/transportation/slu.htm](http://www.seattle.gov/transportation/slu.htm).

- 1) The City and King County Metro hired Jodie Vice as a new mobility manager focusing on South Lake Union employees. She is working on many programs to introduce alternative commute choices for area employees, including a new South Lake Union TRIP\$ incentive program. She is available to discuss transit and mobility options at (206) 613-3122 or [jodie@urbanmobilitygroup.com](mailto:jodie@urbanmobilitygroup.com).
- 2) New streetcar construction is more than half finished. By the end of the year, South Lake Union will have a direct connection to local and regional transit at Westlake Center.
- 3) As part of the Bridging the Gap transportation levy, SDOT is repaving parts of Dexter Avenue North, Denny Way and Mercer Street this spring.
- 4) Businesses interested in encouraging bicycling can request free City-installed bicycle racks by contacting Monica Dewald at (206) 684-7583 or [monica.dewald@seattle.gov](mailto:monica.dewald@seattle.gov).

Please do not hesitate to contact me directly with any questions or concerns. Or please contact the SDOT project manager, Mary Catherine Snyder, at (206) 684-8110 or [marycatherine.snyder@seattle.gov](mailto:marycatherine.snyder@seattle.gov).

Sincerely,



Wayne Wentz, P.E., P.T.O.E.  
Director of Traffic Management and City Traffic Engineer