

May 25, 2010 First Hill RPZ Public Hearing

Public comments received at hearing

1. Proposal looks like a way for city to make more money, and it favors businesses over residents. Prefers that the whole area be Zone 21 eligible and it seems that half of the neighborhood is unavailable to residents. Does not like Saturday paid parking – difficult for guests. Does not think it is reasonable for all residents to park off-street (either too expensive or not enough off-street spaces in residential buildings. The plan seems to encourage people to drive into the City rather than take alternative transportation.
2. We have lived here for 25 years near Spring and Summit (1300 block of Spring). We are opposed to the proposal to add RPZ in the way it's been currently structured on the streets closest to Madison. The RPZ concept is great for residential neighborhoods, but we don't consider our area a residential neighborhood. Our block is surrounded by hospitals, retail, and restaurants. The paid parking system works well for visitors on our block. We like the current turnover at the meters and are opposed to residents taking more spaces. No one will be able to park except for residents, which will cause hardship for visitors and customers. By observation, current blocks are always jammed with RPZ permits. This will be disastrous if there is no turnover except for every 72 hours. Why should the City be providing parking for private vehicles? Residents should park in their own buildings or at pay lots and not clog the streets. The city should be encouraging fewer automobiles, not more. The city will also lose parking revenue. Please at least remove Spring between Summit and Boylston from the proposal.
3. First Hill resident since 1988, and have been both a renter and an owner. I've been a Zone 21 resident for 12 years (1400 block of Hubbel Pl); I do not own a parking spot with my condo. We need more parking on the street. I support this proposal, especially the RPZ at meters during daytime hours. I have gotten tickets when I forget to move my vehicle from a meter at 8am (lives in the part of Zone 21 that is RPZ parking from 6pm-8am, metered parking from 8am-6pm). There is so much permit and guest permit abuse that it is hard to find a space. Seems like there is also some hide-and-ride abuse. People should pay for parking if they are not residents.
4. Resident at 9th and Cherry unclear on why SDOT would recommend 4-hour parking in this area. Concerned that it won't be residential. *(Note: staff clarified that the 4-hour paid parking proposal was part of the draft plan. It was removed from the final plan based on community feedback)*

Other comments received

1. (email) Resident at Union and Terry – I write to express my complete support for the proposed changes to parking on First Hill, but have two points for SDOT to consider: 1) need to add 2-hour paid parking to the south side of Union St between the alley and Terry Ave (currently unrestricted), and 2) I strongly support the eventual adoption of the 4-hour time limit for cars with a disabled parking placard.
2. (email) Resident at Jefferson Terrace with questions about major institution parking requirements.
 - Harborview has three parking structures funded by public monies. What is their occupancy rate?
 - Swedish has three parking structures – what is their occupancy rate?
 - Virginia Mason has several parking structures funded by public monies – what is their occupancy rate?
 - Seattle Housing Authority (SHA)/Jefferson Terrace has 300 units, but only 50% is allowed for tenant parking, while the rest is given to commercial tenants.
 - SHA proposes to increase occupancy by adding 40+ beds for respite care.
 - SHA has only 4 visitor parking spaces for 300 tenants and 50 employees of commercial tenants. Now they want to add 40 plus patients, employees, and guests to the respite program with a traffic plan to their EIS.
 - Please explain how this will impact the First Hill traffic plan.
3. (email) Resident near Harborview supports these changes and hopes that paid parking will increase the availability of parking for area residents.