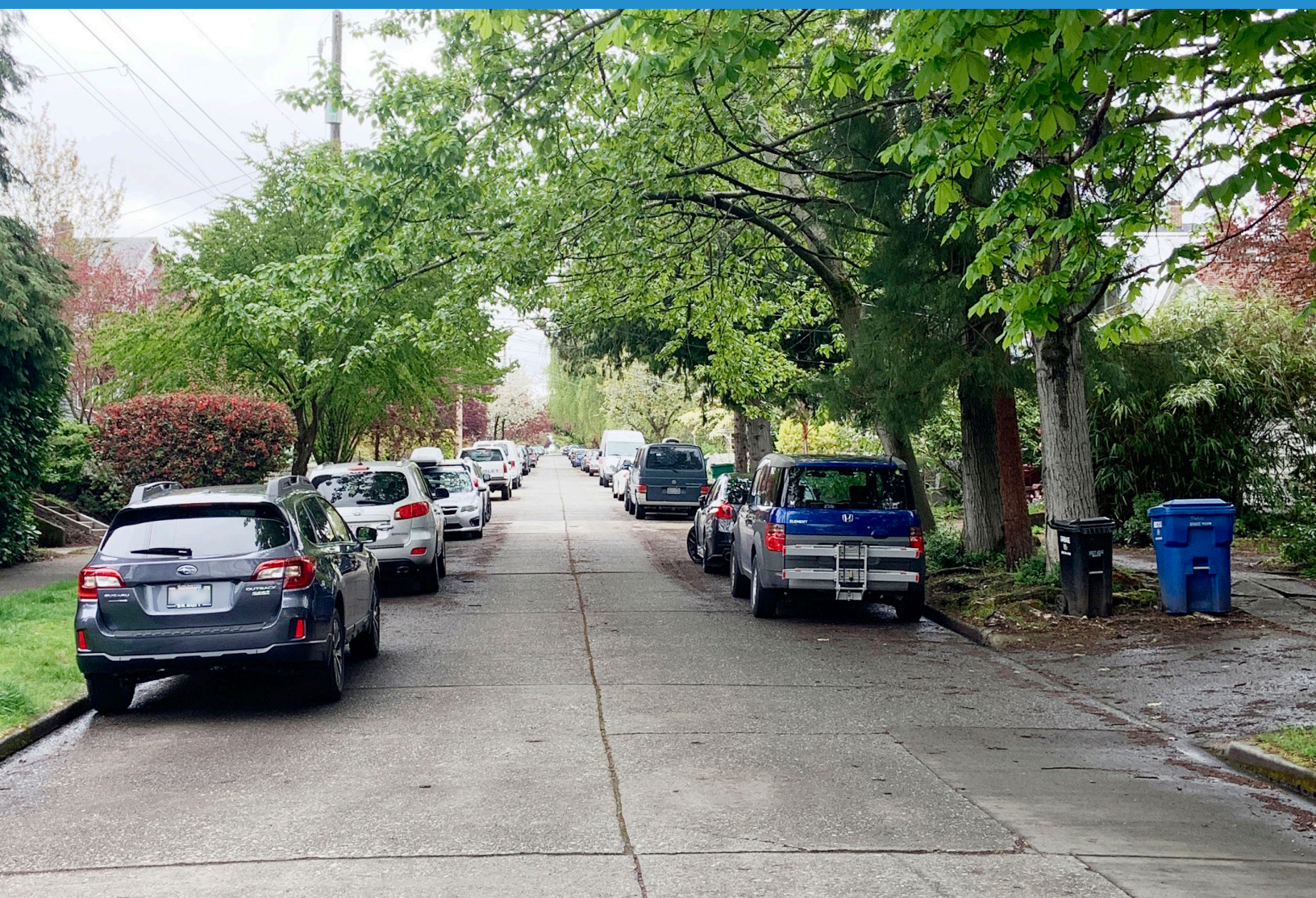


Seattle Department of Transportation

# SOUTHEAST WALLINGFORD RESTRICTED PARKING ZONE (RPZ) COMMENTS

Collected in May and June 2019



September 2019



**Seattle**  
Department of  
Transportation



## BACKGROUND

- The Wallingford Community Council (WCC) requested the Seattle Department of Transportation (SDOT) evaluate the Southeast Wallingford area for a potential new RPZ or expansion of existing Zone 22.
- We conducted a parking study in May 2018 and found that blocks south of N 37th St and east of Densmore Ave N qualified for RPZ restrictions. [See a summary of study results.](#)
- In December 2018, we sent a mailer to about 9,000 residents and businesses within and just outside the area of potential RPZ changes with a request for feedback via survey, email, phone, and drop-in sessions. [See the mailer with details of the proposal.](#)
- In May 2019, we sent a follow-up mailer with a final proposal, again with a request for feedback via survey, email, phone, and public hearing. [See the mailer with details of the final proposal and a summary of survey results.](#)
- The following pages contain the comments we received via the May/June 2019 survey, emails, and at the public hearing. Comments have been edited to remove any names, addresses, and contact information.
- We also received feedback via multiple-choice questions on the May/June 2019 survey. That feedback is summarized in [a separate survey results document here.](#)

## DOCUMENT ORGANIZATION

- Section 1 contains the comments we received from the open-ended comment box in the May/June 2019 survey, organized by respondent's reported area, and then within in each area by the type of respondent (resident, employee/business owner, or visitor).
- Section 2 contains the comments we received via email.
- Section 3 contains the comments we received at the public hearing. For length and clarity, the comments in this section are a summary of what was said, rather than a direct transcription.

# SECTION 1: SURVEY COMMENTS

## **PROPOSED NEW ZONE 22 AREA** **Residents within proposed new** **Zone 22 area**

- If you are going to put the RPZ in the pink area as shown, it should extend up to 40th. 37th is an arbitrary line and the issues addressed by the RPZ below will simply move to the region of 37th and 40th. Do it all at the same time.
- I am not want an expansion of Zone 22 area in the 36th to 37th blocks. I also think residents should get at least 1 free parking pass per household in the case that the zoning expansion is not stopped.
- I have lived in the proposed new zone 22 area of Wallingford for several months, and I have never had a problem finding parking in the neighborhood. I appreciate the flexibility allowed by leaving the parking unzoned. It was a reason I decided to move to the area, and I would be really disappointed to see it change. I see no benefit for the residents by zoning the parking.
- It is expensive enough to live in Seattle - seriously, knock this shit off!
- I work weekdays out of the area and return home about 6:00pm so the daytime restriction is not going to affect me too much. I am concerned about local businesses (i.e. JAS design primarily) using street parking for their work vans in the evenings and on weekends. It is hard to find parking close by my apartment making it inconvenient when I have packages and kids with me. Also am wondering if the permits allowed are per structure or per dwelling. There are 3 apartments in the house I live in and there are 5 drivers not counting guests. Thanks
- I am glad for this change to assist residents in finding parking close to their homes!
- I responded unsure, just as I did last time you invited people to provide feedback in a survey on the same proposal. While I am generally a "YES" for restricted zone parking in my area, I do NOT agree with the "compromise" you are proposing. The request for the expanded zone 22 is coming from neighbors like myself who now often are unable to find parking outside our residences after new developers / businesses were allowed into the neighborhood the last few years without any plan for how to accommodate the new traffic. I have heard that many of these businesses are not doing anything to help resolve the parking mess their move into the neighborhood created, for example, they are not providing any public transportation subsidy for their employees. Exactly how would your proposal to install signs on ONE side of the street "better balance the needs of neighborhood employees to use the public right-of-way and reduce spillover of vehicles to blocks at the edges of zone 22"? With the streets already crowded by residential vehicles, with many residents owning multiple vehicles and many of which have no off-street parking, having to fight for parking of one side of the street, how is that making anything better for residents? Please do what's right for neighbors by installing signs on BOTH side of the streets and make businesses take their share of responsibility for offering transportation options for their employees!

- Restricting parking further will simply increase the cost of parking for those renting in the surrounding area, forcing them to purchase parking from their apartment complexes/residential homes. The amount of traffic (minimal) within the proposed pink area is not sufficient to warrant parking permits and would not, in my opinion, reduce traffic congestion in any significant way. I strongly oppose this parking measure, and I cannot see it improving the quality of life for residents in the Wallingford community in any conceivable way.
- Parking should be allowed on the east side of Meridian.
- Finally! The amount of folks parking to go to work or commute has increased exponentially over the years to where finding parking near our house is near impossible during weekday working hours. :-|
- I have never had any trouble parking on the street in front of my house.
- Permit parking necessary if I ever want to park on my block during working hours. If approved, I hope you can prorate the permit fee that will need to be renewed in July 2020. Thanks for working on this.
- Parking is fine/plenty of spots available. I would prefer not paying money for unnecessary permits.
- Permit should be given for the number the order each lot minimum two, so that anyone can participate but no more permits for a license to hunt for parking then those that border the property. So if a business or a large dents residence has 50 people who want to park and seven spaces that border that's all they get seven.
- The issue in our street is boat trailer parking from the launch below. I would prefer that be managed instead of new zoning.
- I want restricted parking on both sides of the street.
- This will improve the neighborhood. I would prefer to see zoned-parking on both-sides of the street as is present in existing zone 22 (where there are similar residential/business needs).
- We haven't ever had trouble parking our cars near our house so would rather not have to pay for a parking permit and deal with an additional hassle when people want to visit us.
- I am in full support of the zoning expansion.
- I don't think expanding the zone would effectively deal with the current lack of parking space. I think it has more to do with residents having too many cars rather than employee parking as I, personally, face more parking challenges at night rather than during the day. Therefore, I don't think it makes sense to pay for a RPZ permit when it won't fix the problems that I encounter.
- I don't want my family and friends to have to find parking farther away from my home when they come over because of the new zoned parking. I have never had difficulty finding parking currently. If the proposed zoned areas go through less people would be willing to come to these areas and support local businesses.
- I live in the proposed (pink) expansion of Zone 22. I strongly support expanding Zone 22 as I often have to park, during daytime hours, 2 or more blocks away from my home.
- This is not necessary, i have lived here for 3 years and have always found a place to park. I have a lot of visitors and I don't want to pay for a parking permit
- 1.) Each household should get 1 free parking pass. It is not fair to tax residents who have lived here for many years because of the City's choice to limit commercial parking, increase density, and provide inadequate transit options. Fees collected from development should pay to resolve this inconvenience. 2.) Having signs on one side of the street may (will)

make it difficult to park on the other side - presenting a significant challenge for families with small children who currently have regular access to parking in front of their homes. 3.) Please find an alternative to posting metal posts and signs all over the neighborhood. Please put marking on curb or street. There already enough signs in the world - please do not pollute our street too. 4.) Why is the time period not 4 hours. Two hours is not enough time for home visitors having a meal or other longer events. 5.) Question. How does this affect work trucks that exceed 2 hours?

- The making in this area has become extremely difficult. As a property owner, I am very anxious to seeing something being done about this situation.
- I should not have to pay to park in the street that I already pay taxes for.
- Did we not receive this same survey 6 months ago? Guessing Seattle DOT didn't get the answer they wanted and decided to ask again. From Wallingford ave to Eastern, there are hardly any businesses and very few (maybe 1?) bus line. There isn't a problem with commuters in this area. And if there is, how about providing free passes to home/condo owners who already pay property taxes and car licensing and registration fees. This feels a lot more like a ploy to garner more revenue for the city for things we already pay for. This area clears out during the day for the most part, so I'm not quite sure what the big issue is. Weekends and holidays can be a bit more busy with parking thanks to Gas Works Park, but that isn't even so bad. Fremont is too far of a walk for that to be a problem. Please just leave this area alone.
- How many times do we have to respond to these surveys indicating that we don't want this? The first time it definitely felt like a push to generate more revenue and further complicate parking. Now that we received this for a second time, it feels like

you didn't get the response you wanted and are trying to push it through again hoping people won't respond. As resident and homeowner of the city of Seattle we already pay heavy property taxes and car licensing and registration fees. Parking isn't an issue in our neighborhood. In fact, it gets better during the day because people go to work. You know when it's worse? During the weekend, the time you aren't requiring permits to park. You want to know why? Because people go to Gas Works Park, so they park in our neighborhood. It isn't commuters or workers. And guess what, I don't even care it can be a slight challenge to find parking on the weekends. Those people coming to the park pay for it, and probably pay a lot of the ridiculously inflated fees I already do. Seattle is becoming more and more of a societal leach and it's things like this that no longer make me proud to live here, nor do I want to stay here. You want to make an effect on this? Why don't you give residents up to four FREE parking passes. That has the same result on helping people park. Then, for those who don't have them, they can't stay more than two hours. Leave the neighborhood how it is, that's one of the perks of living in this city that loves to exploit it's citizens.

- Residential parking in the proposed new Zone 22 zone is not difficult to find, even during business hours. Given that, I do not think it makes sense to charge residents \$65/vehicle for a zone pass. The new zones would also make it difficult for employees in the area to find parking.
- Would concentrate areas south of proposed zone 22 and make it difficult for any guest parking. Would take away any public parking zones in a large radius with no additional parking structures/lots to support visitors/commuters/anyone visiting local areas.

- If at all possible the current Zone 22 (grey area) should be extended to cover parking to the southern end of Interlake Ave N and to the intersection of Stone Way N and N 35th St as all-day parking congestion here is an ongoing problem.
- Expanding the RPZ is not necessary. It is not difficult to find parking in this neighborhood. I would rather not pay \$65 for no good reason.
- You're fixing a problem that doesn't exist. The proposal just taxes current residents to park in their own neighborhood and forces commuters to park elsewhere and/or drive further. Please don't make this change.
- I have never had an issue with easily finding parking in the pink shaded area. I do not feel that there is a shortage of parking.
- I am opposed to creating a permitted parking zone. Streets are public spaces. I have no problem finding parking in my neighborhood. Paying for parking is offensive. I am not guaranteed a spot even after paying.
- The proposed changes would be very helpful. We currently have trouble with blocked driveways.
- People who work around the area definitely park and walk to the office. After 9 am it's very hard to find parking. It clears up after 5 pm. Zoning would help residents.
- I don't think around my building parking is that difficult during the day, but I am not home much then. Parking is pretty easy to find in the evening in this area. I don't think this section of Wallingford has that many commuters parking in the neighborhoods yet. I can see this being a problem in 2 years from now.
- Parking is not an issue for me and I'm very opposed to having to pay to park on my own street...
- Why not install meters instead? That's much easier to deal with than complicated rules. It's easy to miss or misread RPZ signs and get fined.
- We would like to know more about the low-income permits as we will likely qualify. What is the cut off? Will the guest permits cost money? If so, how much? I currently park on the road blocking my driveway. Will I be ticketed for this once the street is zoned? If the proposed changes are supported, when will they be implemented?
- While not related to zone parking, I'm concerned about parking enforcement. People regularly park too close to the corner in front of the Cantinetta restaurant and directly in front of the stop sign on 37th St. This obstructs views of traffic and makes this intersection dangerous. Fresh curb painting and increased signage and enforcement could help. This may not be the right forum for this, but I hope this could be forwarded.
- Hello. My son is the sweetest human being in the world. He often brings me my morning coffee. Asking him to pay for street parking would be asking too much from him.
- This no good proposed parking changes in Southeast Wallingford. Please find another way. Its very expsnive here.
- Wallingford is my home and i enjoy the pleasant community here. I do not own a vehicle but i rely on people visiting me. Please do not burden my guests.
- I'm surprised that the city would try to making parking more of a hassle out of the blue. This is not necessary at all. I'm hoping that you do not move forward with this restriction because it's not needed at all.
- I live in the apartment building in the pink shaded area. I rely heavily on the street parking because I can't afford to pay for parking in my building. This is a huge expense to place on me and my roommate and it's coming out of nowhere. I never had issues parking near my residence, day or night, and I have no idea why Wallingford City Council is trying to restrict our parking. I will be at the hearing.

- I have lived in this area for 6 1/2 years and I've never had any issues with the street parking. Wallingford is a great location for many reasons and it's these types of initiatives that make it less enjoyable to live in. We definitely do not need this additional zoned parking as you've proposed. Thank you very much.
  - This is such a bad idea. There is nothing wrong with the parking the way it is. If it's not broken don't try to fix it.
  - Please do not zone parking in this area. We live in a nice place in near the city and the last thing we need is make parking more of a nuisance. Please do not do this!!!
  - Dear Seattle Department of Transportation, One of the things that makes Bellevue such a desirable location is the there is ample free parking. It is absolutely ridiculous to zone the parking in the neighborhood that I've lived in over the past five years. There is no good reason for it, except to generate more revenue through taxes and fees. I DO NOT support this proposal in any way, shape or form. Living in Seattle is expensive enough if you don't work for Amazon, Microsoft, et al. Have a little respect for the little guy.
  - I previously said yes but after more thought I truly believe that it should cover both sides of the street. It does not seem right to me that we have to pay for a spot that may not even be in front of our house with kids and groceries while our neighbors north of us don't pay at all. I say cover the whole area. To make it fair. Keep anyone from the free ride including the people who park in our hood to work down the street or downtown.
  - Do not change to a two hour zone.
  - Parking isn't a problem for residents here. Zoning passes an uncalled for burden: buying permits not only for ourselves but our daytime guests. Not cool.
  - It's very difficult to find parking in the neighborhood anymore because of Tableau-
- residents should have preference to park on the street. Thanks for considering having zoned parking!
- let parking stay free for all in the pink areas! thank you.
  - It has been increasingly difficult for residents to find parking in the proposed Zone 22 area. My family has lived here for 7 years and sometimes we have to park several blocks away, difficult with a baby. We endorse the proposed zone 22 permit plan.
  - lived here for 35 years and have little trouble parking two cars per our residence would change the flavor of or street in a detrimental way
  - This is much needed! Between the commuters and the new housing going in, we have absolutely no parking left for current residents.
  - What does the \$65 permit fee go to?
  - Strongly oppose as I think it will problematic for anyone coming to visit us. We also have small kids and I can't imagine our caregiver needing to move her car every 2 hours!
  - We need RPZ in the expanded zone 22 area ASAP
  - Stop trying to generate revenue from your residents through your taxation of street parking. Keep your hands off my neighborhood.
  - As residents of one of the proposed new zone 22 blocks we are ecstatic that you are considering this change. It is consistently near-impossible to find parking on our block during the day, and since our driveway needs to be kept clear (due an easement) our parking choices are extremely limited. We VERY MUCH HOPE that this change goes into effect as quickly as possible. Thank you!
  - I don't agree with zone restrictions. City council should take traffic and parking into consideration when dealing with growth.



- I pay over \$12000/yr property taxes so why should I have to pay to park in my neighborhood. Permits should be given free of charge to all vehicle registered in the zone.
- Would be nice to not have 90% of the parking during the day be occupied by tableau employees
- I dont see this as anything other than an unnecessary tax on those that live here. You are just finding a way to make money off people parking here. People who live there and park for free now will have to pay the city to park where they already were. This will not lessen peoples' need to park in Wallingford nor will it lessen traffic. Again it just charges people who were parking in these locations a fee for doing so. I am FIRMLY AGAINST THIS!
- 1) I support the expansion of Zone 22, and appreciate all the work you've put in. However, to limit the expanded zone to just one side of the street is unfair as the bulk of the parking problem is caused by employees that work west of Wallingford Ave; namely Tableau Software employees. The area west of Wallingford will continue to avoid Tableau's impact; while east of Wallingford will continue to suffer. 2) I had understood that the large AMLI apartment building on 34th had an agreement that residents are required to have parking in the building. If true, please consider removing that building from eligibility for a permit.
- I am delighted to have RPZ installed. I suspect every block up to 40th (perhaps beyond) will be asking for it next. The all-day parkers are out of control, and will probably migrate to the north.
- I am tired of not being able to park in the same block my home is in. Commuters park in my neighborhood and take the bus downtown.
- Please expedite this! I work from home and cannot park in front of my own home during the day, due to employees from Tableau and Brooks taking up all the parking.
- I generally support the idea of adding zoned parking but think that it should only be on one side of the street WEST of Wallingford Ave on 36th and 37th. Provides good balance.
- I have no issues finding parking on a daily basis in my neighborhood, and do not wish to pay a semi-annual fee for this. It would further create complications for when I have visitors in town, unless I wanted to pay more money for a guest pass.
- The proposed changes should not allow residents of the new apartments N of 34th street on Wallingford ave. to get permits. The buildings already offer parking to those apartment residents. They should not be allowed to get zone 22 permits as they already have reserved parking options.
- Thank you for responding to our need for equity in neighborhood parking. However, including the South end of Wallingford Ave, where many new apartment buildings are being constructed, will not prevent people living there from using the Zone 22 streets, such as Burke Ave N where I live for parking. Same applies to the north side of 34th. Please consider excluding these areas.
- This would help out with residents so much. I know so many people who have received numerous tickets, been towed, and just having to move every 2 hours when leaving car at home is tough! So having parking would really help us!
- This will effectively take away over half the neighborhood's parking capacity away from most renters, furthering the effects of income inequality already imperiling many residents of this neighborhood. This proposed change is essentially warfare waged by homeowners in this neighborhood against renters (who are effectively not represented in the Wallingford Council), and it is being enabled by Seattle DOT. This survey (and the preceding one) is deeply flawed; it does not even attempt to categorize respondents



(for example: renters, homeowners, etc) to try to measure attitudes toward this rezoning by residence type. It is wild that such a regressive plan is being successfully pushed through; there is no way that “Make it bureaucratically difficult/impossible for poor people to park in this neighborhood” is a worthwhile goal for Seattle DOT to pursue.

## **Employees, business owners, and visitors within proposed new Zone 22 area**

- Get these fucking homeless living assholes off the street. They have 2 busses, 2 cars, and a motorcycle next to that wook Om Circle hippy garbage daycare. They have homeless transients living off of the business electricity in busses parked stationary 100% of the year RIGHT OUTSIDE THAT DAYCARE. The problem isn't employees with licensed vehicles who obey the rules, it's this homeless transient community. If you push me, I'll just move into my car and live here like those nasty fucks. Make your move.
- I am a Brooks and employee and park on the street in Wallingford. I travel over 30 miles to work and so public transportation is not an option for me. Also with the salary that I make I am not able to afford to park in the garage. If this zoning goes through I will most likely have to leave a job I love because I cannot pay to park in the area. Please do consider this as you make your decision
- Doesn't leave parking for employees of businesses in the area that don't have any designated parking. This takes away all the spots i normally park in during work.
- This significantly affects our business. We have 15 employees who rely on street parking and guests who visit our office frequently. The proposed changes would eliminate nearly all the non-time restricted areas where our employees can park during business hours.
- As a local and worker in the Wallingford area I would be sad to see it change to limit availability for businesses to have parking options without visitors being forced to pay for parking or trek in.
- The 2-hour limit will make it extremely difficult for those who work in businesses located in the pink shaded area. Please reconsider.
- There is not at all sufficient parking for businesses, employees who work here. Before you make more parking inaccessible, would suggest opening up more on West wallingford and closer to Gasworks park
- Parking for work is difficult enough. Please consider that not all businesses have parking garages, and not all employees at businesses with parking garages will be able to pay for parking at those locations. Free parking makes this area attractive to all and lets business flourish.
- Those of us commuting into the area are not wealthy enough to live in these places. We park 8-4. If they aren't working, then it probably means they have plenty of money. Those of us that have to work to earn a living need parking. When the city issued a permit to build a business structure, they're at fault for not accounting for parking.
- It would be bad for business to have zone parking in the area. There is no reason to put unneeded restrictions on parking.
- As an employee of a nearby business, I support the expansion of the RPZ. However, I feel like the SDOT needs to do more to hand-in-hand with this stick to encourage alternative transportation options to and from this neighborhood.
- I used to work downtown and loved busing into the city. Why wouldn't SDOT work with Metro to increase the opportunity to reduce the amount of cars that needed to park in these areas by creating better bus options to this area of town that has a high tech population? This proposal is just going to move cars to other residential areas

and doesn't address the actual issue of accessibility to this area. It takes me 1.25 hours to commute in from Shoreline on the E line and walking to get to my work. It takes me 20 mins to drive and park.

- Most residences on the block of my work have their own driveway. The residences are only on one side of the street, the other side of the street are businesses. There is nowhere else to park.
- I work with several elderly and disabled people who are not capable of walking up and down the hills through the day and need to park right outside of work
- There would be no need for parking restrictions if developers were required to provide parking in all new residential construction regardless of the buildings proximity to a bus stop.
- RPZs have already made it difficult enough to conduct business in Wallingford.
- The results from December clearly show that this is not supported by the majority. Limiting parking down in this area restricts access to the public park and businesses in the area.
- NOOOO! Why would you take away my parking i visit my elderly mother and i use the street parking beacuse her drive way cannot fit my car. I do not need to pay for another parking zone in seattle!

## **PROPOSED NEW ZONE 34 AREA**

### **Residents within proposed new Zone 34 area**

- Developers should be required to include off-street parking. No street should allow parking on both sides. The streets are too narrow and it is too dangerous.
- I support this as a residence. The street is becoming crowded with visitors, and as a resident it is hard to find parking because everyone can park their car
- I live on the 2nd Ave and I am in favor of the expansion of the RPZ Zone 34. Therefore, I'm against the findings.

- I support the expansion of the RPZ to Zone 34
- I am in support of the expansion of the RPZ Xone 34
- We need to zone all of Wallingford off.
- My neighbor pointed out to me that the expansion of zone 34 is in danger of being dropped. I do support the expansion! I didn't step up to answer previous surveys, although obviously I should have. Our neighborhood is being used as a UW parking lot. I understand street parking is a city resource, but I don't believe it's the responsibility of the neighborhood to provide parking for major institutions. Please reconsider expanding the zone 34 RPZ!
- Parking is very tight here with everybody from UW parking and leaving their cars for days. support expansion of zone 34.
- Please expand zone 34. I want to see better parking!
- I support the expansion of zone 34.
- We need restricted parking on 1st Ave NE between N40th St and NE Pacific. UW employees and students park on the street during the day&evening and walk or take bus to UW. They even park and ride their bikes from here. I've had my driveway blocked as well. This street has many apartments and new townhouses that don't provide off street parking. We've had 2 years of construction and now another construction starting up shortly. New development at NE Northlake Way x Latona(Dunn Lumber site) will bring more parking issues. I've lived here for over 20 years and it is now near impossible to find parking on my block. Thank you
- Hello and thank u for listening I support the zone 34 expansion to our block. A neighbor told us it might not happen!
- We heard from a neighbor that the expansion of zone 34 in in jeopardy! Why???it makes total sense to expand below 40th. Please reconsider and thanks.

- I support the expansion of RPZ. We need more street parking and thanks!
- Please expand zone 34. thank you.
- I support expansion of zone 34.
- I am in favor of the expansion of the RPZ Zone 34. I am against the findings because Zone 34 is no longer part of the expansion.
- We support the expansion of zone 34 below 40th street.
- I live in zone 34. Street parking is very hard to find. As single family homes have been replaced by multi-unit dwellings it becomes harder and harder to park. Commuters not only Park in the neighborhood but also short cut through the streets and have created an overload of traffic. Parking within Zone 34 should be for residents only
- I am in support of expansion of zone 34
- There are too many commuters parking in the area which leaves no where to park for residents. I support the expansion of zone 34.
- We are in favor of the expansion of zone 34. We need more parking.
- I live in zone 34 and was not able to attend the community meeting. The area is inundated with commuters passing through the streets and parking in the area. My parked car has been hit twice in the last two months by non residents parking next to it. Traffic and parking should be limited to local residents.
- Please expand zone 34. Residential parking is getting very difficult.
- Please expand zone 34. Thank you.
- Please expand the zone 34. It's impossible as a resident to park here.
- I am in favor of the expansion in zone 34. We have lots of commuters parking in our neighborhood. please help us
- 2nd Ave is busier than an arterial because it's 2 way and it's a dangerous street being 2 ways. Please consider at least one side being part of the zone 34 as a compromise.
- Zone 34 needs to be enlarged as shown. It's impossible to find parking when you need it. Please reconsider.
- The new zone 34 is pushing more UW and downtown all-day parkers south of 40th. I'm disappointed the expansion is no longer proposed. Please reconsider. There's considerable support for the expansion among residents of the area.
- Expansion of 34 south of 40th is needed. I'm not sure why you have pulled back but please reconsider! Too many commuters keeping residences from being able to park!! Thanks
- This is the first time I heard about the Zone 34 proposal and was not asked to weigh in till now. We need restricted parking due to the growth in multi unit dwellings (townhouses) and people parking in our neighborhood and commuting to work in Seattle.
- This will do nothing to help residents with parking in area only cause more tax collections and tickets
- The proposed Zone 22 really isn't aimed at commuter traffic (there aren't significant transit routes easily accessible, it's aimed at people using Gas Works Park. It's essentially redlining the park for locals. Also while my neighborhood isn't getting RPZ (34) we are severely impacted by parking for UW and those accessing the Burke-Gilman to get to UW. Consequently we have a lot of illegal parking (such as Stop signs, into driveways) but the area is seldom patrolled by Parking Enforcement. That should increase under this plan.
- I am a condo owner. Our condo has been excluded from the RPZ changes and our will be severely impacted if changes exclude on-street parking. Please reconsider including 3-hour limits during the day w/o RPZ pass and RPZ 6am-6pm, as parking in front of our condo building is typically completely taken by non-residents and construction crews from 7am-6pm on a daily basis most weekdays. Resident parking will be nearly eliminated without these permits, particularly given Dunn Lumber's construction project beginning in 2020. Thank you,

- The no-longer-proposed Zone 34 area is sorely needed. On weekdays during work hours, street parking fills up to the point where I often have to park blocks away from my apartment. And the fact it's easier to find parking at night tells me the people taking the spots don't live in the neighborhood. This problem has only gotten worse since RPZ was added north of 40th. I'd strongly encourage the city to reconsider adding this area as an RPZ.
- By no longer extending Zone 34 to that area south of 40th, SDOT would be almost exclusively excluding the few apartment buildings in Wallingford. That area is horrendous to find parking as is, and now we also can't park on neighboring streets. It is necessary to extend that zone to include those residents who currently have to drive three to four blocks away to find parking.
- Please reconsider permitting Zone 34. The proposed new zone 22 will add increased parking hardship due to UW and Burke Gilman commuters. Please put consideration back on. Also, a much needed crosswalk on the corner of 1st Ave And Pacific would be very helpful to safety!
- The proposed expansion of zone 34 is needed due to university students and employees parking on the street including 1st Ave NE and having to find parking on 40th, across 40th or parallel streets.
- Developers should be accommodating their projects with their own parking for those residents and businesses. It's a reality. Why should we have to pay for permits as a resident? Or visitor to the park on holidays.
- Please actually expand Zone 34! I disagree with the feedback you received: that area is just a commuter parking lot for UW, and it is very hard to park there as a resident!
- This area is used almost exclusively during the day by all day parkers who use the trail to commute from this spot to places like UW. I cannot find parking within 3 blocks of my apartment between 9:00am and 5:00pm. All other parking in the area is 2hr

maximum and I can't park my car in 2hr space 3 blocks away, then have to go move it after I've already gone home. This area needs to have it's own parking zone, or at least be added to zone 34. It cannot be left unzoned.

### **Employees, business owners, and visitors within new proposed Zone 34 area**

- Zone 34 should be expanded. Too many commuters and bike riders are parking in the area.
- I visit my friend in the "no longer proposed" Zone 34 area and it seems like the zoned parking would be a big help. Please reconsider.

### **CURRENT ZONE 22**

#### **Residents within current Zone 22**

- Please charge something closer to market rate for RPZ parking. Rather than \$65 for 2 years, the city should charge \$500 per year with half the money going to neighborhood improvement projects and the other half for affordable housing.
- Please, please, please would you come and actually enforce the zone parking restrictions? We pay for our permit, yet our neighborhood has numerous violators every day and very little enforcement. It does no good to change the rules if you aren't willing to enforce the existing rules.
- Would like to see it extended to Saturday as well. Too many Bastyr students taking up spaces on Saturday morning.
- Please extend the times for all zone 22
- Please consider replacing free 2 hour parking on Stone Way with metered parking. There is the Watershed on Troll Ave and a proposed office building on Stoneway. Many residential/commercial buildings are in planning stage along Stoneway. Parking spots are difficult to find in the evening/weekends especially south of 40th st.



- Making the zone 22 hours consistent with other nearby RPZ zones will help everyone know what is allowed and what is not. Visitors still get the same 2 hour free time so there's no difference in non-resident impacts.
- Zone 22 near Stone and 40th is already at or above capacity. Eg. no available parking at any time past 5PM
- Please make these parking permits as expensive as possible and use the revenue to fund pedestrian and cycling infrastructure in the neighborhood. In particular, Woodland Park between 34th and 40th has a few intersections that are extremely dangerous for pedestrians.
- This is a largely residential area with few, if any, businesses. I don't support the expansion of those hours- it is already an inconvenience to park my own car and have guests visit my house - and I don't think expanding hours or the area will create ANY improvement or effect, other than increasing parking ticket revenue. Besides the 1-2 days that the RPZ is useful living here near Gasworks, I can't see any advantage or need to expand this program.
- With the parking restrictions on 40th proposed, the homes on that street should be allowed to also obtain Zone 22 permits.
- I will support any changes or legislation that make it easier, or less difficult for full-time residents to park in the neighborhood. I've lived in the area for sometime now and any help will be welcome. That is, providing that these changes actually make it so.
- We would like some hours for weekends, especially Saturdays. Sometimes we get weekend dumpers--people who park mid-Friday and don't pick up their cars until late Sunday or Monday. (nonstickered)
- Standardizing the RPZ hours across the area makes simple logical sense. It also increases the benefit that RPZ residents receive from having purchased their permits.
- Parking should also be restricted on Saturdays. New businesses on Stone Way have a huge impact on available residential parking.
- I support these changes, and also encouraging large neighborhood employers, such as Tableau, to encourage their employees, contractors, visitors, etc... to not park in the neighborhood. It is staggering how many people I see park in the residential neighborhood to conduct business at Tableau.
- I support the proposed new Zone 22 parking changes.
- I don't see a need for extending RPZ hours. If the point is to deter commuters from using residential parking during weekdays, the proposed expanded RPZ hours would not do much to that effect. And of course, replacing existing signage won't be free.
- I do not support expanding the hours because I do not see a reason to. I can't see how it would make much of a difference as the current hours are adequately able to prevent full day commuters from parking there. These times also serve residents who do not have a full need for a parking pass but may need to park on the streets in rare instances (this happened to me when my apartment building was doing repairs on the driveway). In addition, I would like to see the city consider parking permits for low wage workers at small businesses in the neighborhood, for example, the restaurants and cafes on Stone Way. Considering these workers are unlikely to afford living in the neighborhood, I can only guess that they commute either by bus or car. If by car, they likely cannot afford a pass in a parking garage (unlike employees earning higher wages at larger businesses). It seems to me like their could be a compromise to attract quality employees to the small businesses in our neighborhood.
- Love the RPZ idea, however I find the concept of paying to park in front of your own house troubling. Do you really need to charge residents for these permits?

- The parts of 36th and 37th that extend into the grey area are habitually over parked. This seems like a GREAT improvement to me.
- parking changes should include Saturdays
- Do not change anything.
- Please extend zone 22 (my zone) Please install proper zone signage on the west side of Woodlan
- Need stricter enforcement rather than longer hours.
- I think that the entire zone 22 parking should be limited to 2 hours of parking for all hours of the day (including overnight) except by zone 22 permit. This is because I foresee it becoming increasingly difficult to find parking when coming home from work in the future.

## Employees and business owners in current Zone 22

- Adding additional blocks to Zone 22 will severely impact employees on my team. We all rely on this available parking to ensure we can afford to come to work!
- Wallingford is an increasingly commercial neighborhood. Houses in the neighborhood are very affluent and have on-property parking. There does not seem to be a need for residents to have zoned, designated parking in zones 22 or the expansion of 22.
- Thank you for polling our opinions. As much as I understand the frustration for locals to want zones, there are still plenty of people who commute and sometimes their options are limited to driving. It only makes it more difficult if they drive long distances, only to park further distances to make it into work.
- Public transit to Fremont/Wallingford from areas outside of the city are very limited. This results in many commuters driving. Could the plan somehow also address the need for increasing commuter options to reach FreWally without a car?
- I do not support these changes.
- Many of our employees cannot afford to live within the range of public transportation.

They also cannot afford to pay \$15/day to park in our building. Thus, many Fremont employees (myself included) circle the blocks for up to 30 minutes, trying to find a parking spot in the morning. The proposed area is crucial to our already minuscule parking options. Please please please don't take more parking away from us during the weekday hours of 6:30am and and 5:00pm. Residents are typically at work during this time and should not be affected.

- I think they make sense given the business growth in the area.
- I work an entry-level job at Tableau and regularly park in the Wallingford neighborhood, usually on Burke at 36th. I'm a single mom. I have to take my daughter to school in the morning, pick her up before the after-care closes, and then go to the store. As a result I have to regularly drive in, and walk the 6 blocks to work. Taking the bus or biking is not an everyday option. If you in switch to permitted parking, what do you propose I do? How do you want me to magically get to work? The Wallingford area is mainly single-family homes, with driveways. There is abundant parking in the area, especially during the day. RPZs make a lot more sense when they are restricted during the evening near a business district. That's when both the residents and the business customers are competing for the same parking spots. I'm sympathetic to the residents feeling that they got invaded. But, there are 100,000 more people in Seattle than there were ten years ago. The city issued the building permit for a large office building near a quiet residential zone. Accommodations must be made. Allowing commuters to park in otherwise open spots is a good way to manage growth. As a Seattle resident, I too pay taxes for the street in front of my house. However, I know that I have to share that street with everyone else. I have no right to claim it for myself. We need to find a sensible solution that works for everyone. We don't have

room anymore for NIMBY politics. If you do go to permitting, then I request you open it up to people who work in the area. We aren't going away, the spots are available, and we need a place to park. Thank you.

- I am concerned with the proposed new Zone 22 permitting. Me and at least 40 other employees who work in Wallingford have no where to park and usually park within that pink zone. With zoning that space it literally removes all day-long parking within a 10 minute walk of our building. It'll be pushing the parking into further neighborhoods, creating a revolving problem. That parking isn't utilized throughout the day anyway.
- It is important for patrons of the nearby businesses to be able to park and walk to use them. Coffee shops/restaurants rely on customers being able to access their business during the morning and evening hours.

## **OTHER AREA OF WALLINGFORD**

### **Residents within other area of Wallingford**

- They built a lot of condos with no parking. If the City allows that, the condo residents need to deal with it. They knew what they were getting.
- 1. I'm pleased that you aren't making zone 34 limited parking. 2. Mixed feelings on Zone 22; every restriction pushes more day parking in my area.
- Extend zone north up to 40th, otherwise that are will be crushed by cars that use to park in the proposed zone.
- I think that any proposed changes should include all blocks south of 40th. Cutting the new proposed zone off at 37th St will only concentrate the commuter parking between 37th and 40th making an even worse problem. You should expand the zone up to 40th street or not have it at all.
- RPZ parking permits should be FREE to ALL home owners. The proposed \$65 fee is unreasonable. Home owners who have bought property and paid property taxes should be able to park at least 2 vehicles near their home without paying a fee!
- I live close to the proposed new zone 22. I am very opposed to this plan. We already have difficulty finding parking in this area. Many people park here to go to work somewhere else, e.g. Tableau. If the proposed new zone ends at N 37th St, people will just park north of it, further restricting parking spaces available. If this new zone goes into effect, it should extend all the way up to 45th St. Please don't make Wallingford completely unliveable!
- If I live a half block from the proposed Zone 22, will I still be able to park near my house or will everyone from the block below mine park where I've always parked. Then what?
- If an RPZ is necessary, then parking permits should be FREE or NOMINAL (\$10) to all home owners. A \$65 fee even if it is for 2 years is extreme imposition for something that should be a right. Home owners who have bought property and pay property taxes should have a right to park at least 2 vehicles near their home without paying a fee!
- If this is going to go forward, please consider extending RPZ 22 area northward to 40th or 42nd. The problem will be that many people drive to Wallingford Ave, park, and then take the 26 or 31/32 busses to downtown or UW. If the RPZ encompasses only the lower half of the Wallingford, all of those people will try to park in the three blocks between 37th and 40th to catch these busses. That will make parking impossible for residents!
- Increased rpz zones will make parking worse in my area. I would support the changes if we get to have rpz parking too

- We already have problems finding parking because people park in front of our house and walk/bike to work from there. If the proposed parking restrictions are implemented just one block south of us the situation will get much worse! When we got our mother-in-law apartment approved one requirement was to provide enough street parking. How will this problem be solved? Restrictions should go all the way up to 45th street. Thank you!
- I do not support this, I don't think it will actually help, as I'm sure many people would just move from the zoned area to park in other areas, making areas like the one I live in more congested. Picturing this around the summer time sounds like a nightmare with Gas Works Park right there. I oppose this change proposed by the neighborhood council, as I think it's selfish and short-sighted.
- There are already a ton of people parking south of 40th to catch the downtown buses. This will push more people into the area.
- What is the estimated daily parking volumes in general? How many cars do you project are spillover into non-restricted area? I'm concerned that there will be spill over from restricted areas into current zone 33. How was the cut off for restricted parking determined and how will spill over, which will occur, be evaluated ongoing? What is the spill over to zone 33 plan??
- I'm hearing that garage parking at the AMLI apartments on 34th/35th St costs \$140/mo while we know RPZs are \$65 for 2 years. My concern is that if eligible, the AMLI residents will take the far cheaper RPZ option, reducing the effectiveness of the RPZ for local residents without a parking garage option. Please consider this impact when making a final decision. I would bet AMLI's garage is underutilized when folks are deciding between \$140/mo vs. the current free or a soon to be small annual fee for a RPZ permit.
- I would like for you to add this section of the street and the gravel parking areas on this street to this proposal. We often deal with drug addicts and other homeless who live in their vehicles and frequent the park at night. The whole area has become a dangerous place in the evening, with many cars broken into and objects stolen. I'm hoping with the new zoning we may have a more vigilant cop force out here, ensuring the good-for-nothings are moving on.
- The pink and grey areas share the same burden of intense recent development without free or affordable parking. The residents and business who relied on street parking are being pushed out by the freeloaders who have access to off-street parking yet want to take advantage of free on street parking.
- My neighbor is a single man and has 4 cars parked on the street.
- I support this new RPZ proposal but my neighbors and I who live at the border of the proposed pink zone are worried that the parking will just spill over into our area, as it is already happening now. Please extend the proposed zone area north to N 38th ST, at least within residential/nonbusiness areas.
- I believe residents shouldn't have to pay for RPZ on streets near their home or apartment. On street parking should be free if you are a resident.
- The city should move toward eliminating free street parking, and create parking benefit districts with part of the revenue dedicated to non-private vehicle neighborhood improvements like parks, bike lanes, and transit.
- Please paint lines for parking spaces. There are many cars that take up two "spaces" on the road, reducing the number of available parking spaces.
- The extra cars come over to 2nd Ave NE when parking is already tight and some cars park for a couple weeks at a time without moving. Unacceptable.



- I'd like to be included in the rezoning. Please extend Zone 22. Thanks.
- I would like to see zone 22 expanded north to 40th (or at least 39th). Most residents in that area rely on street parking, and we already have an issue with people parking all day to catch a bus to UW or downtown.
- By zoning the whole area above 34th and not including the residential blocks below 34th (where the parking generators of GasWorks and Tableau actually exist, you are creating a larger issue on the residential blocks that are not included in the zone. We are unable to purchase a zone pass and yet receive the negative impacts of the large parking generators as well as the spillover that will occur from the new zone north of 34th.
- We see commuters parking on our street and taking the buses that run along 40th. I think if the proposed zone 22 is approved then other areas need to be considered as well.
- I think Zone 34 should be extended one block west to include 2nd Ave NE. It is a major thoroughfare that is frequently congested & overparked.
- I'm concerned parking limits will expand northward and cause me undue expense.
- I worry that all the unpermitted commuters will fill my block. We do not have off-street parking and need parking on the street for our cars. My request is to extend Zone 22 one block north. Thank you.
- Unsure how changes would impact current residents with respect to visitor parking.
- I urge you to increase the price of RPZ permits to fully cover the cost of construction and maintenance of the on-street parking facility.
- I want to leave similar feedback as I did for the first survey. I think there's a good chance of spillover for areas near the RPZ border negatively affecting the available parking for residents. I understand single side zoning in the new Zone 22 may alleviate some spillover. I don't have a driveway and this feels like a gamble - I hope we aren't petitioning you for a further Zone 22 expansion next year.
- If the South of 37th is zoned 22, it should be extended up to 40th. Currently, a large number of bus commuters fill the street also from 37th to 40th. This will simply push more commuter parkers up North of 37th that are already in that area. Either don't extend it South or extend it North to 40th, where there are many duplexes and apartments buildings along with mixed, grandfathered retail that will be adversely affected.
- We live just on the boarder proposed new zone. I'd rather be included in the zoning as I feel it will push more parkers onto our block that doesn't have the zoning. Parking is already very difficult at times.
- I think that by moving it here, commuters will move to park between 37th and 40th, making this area more crowded with no parking for residents. I do think Would be a smart proposal if the zone was extended all the way up to 40th, allowing commuters to spread east as well.
- In my opinion this is nothing more than a disguised attempt for the city to take money from people and give nothing in return.
- I would like to see some other options, such as requiring developers and businesses to fund construction of parking structures/ facilities for the commuters who park in the neighborhood. I would also like to see a restriction on parking more than one vehicle per residence on-street. Finally, I think the fee is too high.
- I think this is a terrible idea (I live just outside the area). It's just going to push people up a little farther to park, and having zoned parking up here (where there is really plenty of parking) just feels like a way to get the more densely populated area of wallingford to pay more than the areas with single family houses. Sounds pretty lame to me. The bus access for this area is also kind of dismal. and this would just make it even worse/

- How can we get Zone 34 extended to 2nd Ave. NE? The recent addition of signs on Latona and other surrounding streets has pushed commuter parking onto our street, making it very difficult for us to find parking on our street--it is parking on one side only as it is, so we often have to park one or two streets away from our house.
- There is really no need for zoned parking. There is ample parking in Wallingford and the only reason parking can be scarce is because of gas works park. so instead of punishing the residents of wallingford for living near a popular park, how about SDOT makes MORE PARKING FOR GASWORKS. I truly believe this is the largest source of parking congestion. So be smart and stop pushing your responsibilities onto the taxpayers and residents of this lovely neighborhood. MAKE MORE PARKING AVAILABLE AT GASWORKS.
- Hello, Thank you for the notice. We need to expand the RPZ Zone 34 to our area. I am regularly forced to park many blocks away from my home. Our neighbor is currently circulating an official sign up sheet to request an RPZ in our area, I believe he will be submitting it soon, if not already. Thank you again for your work. I appreciate the chance to offer my feedback. You can reach me at. Sincerely,
- You guys are crooks. Start requiring parking for the new developments you permit. I have owned my property for decades in the area and have seen you show complete irresponsibility in allowing people build large multiplexes with no parking. You are the public's worst enemy. I pray for some intelligent people to be hired in your department so we can regain sensibility.
- I live just north of proposed zone 22. We have day time commuters as well that line the street taking up spaces where homeowners would normally park. I have no off street parking.
- I live one block north of the proposed zone. If you are going to RPZ any of the area under 40th you probably need to do the whole area as it is just going to push commuters one block up and just move the problem. Once you get to 40th then it is more cumbersome to deal with crossing the major street and is a long enough walk to prevent the commuters from misusing.
- The more RPZs you put in, the more you push the problem to other areas. Why don't you require new construction to have garages instead? Why don't you create parking garages at the light rail station? This proposal seems to create more problems than solve them.
- I live above this proposed new zone and I am very concerned about this pushing non permitted parkers onto my block immediately outside the zone.
- This is a disgrace. Another ridiculous money grab by city politicians to fund their pet projects. This is another tax on the citizens who are struggling to make ends meet. The pink zone will just push cars North into the unzoned areas meaning we'll have no parking. Then you will want to force those in the now unzoned areas to pay the tax to get reserved parking. Thus, giving more money to SDOT to waste. Defund SDOT. The bike lanes are another waste. Potholes all over the city but pristine bike lanes. Worthless policies. Worthless administration. How many more taxes can COS come up with? What do we have to show for it? Nothing. Tax and spend. Tax and spend. And homeless everywhere. EVERYWHERE.
- I am not eligible to purchase a permit, which means that anyone visiting me can not stay for longer than two hours, which sucks. Parking is already difficult as it is, and this restricts my ability to have guests over to my residence. IF you are going to do this, you should allow those who live between N. 34th and N. Northlake Way to purchase passes as well, because there will be no where for guests to park within walking distance.

- I am unsure because when I look at the new proposed zone 22, it appears as if the primary result of the signed blocks will be to push existing traffic up the hill and just move the problem to another neighborhood. (I'd like to know what the plans are to prevent that from happening.
- Because we abut it, we get all the overflow commuter parking and there is nowhere for residents to park. We want to be an RPZ too.
- Does not effect me directly
- This seems like it's mostly going to push the parking problem to a different part of Wallingford rather than actually solve it. It seems unlikely that someone who is currently commuting to the area and parking all day on a residential street is going to change their method of commuting because of this change. In reality, they will likely just park 3 blocks north of where they currently park and walk an extra 5 minutes to their work. It seems like if the goal is to stop people from parking all day on residential streets, you would need the pink area to be much larger
- We are just outside of the proposed zone 22. The proposed changes will just shift the pressure onto neighboring streets such as ours. Another possible approach: Seattle has too many cars so we have the problem of traffic and parking. Maybe if there were some way of charging to park on the street (any street) when we renew a vehicle license we could limit the number of cars. Cars visiting from outside the area could purchase day passes to park on the street or buy it on site when they park.
- Absurd that developers do not build parking. They could sell the space, it unfairly impacts family neighborhoods. I am not a car supporter, lived here for 15 years with no car and twin infants, but I am a car realist.
- Please move the border of zone 22 from 37th street to 40th st. If the line stays at 37th we'll just be inundated with parkers. 40th is more logical.
- Please consider ignoring the requests of the WCC, claiming to represent the neighborhood, but with stated goals of excluding renters, poor people, people without cars, students, etc., from the neighborhood. Their views come from an organization with membership fees and a hefty "must be rich enough to live here and know we exist" requirement, heavily skewed towards homeowners who have off-street parking where they store their yachts, junk, etc, who would prefer renters who aren't so inclined to get their Zone permits, get ticketed or park outside the boundaries for simplicity, just because the homeowners "got there first" and want to preserve their curb area so they can keep storing junk in their garage.
- What I've noticed since the implementation of Zone 34 is that all Zone 34 is pretty empty of cars and the adjacent blocks are more full, including ours. Basically you've shifted their problem to us. Moreover, you continue to NOT study our block for overcrowding and you granted Zone 34 permits to the blocks between 40th and 42 for Latona, 4th and 5th, without even doing a study of those areas. It all seems fairly arbitrary. I don't think we need nearly the amount of parking restriction you've come up with. Even a simple "No overnight parking w/o permit" would stop the UW students from leaving cars on our streets for days at a time, which is part of the problem (also you don't capture these types of issues in your studies but it's a really problem in our area). Our neighbors just recently moved primarily they said over the parking problem. As homeowners we don't have that option very easily unfortunately but we're considering it nonetheless. We've discussed it with our neighbors on the street and many seem to feel the same.

- While previously I was able to park directly across the street from my house, now I am no longer able to. I can't get a permit because I am outside Zone 34. These revisions do nothing to assist people living on 50th, which has no street parking and now can no longer use the nearest side street.
- All this proposal means is the already difficult parking in our area will become even worse. You did not take my advice when I suggested it should be pushed north to 40th not expanded east/west. Also, as a boat owner I know it is already impossible to use the PUBLIC boat ramp on Northlake by Gasworks Park. There is no longer any parking along that stretch because of all the new businesses you've allowed w/out any parking. Basically zone 22 will not only make our already difficult parking situation more difficult but also by not extending it north to 40th to include the rest of us, boat owners like myself won't be able to park in zone 22 while using the PUBLIC boat ramp.

### **Business owners and employees in other area of Wallingford**

- Hello, I am opposing the proposal. As a Seattle home owner, I understand and empathize with these proposals. However, I am also frustrated with the overall direction the City is building. Respective to these specific changes, I would suggest that the parking zones be created not during the business hours as many who work in this area are struggling to find sufficient parking. I would propose a zone to take place for example, from 5pm thru 8am. City of Seattle...do your homework! How has the bike parking on Interlake and 34th turned out? You took away 2 solid street parking spots for what reason? Have you ever seen any of the Lime bikes used for these spots? This is just one of many examples I think Seattle is creating a difficult situation for those who work here. Let me also inform, that it was the City that wanted our

business to move into Fremont. The spoke to the perks. Now, one of the simplest is to remove the parking of the streets. If you are considering Zoning, please zone from 5pm-8am, for example. I certainly would not want people parked in front of my home during those hours. But during the time I am at work (which many would I'm sure be in this instance), why should that be a matter of conversation?

- Parking in the neighborhood is hard enough as it is. This would push people parking in this area out into other areas, making it even harder to find a space. I can't afford the \$250 per month to park in our building's garage.
- It can be challenging to employ an entry level workforce in Seattle, but my company has committed to it. I lead a team of 35 people early in their careers for whom local housing is unaffordable, and paid parking would represent a significant financial hardship. The ability to park nearby is vital to our ability to continue to keep entry level teams in the city - which is good for our company and good for the city.
- severely limits street parking for those working on Stone/W 34th st area
- Thank you for allowing my thoughts to be shared regarding this proposed change. As an employee in the area, I rely on the parking here during the days I have to drive to work. I wish the company I work for would subsidize the parking for its employees, but it is a non starter. I understand residents probably have to deal with crowding, but I understand that to be the case everywhere. Including where I live. There is a good balance now of resident parking as well as commuter parking and I believe that balance should remain intact as is. Thank you again for this opportunity to share my thoughts.
- Please do not go forward with this proposal. Parking in the area is already super hard to find, and having to pay for parking every day would cost so much I would have to cut back on my food budget.



- For those who work in the area and cannot afford to pay for parking - these changes could minimize parking and cause commute issues.
- I work in Wallingford and would no longer be able to park close to work as it is too expensive to park at work. I see plenty of free spaces to park that are two-hour restricted. This proposal may be necessary after the new office buildings are built across from Pacific Inn and demand for parking increases in addition to the new town homes being built on Wallingford.
- Businesses provide a nice tax base to the neighborhood. They need places to park. For every non-Zone 22 parking spot you take away - you should add one. This is going to only increase the impact on those areas without the added restriction. I vote against this proposal.
- I work 9am-5pm at a business, and I frequently park in the pink zone. It is often hard to find a parking spot in that area, so I can sympathize with residents who have trouble parking near their homes. On the other hand, most residents are not trying to park during the day when business customers and commuters are there.

Also, most of the residences in that area have driveways and garages, so residents have options that business customers and commuters do not. RPZs make a lot more sense to me when they are restricted during the evening near a business district. That's when both the residents and the business customers are competing for the same parking spots. It seems that the "RPZ on one side of the street" is an attempt to split the difference of the needs of multiple users. But in my opinion that overbalances it too much toward the residents, who are mostly absent during the 7am-6pm time period of the RPZ. If you do tighten the RPZ east of Wallingford Ave, you should loosen it west of Wallingford Ave. I don't see a compelling reason that the gray zone shouldn't be RPZ on only one side of the street as well, and given the density of businesses west of Wallingford, that would make more sense.

- How about you limit the hours people can park in these zoned areas in EVENINGS and weekends, when the residents need to be able to find parking themselves? Leave the daytime hours alone. This is getting ridiculous, Seattle.

## SECTION 2: EMAILED COMMENTS

- I am a condo owner. We never have open parking spaces during the day for visitors, family, work crews, deliveries, etc. The spaces fill between 6:45am-7:30am and cars stay parked until 4:15-6pm. Residents end up parking blocks away. I can't reliably invite guests at anytime as parking is impossible all day. The situation will become worse in 2020 with Dunn Lumber's major construction directly across Pacific Street when early work crews grab any open spot. It's a two+ year project. Dunn's take on our parking concerns is .....it's public parking, first come.....while the street signs by and around Dunn Lumber are 2-hour limited parking. Dunn Lumber should provide offsite parking for its work crews during development. I hope you will revisit 3-hour limits during the day w/o RPZ pass and only RPZ 6am-6pm.
- i believe the AMLI building with 200 units should not have the same offering as older grandfathered units on these streets because if the RPZ is a form of mitigation, I do believe that the one building with over 200 units could have the ability to put the streets over capacity if AMLI tenants were offered 1-4 decals per unit. There should be a way for new buildings with so many units to get a maximum number proportionate to their lot size as each lot is allowed 4 decals as I understand it. Most do not get the maximum of 4 I would think. The theory with city parking policy is that new buildings near transit would not have so many cars. This theory has not really played out as seen in our neighborhood.
- I would like to inform you that these changes would be very inconvenient. I am an employee of Brooks Running, and like many of my colleagues do, I search for parking in the morning. This is already a challenge and adding these changes will make it nearly impossible. Please keep in mind some of us can not afford a parking garage "membership" and therefore circle around every morning trying to find a spot. If the public transport connection was slightly better, I would opt in for that but the time constraint is too big. I hope you take this note into consideration.
- I would like to support including Northlake way in the RPZ consideration for Wallingford. I have a 9 month old that I am primarily responsible for childcare and transport. We do not have guaranteed parking in the marina, and it would be a huge help to know that we could always park nearby.
- We are writing add our voices to those supporting the RPZ proposal and would like to see it the Zone extended south to include N Northlake Way and then East to 57th. We live in a residential community and are licensed by the city as such. The Marina has more resident houseboats than parking places and overflow parking is often needed. We have been dismayed to see parking taken by derelict motorhomes "gaming" the system to take advantage of free parking. Requiring permits for overnight parking is a simple solution. In fact, we'd like to see that system aggressively expanded citywide to all areas that border residential neighborhoods.
- Our condo has been excluded from the RPZ changes and our parking on 4th Ave NE, as well as on Pacific Street, will be severely impacted if changes exclude on-street parking on 4th Ave NE. Please reconsider

including 3-hour limits during the day w/o RPZ pass and RPZ 6am-6pm, as parking in front of our condo building is typically completely taken by non-residents and construction crews from 7am-6pm on a daily basis most weekdays. Resident parking will be nearly eliminated without these permits, particularly given Dunn Lumber's construction project beginning in 2020.

- Parking is tight and I understand parking along N Northlake way will become permit only 2 hour max. This would mean for overnight I will have to park 5+ blocks away. I hope you reconsider this impact to our lake residence on the north side of lake union. We should have the ability to park near our home.
- I do appreciate that an RPZ can have varying restrictions. My question however is -- Why does the area closest to Tableau Software not suffer any of the brunt of the daily invasion of driver only cars that has taken place in the proposed Zone 22 extension since the day Tableau opened for business in their current location? Just doesn't seem right to me.
- On Northlake Way, where we overflow to, gets full so the residents then park up in the neighborhoods. You have boats unloading at the public boat ramp then their truck plus their boat trailers usually take up 2-3 spaces. You also have people going boating, people taking the cruises at Waterways, people getting picked up by the bicycle saloon boat, people eating at Westward restaurant, and Husky fans on football game days... all then occupy the Northlake spots. During the week year round, folks who work in Fremont or at UW park, then bike to work from there... so, the closest place to park is across the Burke Gilman up on Corliss, but with the zoning changes, we'd have to park way up the hill from where we live. Based on this, I'm concerned that me and my dock neighbors won't be able to apply for the zone 22 permits. If we'd like to make these

concerns as part of the record, should I submit a comment and encourage my neighbors to do the same?

- We have been asking the city (you guys :), to do this since 2015. N Northlake Way is packed with people who park there who work at the boatyards, the University, Tableau, and Google. We ask that you include the parking strip on N Northlake way between Meridian and Bagley for people who live here. We have jobs and pay taxes too. Often these spots also seem to attract RV and Car Campers and the people who live/sleep in them. People going to Gasworks Park use them as well. We signed a petition for this and attended Wallingford Community Council Meetings about it and were told that you guys would study it. We think a 4 year study should be adequate. Please please consider this addition to the proposal, it's not a huge area we're asking for. We live full time in this marina and are long time residents of Wallingford.
- This is very disappointing. With major construction in 2020 across the street from me we will have construction workers arriving at 7am and taking all parking until 4pm. We rarely can find a spot all day as it is
- The proposed parking solution simply moves the problem into neighboring areas that are already parking-space-challenged. Rather than solving a problem this proposal simply expands and extends it.
- Thank you for running the public hearing last week. I'm curious to know your thoughts on the scale of the situation. There were not a lot of attendees at the meeting. Here's a paraphrased summary of the residents who were in favor of the restrictions: Resident #1: Didn't like that commuters parked in front of his house and left the car idle while putting on make-up. Resident #2: Has a garage, but sometimes likes to park on the street. He doesn't like having to walk a block away. Resident#3: Older woman who doesn't like to search

for parking and have to walk home. This is particularly a problem in the evening because of the restaurants. Resident #4&5: Father and Daughter who don't like that people park their boat trailers on the streets. These are certainly valid issues that are affecting these residents, and I can sympathize that they're annoyed by the changing nature of the neighborhood. However, does the situation warrant the City to start policing the situation? Was there a major public outcry of residents severely burdened by the current situation? It's not a very dense neighborhood, and there does seem to be room for the natural eb of flow of the daily city movement. I did hear a few valid points worth investigating further. The women in the live-aboard boats brought up a good point that they are residents and should be considered part of the neighborhood boundary. The second good point was about the parking fees at the Amli apartment. Did the developers promise to provide free parking to residents as a condition to get a building permit? If so, who is monitoring that? A major concern I have is if we go to permitted parking, then the Amili residents will stop paying to park in their own lot, and just park on the street. The City will be gifting them private parking, as the competition for spots will be eliminated. This is a very likely scenario (it's what I would do if I lived there). Thank you, again, for looking into this issue. I look forward to hearing the final decision.

- I don't think the Zoning would help my parking concern, as in that area on Northlake doesn't have painted spots, so they will still park as far over as before just the same. I have left my comments on Survey Monkey when I received that mailer initially. And I don't think that having that be Zoned is good for the area. It is good for residents that live there, but what if you want to have a guest come and visit? Where are people supposed to be able to park? I

also think it would affect the patronage in the neighborhood businesses. Nowhere to park, for me, and many others, that means I will end up skipping the errand or getting a meal at a local food establishment. That is why, I rarely unless I have to, I never shop anywhere in the U District – because there is no place to park!

- I received in the mail information for proposed parking changes in the area, and wanted to voice my opinion. It looks like those of us living at the marina will not be able to apply for the Zone 22 permit, making parking around our homes very difficult, particularly at night when the marina parking is always at capacity and the thin strip of North Northlake Way with overnight parking available is also usually at capacity. Not being able to park in the proposed Zone 22 expansion would also make parking during the day in summer difficult as North Northlake Way fills up with trucks and boat trailers. I imagine this concerns others in the Seattle Marina and Gasworks Marina communities who rely on being able to park on the residential streets (we are residents too, of course).
- Supports proposed parking changes highlighted in pink. As friends, we also support the proposed parking changes. We visit him regularly. With the exception of weekends, parking is largely not available during the daytime.
- I am writing to request that we also be eligible to buy at least one or more RPZ-22 permits per residence. The justification is as follows: 1. We appreciate that the RPZ-22 plan has designated non-permit parking space\* for 'neighborhood employee' spillover -- but we are NOT of this category. We are tax-paying residential property owners. 2. Currently Gasworks Park Marina has a parking lot with close to one space per residence, but no extra spaces for working partners with two cars, or the occasional guest. This is not the DOT's problem per se, but fair treatment would



suggest that if upland RPZ-22 residents are eligible for up to 4 permits plus a guest permit, it would seem that other tax-payers two blocks to their south should be eligible for at least 1 or more permits. (My experience living in other downtown urban environments -Baltimore- was 2 permits per residence.) 3. Our concerns as tax-paying residential property owners were not adequately considered in the parking study/survey, and they should be considered now. In sum, I believe we should be considered residents of RPZ-22, and extended rights to purchase at least one or more permits accordingly, in some balance with the 4-permit plus guest purchase allocation given to our upland neighbors.

- Most summer nights, I arrive home and find I have to park across the street on N. Northlake Way. I understand why the city may be proposing this change, and actually appreciate the 2hr limit for everyone else. Including the boaters who use the boat ramp, and park their trailers right across from the marina, taking up multiple spots for residents. I'd like to propose that either a. ) we leave things as they are or b. ) that we're introduce Residential permits for this area which would allow those who live here to have a place to park, with some level of certainty. It's not feasible for most of us to have to hike up into the neighborhoods to find parking, especially when we're carrying groceries and other items. It also only makes the congestion in the Freemont / Wallingford areas worse. Restricting transient use not ALL use of those spots across on Northlake Way should be the goal.
- I am opposed to this. I am not guaranteed parking at my home and also am not currently eligible to receive a permit to park. This makes it very difficult for me to park near my house. I do not support this.
- Spill over from zone 22 to the south, from Stone Ave, from Hamilton school (and Lincoln, coming in the fall) is making

Ashworth nearly impossible for residents to park, and not all houses have off-street parking. Please, please--expand zone 33 to include Ashworth north of 40th! Pleeeeeeeeze...!

- Many of my neighbors didn't respond to the original survey so I have been trying to talk to a few of them to submit comments before the 30th. One thing that is confusing to some is the question that asks if you support the changes shown above. I assume if one supports the expansion of Zone 34, then they should say no - they don't support the changes since the current proposal is to leave Zone 34 as is. Most people make clear their preference in the notes, etc. Does that make sense?
- Hope that consideration will be made to include in the RPZ zoning the areas along N Northlake Way, particularly adjacent to GWPM and Seattle Marina . Though we've done what we can to expand our onsite parking, we have less parking available for liveaboards than our lot can accommodate.
- I agree with your conclusion: Zone 34 should not be extended farther south from NE 40th Street to NE Pacific Street.
- We support the zone 22 rezoning and would like to have it extended to at least N 38th. We've seen a significant increase in vehicles speeding through Wallingford over the last four years. It's become a safety issue for the neighborhood children including our two small ones. Our kids have had some near run ins with speeding vehicles while walking to the school bus stop in the morning. The cars speed south from 40th down Meridian and Bagley Ave looking for parking.
- I walk through this zone many days of the week, and the hide and riders seem to speed through it, fighting for parking, and endangering pedestrians. So, please consider extending this RPZ up to N 39th, or at the very least, N 38th.

# SECTION 3: PUBLIC HEARING COMMENTS

## FORMAL COMMENTS

- Wants to expand proposed zone 22 area south to Northlake Way. Upset about campers in free parking areas, taking up parking spots usually used for residents. Not enough parking spots for residents at gasworks marina. Would be “more than happy” to pay for permits to park in front of the house “rather than homeless people”.
- It’s getting worse over time. Disagrees with policy of city allowing businesses to come in without requiring parking. Folks come in with backpacks and park and spend all day and night in Wallingford. Overflow from the Stone Way area. Observes many not leaving until 9-10PM. Been going on for several years. Problems are pushed north since previous expansion of RPZ.
- Wants to expand to proposed zone 22, development increasing, cars going fast looking for parking down Meridian. By 8:00-8:30, parking spots are full. Has to park 2-3 blocks away when driveway is unavailable. Matter of “safety and convenience”.
- Lives just outside the proposed zone, wants an expansion so that their house is covered. Concerned about folks who park at their house and walk to UW. Would “happily pay parking fee”. Concerned about folk’s confusion of RPZ on only one side of the street.
- Started the process of gaining signatures, frustrated with how long it’s taking to implement. 35th and 36th is “the parking lot for Tableau”. In favor. Says locals will just park on the side of the street is unrestricted. Why one side of the street? Concerned with the fact that Tableau is not paying for parking for their employees.
- Concerned about overflow north to their residence, one block outside of the proposed expansion zone. Hard to park already, sometimes has to park 2-3 blocks away when they go to the grocery store. Already have a lot of business near this area. Wonders if the city can issue permits for elderly people such as themselves.
- Works at Tableau; concerned about restricting parking for them to get work and back. Says parking spots are available when they go to work and available when they leave. Concerned about the City being involved unnecessarily, and about AMLI residents “stop paying to park in their own lot and just park on the street”.
- Even without the zone - so close to UW, Lake Union, etc. that traffic is heavy on their streets. Large vans, boat trailers, etc. are parked overnight. Wants zone expansion to 40th, Sunnyside, Eastern, as that is “where the attractions are”.
- Wants expansion of RPZ to zone 34, concerns of spillover from current zone 34. Lots of construction, multi units where lots turned into townhomes. Lack of parking, and growing use of streets. Use spots in the area as a “jump off point” for their commute.

## COMMENTS DURING DISCUSSION

- Never has open parking. Spaces fill between 6:45am & 7:30am and park until 4:15pm-6pm. Residents park blocks away, hard to invite people over. Concern over future construction and lack of parking. Wants Dunn Lumber to provide offsite parking. Hopes revisit of 3-hour limits during day w/o RPZ and only RPZ between 6am-6pm.

- Has trouble finding parking, says them and their colleagues search for parking in the morning. Says adding changes would make it “nearly impossible”. “Many of us cannot afford a parking garage membership” and circle around every morning trying to find a spot. Says if public transit was better, would take it but the time constraint is too high
- Lives in Gas Works Park Marina, wants expansion to Northlake Way because there is no guaranteed parking in the marina.
- Owner of condominium, worried about spillover if RPZ does not include Zone 34. Wants parking time limits changed. Says parking is completely taken by non-residents and construction crews, worries about Dunn Lumber’s construction project.
- Concerned about commuters taking up parking spaces, specifically from Tableau. Concerned about the effects of having parking on only one side of the road in certain areas.
- Concerned about parking very far away from their floating home. Generally supports ability to park near their home.
- Wants to be able to apply for Zone 22 permits, concerned about commuters, folks who have boat trailers taking up 2-3 spaces, parking and going to UW games, park there and then bike to work, etc.
- Wants expansion to N Northlake - spaces are taken up by folks “who work at the boatyards, the University, Tableau, and Google”. “We have jobs and pay taxes too”. Concerned about RV and car campers who “live/sleep in them” and take up free spots.
- Disappointed, concerned about construction in 2020 across the street, workers parking all day. Says they can rarely find a spot all day as it is. Wants expanded hours.
- Worried about spillover effects, says “rather than solving a problem, this proposal simply expands and extends it”.
- Concerned that residents of the marina are not included in the Zone 22 expansion, which will make parking very difficult, particularly at night. Northlake Way fills up with trucks and boat trailers.
- Wants parking on both sides of Corliss Ave, says that without this he “will never be able to park in front of his house.”
- Reiterates support, wants friends to be able to visit.
- Wants to be included in Zone 22, says they are taxpayers and deserve consideration. Says there are not enough parking spots at the marina for everyone, and would like to be more “adequately considered”
- Wants to introduce residential permits for folks who live in the marina. “It’s not feasible for most of us to have to hike up into the neighborhoods to find parking, especially when we’re carrying groceries or other items”. Marina parking lot does not have enough spots for folks who live in the marina.
- Wants expansion of RPZ 33 to include Ashworth Ave. Concerned about spillover effects from RPZ 22, making it difficult to park.
- Owns a houseboat in marina. Not enough parking spaces; upset about motorhomes “gaming” the free parking system. Wants to “see that the system aggressively [is] expanded citywide to all areas that border residential neighborhoods”
- Wants expansion to N 38th. Seen vehicles speeding increasing looking for parking around the neighborhood, concerned for their children’s safety.
- Walks through this area many days of the week, seen riders speed through it fighting for parking, endangering pedestrians.

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