

Ordinance No. 110515

AN ORDINANCE amending Section 1 of Ordinance 110026 by extending the boundaries of the restricted parking zone in the Fautleroy Neighborhood in the vicinity of the Fautleroy Ferry Terminal, as established.

3-24-82 Pass

COMPTROLLER
FILE NUMBER _____

Council Bill No. 102945

INTRODUCED MAR 22 1982 BY EXECUTIVE REQUEST

REFERRED: MAR 22 1982 TO Trans

REFERRED: _____

REFERRED: _____

REPORTED: MAR 29 1982 SECOND READING: MAR 29 1982

THIRD READING: MAR 29 1982 SIGNED: MAR 29 1982

PRESENTED TO MAYOR: MAR 30 1982 APPROVED: APR 06 1982

RETD. TO CITY CLERK: APR 06 1982 PUBLISHED: _____

VETOED BY MAYOR: _____ VETO PUBLISHED: _____

PASSED OVER VETO: _____ VETO SUSTAINED: _____



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ORDINANCE 110515

AN ORDINANCE amending Section 1 of Ordinance 110026 by extending the boundaries of the restricted parking zone in the Fauntleroy Neighborhood in the vicinity of the Fauntleroy Ferry Terminal, as established.

WHEREAS, the Director of Engineering has found that commuter parking on the street segments described in Section 1 of Ordinance 110026 has relocated to other streets such that seventy-five percent (75%) or more of the capacity of the streets available for parking is generally occupied during an eight-hour period of the day; at least twenty-five percent (25%) of the vehicles parked in the street area during such hours are not owned by residents of the immediate neighborhood, persons visiting them, or doing business in the street or with such residents; and recommends the extension of the boundaries of the restricted parking zones; and

WHEREAS, the City Council Transportation Committee, after a public hearing, has found that extending the boundary of the restricted parking zone on those particular street segments is in the public interest and recommend the same to the City Council; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 1 of Ordinance 110026 is amended to read as follows:

Section 1. There is hereby established a restricted parking zone as contemplated by Ordinance 108200, Section 11.16.315, as amended by Ordinance 108354, Section 1, on the following street segments:

Southwest Cloverdale Street between Fauntleroy Way Southwest and 46th Avenue Southwest (also known as the 4600 block of Southwest Cloverdale Street);

Southwest Trenton Street between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Trenton Street);

Southwest Concord Street between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Concord Street);

1 Southwest Henderson Street between Fauntleroy Way
2 Southwest and 44th Avenue Southwest (also known as the
3 4400 and 4500 blocks of Southwest Henderson Street);

4 Southwest Director Street between Fauntleroy Way
5 Southwest and 44th Avenue Southwest (also known as the
6 4400 and 4500 blocks of Southwest Director Street);

7 Southwest Director Place between Fauntleroy Way
8 Southwest and 45th Avenue Southwest (also known as the
9 4500 block of Southwest Director Place);

10 Southwest Barton Street between Fauntleroy Way
11 Southwest and 45th Avenue Southwest (also known as the
12 4500 block of Southwest Barton Street);

13 Southwest Wildwood Place between Fauntleroy Way
14 Southwest and Southwest Brace Point Drive (also known as
15 the 4400, 4500, and 4600 and 4700 blocks of Southwest
16 Wildwood Place);

17 Fauntleroy Way Southwest between a private road
18 south of Southwest Brace Point Drive and Southwest
19 Thistle Street (also known as the 8400, 8600, 8800, 8900,
20 9000, 9100 and 9200 blocks and a portion of the 9300
21 block to 9344 of Fauntleroy Way Southwest);

22 47th Avenue Southwest between Southwest Brace Point
23 Drive and Southwest Wildwood Place (also known as the
24 9200 block of 47th Avenue Southwest);

25 46th Avenue Southwest between Southwest Cloverdale
26 Street and Southwest Trenton Street and between Southwest
27 Brace Point Drive and Southwest Wildwood Place (also known
28 as the 8600 and 9200 blocks of 46th Avenue Southwest);

45th Avenue Southwest between Southwest Trenton
Street and Southwest Wildwood Place (also known as the
8800, 8900, 9000, 9100 and part of the 9200 block of
45th Avenue Southwest); ((and))

1
2 Southwest Brace Point Drive between Puget Sound
3 and 45th Avenue Southwest (also known as the 4500, 4600,
4 4700 and 4800 blocks of Southwest Brace Point Drive)
5 ((-)) ;

6 Southwest Director Street between 44th Avenue
7 Southwest and California Avenue Southwest (also known
8 as the 4300 and 4400 blocks at Southwest Director Street);

9 Southwest Henderson Street between 44th Avenue
10 Southwest and California Avenue Southwest (also known as
11 the 4300 and 4400 blocks of Southwest Henderson Street);

12 44th Avenue Southwest between Southwest Henderson
13 Street and Southwest Director Street (also known as the
14 9000 block of 44th Avenue Southwest);

15 43rd Avenue Southwest between Southwest Henderson
16 Street and Southwest Director Street (also known as the
17 9000 block of 43rd Avenue Southwest);

18 Southwest Brace Point Drive between 45th Avenue
19 Southwest and Southwest Wildwood Street (also known as
20 the 4400 block of Southwest Brace Point Drive);

21 45th Avenue Southwest between Southwest Brace Point
22 Drive and Southwest Kilbourne Court (also known as the
23 9300 block and a portion of the 9400 block to 9431 of
24 45th Avenue Southwest); and

25 47th Avenue Southwest between Southwest Brace Point
26 Drive and Southwest Roxbury Street (also known as the
27 9300 block of 47th Avenue Southwest).

28 The Director of Engineering, under the direction of the Board of
Public Works, is authorized to reserve parking on those streets
within the restricted parking zone which meet the criteria
established in Ordinance 108354 for the exclusive use

(To be used for all Ordinances except Emergency.)

of abutting properties and/or in the discretion of the Board, residents in the zone, vehicles used by their visitors, and service vehicles of persons having business in the street, at all or only certain hours; to set time limits for parking applicable to all vehicles except vehicles owned or used by such residents, their visitors or service vehicles or persons having business in the street or with the residents; on behalf of the Board, to issue permits authorizing parking by residents, their visitors, and service vehicles of persons having business in the street or with the residents independently of parking restrictions applicable to the public generally and to take such other action as appropriate to implement Ordinance 108354 within the restricted parking zone.

Section 2. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 29th day of March, 1982, and signed by me in open session in authentication of its passage this 29th day of March, 1982.

Carl Frank
President Pro Tem of the City Council.

Approved by me this 6th day of April, 1982.

Charles Porter
Mayor.

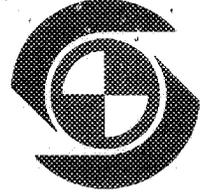
Filed by me this 6th day of April, 1982.

Attest: *Jim Hill*
City Comptroller and City Clerk.

(SEAL)

Published.....

By *Theresa Dumbaw*
Deputy Clerk.



Seattle
Engineering Department

Eugene V. Avery, Director of Engineering
Charles Royer, Mayor

820590

March 15, 1982

Mayor Charles Royer
The City of Seattle
Seattle, Washington

Attention John Saven, Director
Office of Management and Budget

Re: Extending the Fautleroy Neighborhood
Restricted Parking Zone

Dear Sir:

We request adoption by the City Council of the attached legislation amending Section 1 of Ordinance 110026 to extend the restricted parking zone (RPZ) in the Fautleroy Neighborhood in the vicinity of the Fautleroy Ferry Terminal.

The Engineering Department has received a petition from residents of the areas just outside the RPZ requesting they be included in the restricted area. The Director of Engineering is in agreement with this extension and has documented justification in the attached letter to the Board of Public Works. On Wednesday, March 10, 1982, the Board concurred with the extension.

A ratify and confirm prior acts clause is included in the attached legislation.

Very truly yours,

EUGENE V. AVERY
Director of Engineering

Maryann A. Huhs

By
MARYANN HUHS
Assistant Director of Engineering
Management Support Division

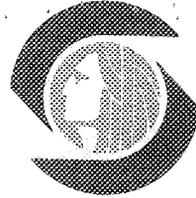
EVA/DLT:mf

Attachments

cc: Maryann Huhs, SED
Ed VonBorstel, SED
K. T. Jones, SED

Your
Seattle
Board of Public Works

Michael E. Purdy, Acting Executive Secretary
Charles Royer, Mayor



March 12, 1982

Re: Fauntleroy Residential Parking Zone Expansion

City Council
City of Seattle

VIA: Mayor Charles Royer, Attention: O.M.B.

Honorable Members:

The Board of Public Works had before it, in regular session March 10, 1982, the attached report and recommendation submitted by the Director of Engineering regarding the expansion of the Residential Parking Zone in the Fauntleroy neighborhood.

The Board concurred in the recommendation of the Director of Engineering for the expansion of the boundaries of this Residential Parking Zone and hereby forwards that recommendation to your Honorable Body for consideration and necessary legislative action. Also attached is the draft ordinance for your review.

Respectfully submitted,

BOARD OF PUBLIC WORKS

for Frank Doolittle
Chairman

MEP:wb

cc: Mayor Charles Royer
O.M.B.
Ed von Borstel, Engineering

Attachment

whitecopy Van Bostel

March 8, 1982

Michael Purdy, Executive Secretary
Board of Public Works
City of Seattle

On July 27, 1981, the Seattle City Council passed Ordinance 110026, establishing a Restricted Parking Zone (RPZ) in the Fauntleroy neighborhood. This RPZ became effective on October 1, 1981. The RPZ has effectively eliminated all of the commuter parking within its boundaries by residents of Vashon Island and Southworth.

Since the initial area was implemented, the Engineering Department has periodically monitored the parking in and around the RPZ. The following is typical of the redistribution of parking:

	<u>Before</u>	<u>After</u>
On-street within RPZ	167	72
On-street block outside RPZ	82	117
Off-street south Park lot	11	9
Off-street north Park lot	4	65
Lot at 45th & Wildwood	<u>0</u>	<u>6</u>
TOTAL	264	269

As indicated by this information, a number of commuters have begun to park on the street just outside of the RPZ, as was expected. This means that several of the street sections in the area are now experiencing severe parking congestion which was caused by the RPZ. These street sections now meet the criteria set forth in Ordinance 108354 for establishment of an RPZ and are indicated on the attached map.

For these specific street sections, there is a total of 120 available street spaces. Before the installation of the RPZ, we found a total of 28 vehicles parked on these streets. Following a period of adjustment after installation, we found a total of 92 vehicles parked on them. We find, therefore, that 77% of the available parking is utilized during the period of the RPZ and that about 70% of the vehicles belong to non-residents. These street sections, therefore, meet the criteria for an RPZ as specified in Ordinance 108354.

The Engineering Department has received a petition from residents of these street sections requesting that they be included in the RPZ. These petitioners represent 66% of the residences abutting the street sections. These are also shown on the attached map.

Michael Purdy
Page 2

The use of the northern Park parking lot by commuters terminates April 1, 1982. This will cause considerable redistribution of parked vehicles onto the streets just outside the RPZ. It would be best to implement this additional area as close to this date as possible to allow a further revision as quickly as possible. I understand that the Transportation Committee of the City Council is planning a public hearing on this matter. It is tentatively scheduled for March 24, 1982.

I recommend, therefore, that the street sections indicated on the attached map be added to the existing RPZ and that the proposed ordinance be recommended to the City Council.

Very truly yours,

Eugene V. Avery, P.E.
Director of Engineering

EVA/EWB/sma
Attach.
14

Original Signed By
Eugene V. Avery

TRANSPORTATION COMMITTEE BRIEFING - MARCH 24, 1982

Item 11

Fauntleroy RPZ Public Hearing

File: C.B. 102945

Action: Public Hearing/Discussion and Vote

Executive Staff: Ed Von Borstel, SED, (2347)
Marti Curry, DCD, (4492)
Bill Roach, Commuter Pool, (4651)
Kevin Stoops, DPR, (2977)

Other Staff: Jorgen Bader, Law, (2409)
Don Nutter, State DOT, (8-234-6098)
Jerry Dow, Metro, (447-6796)
Tom Rasmussen, Council, (38)

Briefing By: Bob Morgan

Attached is a news release which explains the proposal and gives the rationale as presented by the Engineering Department.

It should be noted that the Engineering Department bases its parking usage figures upon two surveys, one of which was incomplete. The first survey was taken three weeks after imposition of the existing RPZ. Two streets were omitted from this survey, which showed 69 of the spaces counted filled. If the figures from the second survey for the omitted streets (20 cars) are added to those counted in the first survey (to be generous) the total parked cars comes to 89, which is only 74% of the available 120 spaces. This is below the criterion established by the RPZ Ordinance.

The second survey, taken two months after imposition of the RPZ shows 92 cars parked (at 10:00 p.m.) in the areas to be added to the zone. This is almost **77%** of the 120 available spaces.

I believe one survey is insufficient verification of the parking usage in the area. This is particularly true when another earlier survey shows insufficient demand to meet the RPZ Ordinance criterion. I recommend that the RPZ not be approved until further surveys are conducted or that approval be conditioned upon further surveys verifying the demand figures.

It should also be noted that not all of the streets being added meet the 75% criterion. Rather, the streets as a composite exceed the 75% limit. The table below shows the parking demand for each street to be added.

Fauntleroy RPZ Expansion
Survey Results

	Parking Demand	Parking Supply	# Over (Under) 75%
SW Director St - 43rd SW to 44th SW	20	16	+8
SW Director St - 43rd SW to California SW	2	6	-2.5
44th SW - Director to Henderson	11	13	+1.25
SW Henderson - 43rd SW to 44th SW	4	11	-4.25
SW Henderson - e/o 43rd SW	1	2	
43rd SW - Director to Henderson	6	11	-2.25
Brace Pt Dr - 45th SW to SW Wildwood	9	7	+3.75
45th SW - Brace Pt to Kilbourne Ct	27	40	-3.0
47th SW - Brace Pt to Roxbury	<u>12</u>	<u>14</u>	<u>+1.5</u>
	92	120	96.6%

The parking now provided for commuters at the north parking lot at Lincoln Park will be terminated as of April 1, 1982 to accommodate park use parking demand. If this RPZ is approved at the hearing, it will go into effect at the middle or end of April. Thus, commuters will face the loss of the 120 spaces in the new RPZ streets and the Lincoln Park lot, within a relatively short period of time.

A number of measures by the State, City, and Metro to mitigate the effect on commuters have been considered, but little has been accomplished toward this end.

Some commuter pool parking has been established at the Fauntleroy Ferry Terminal. The addition of carpool spaces along the west side of Fauntleroy Way between the north and south Lincoln Park lots was considered by SED and the Fauntleroy Task Force. This would provide approximately 25 more carpool spaces to accommodate an existing waiting list. This proposal has been dropped by the Engineering Department due to neighborhood opposition. (Incidentally, this proposal was 'publicized' recently before it was dropped.)

The first of the attached letters received about the RPZ expansion lists the neighbors' concerns. If the City Council desires to have the carpool parking pursued, it now seems it must take the initiative to make the proposal.

Other measures, such as State subsidization of joint Ferry/Metro passes have not borne fruit. The joint pass is still being pursued. A proposal to shuttle ferry commuters to the Westwood Village parking lot failed because the number of commuters interested in the service would not warrant the expense, and because merchants would not accept peak hour only service.

Recently, the possibility of using the Fauntleroy Community Church parking lot for weekday evening commuter pool parking was suggested by a representative of the church. That option is being "explored." (See the second letter, attached.)

Seattle City Council NEWS RELEASE

1106 Seattle Municipal Building

GEORGE E. BENSON, Chairman
Transportation Committee

600 Fourth Avenue, Seattle, WA 98104

March 12, 1982

For Further Info: Bob Morgan
Telephone: 625-2442

FOR IMMEDIATE RELEASE

Public Hearing

Fauntleroy Residential Parking Zone Expansion

The City Council Transportation Committee will hold a public hearing, discuss and vote upon a proposal to expand the Fauntleroy Residential Parking Zone, Committee Chairman George Benson announced today. The hearing will be held at 10:00 a.m. on Wednesday, March 24, 1982 in the City Council chamber. Public testimony will be taken on a first-come, first-served basis. Residents of several streets just outside the RPZ have petitioned the City to expand the RPZ to the following street segments:

Southwest Director Street between 44th Avenue Southwest and California Avenue Southwest;

Southwest Henderson Street between 44th Avenue Southwest and California Avenue Southwest;

44th Avenue Southwest between Southwest Henderson Street and Southwest Director Street;

--43rd Avenue Southwest between Southwest Henderson Street and Southwest Director Street;

Southwest Brace Point Drive between 45th Avenue Southwest and Southwest Wildwood Street;

45th Avenue Southwest between Southwest Brace Point Drive and Southwest Kilbourne Court;

47th Avenue Southwest between Southwest Brace Point Drive and Southwest Roxbury Street.

The locations of these streets are shown on the attached map.

News Release
Public Hearing/Fauntleroy RPZ Expansion

The petitioning residents represent 66% of the property abutting the street sections.

On the street segments in question there are 120 available street parking spaces. Before installation of the RPZ a survey found 28 vehicles in the spaces on the streets during the late evening hours. After establishment of the existing RPZ, surveys indicated that the number of cars using the streets for parking rose to 92. Currently, 77% of the available parking is utilized during the evenings, and 70% of the vehicles belong to non-residents. These street segments, therefore, meet the criteria for a RPZ as specified by the City code.

The ordinance establishing the Fauntleroy RPZ was passed on July 27, 1981. At the time of the establishment of the zone it was expected that some parking would be displaced to adjacent areas and that after a period of review the boundaries of the RPZ might need revision. Since the initial RPZ was established, the Engineering Department has periodically monitored parking in and around the RPZ. The following is typical of the distribution of parking:

	<u>Before</u>	<u>After</u>
On-street within RPZ	167	72
On-street block outside RPZ	82	117
Off-street south Park lot	11	9
Off-street north Park lot	4	65
Lot at 45th and Wildwood	<u>0</u>	<u>6</u>
TOTAL	264	269

As indicated by this information, a number of commuters have begun to park on the streets just outside of the RPZ, as was expected. Several of the street sections in the area are now experiencing severe parking congestion which was caused by the RPZ.

News Release
Public Hearing/Fautleroy RPZ Expansion

Residential parking zones are areas established pursuant to a 1979 City ordinance, in which residents of property abutting the streets in an area are given preferential rights to on-street parking. The zones are established in areas containing major commuter parking generators. The intent is to prevent commuter parking from denying residents of the area an amount of on-street parking equitable to other residential areas. In such zones, identifying stickers are issued to residents. Automobiles bearing such stickers are allowed to park in the designated areas, subject to fewer restrictions than cars without such stickers. Cars without stickers are often subject to time limitations or parking prohibition during effective hours of the RPZ.

In the Fautleroy RPZ non-stickered cars are prohibited from parking on-street between the hours of 2:00 a.m. and 5:00 a.m. The object is to prevent commuters from leaving cars in the area overnight.

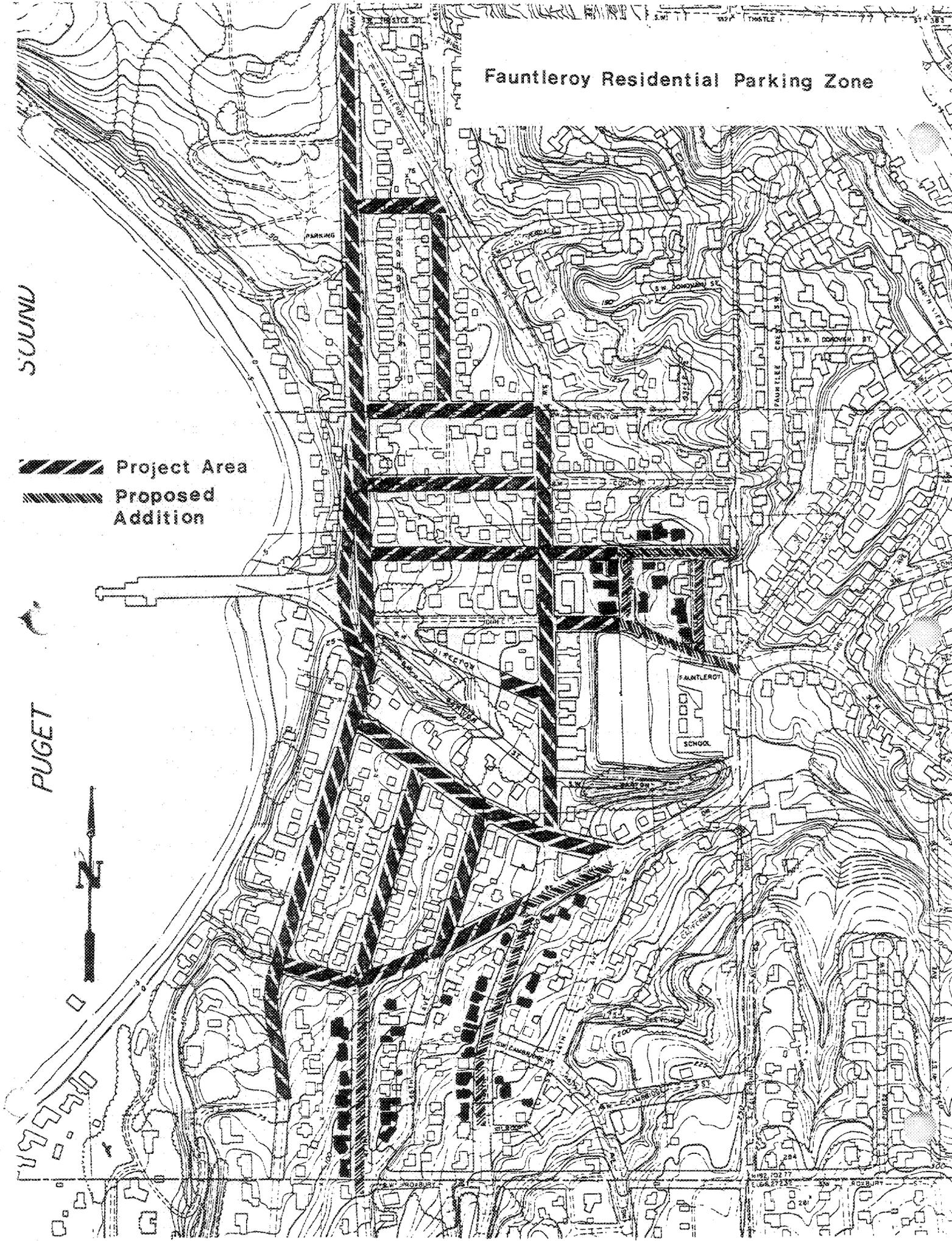
"Now that we've had some experience with this RPZ we're looking at some fine tuning," Councilman Benson said. "This is particularly important given the expected unavailability of parking at Lincoln Park as of April 1, and the expected increase in the impact on the areas immediately adjacent to the RPZ," he added.

Fauntleroy Residential Parking Zone

SOUND

-  Project Area
-  Proposed Addition

PUGET



I represent a group of ^{specifically} commuters from Vashon and Southworth and ^{to assist them} all other commuters that find it very difficult to take off most of a day for this hearing.

Since the establishment of the RPZ last September we have had to walk to the Lincoln Park lot or thru the Fauntleroy streets to the border of the RPZ. There we have crowded into one or two blocks causing, of course, some crowding ^{in these areas.} there. On our way to our cars in the morning at 6:20 AM we pass through several blocks of nearly vacant streets. ^{Thursday} ~~Monday~~ morning at 6:20 I counted the cars parked ^{in the RPZ about 30 blocks.} on ~~20 blocks~~ of the RPZ. There were ~~52~~ 69 cars--less than three per block.

All we ask is that unused parking space be made available. There is lots of room on Fauntleroy Place ^{45th} ~~45th~~ and on SW Director east of ~~Fauntleroy Place~~. There is one long block of SW Director that is in the proposed extension that has two houses on it; the school is on the other side. We believe that 50% of the ^{area} could be made available to ferry commuters with no hardship on the residents. *Otherwise we will have to walk farther and farther as the RPZ is expanded and there will always be a crowding at the boundary.*

Representing

Gerald Garrison
Keith Anderson
Al Eggleston
Bill Elreth
Ron Langdon
Rich Barrianger (Southworth)
Garrison
Marni Otto
Patricia
Ray Phaneuf

8422 Fauntleroy Way S.W.
Seattle, Washington 98136
March 19, 1982

Mark McLoughlin
Seattle/King County Commuter Pool
710 Second Avenue, Room 300
Dexter Horton Building
Seattle, Washington 98104

Dear Mr. McLoughlin:

The undersigned live on the east side of Fauntleroy Way S. W. We were shocked to receive your letter of March 17, 1982, stating your proposal for reserving all parallel parking spaces along the west side of Fauntleroy Way S. W. between the Lincoln Park parking lots for "reduced-rate certified carpool parking between the hours of 5PM to 7AM Monday - Friday". This proposal seems ill-conceived and poorly researched, to put it mildly.

- There are three basic problems with using these street spaces in this way.
1. It eliminates all on-street parking for residents and guests during evening hours because:
There is "no parking anytime" on the east side of Fauntleroy south of Thistle;
All parking is illegal on Fauntleroy Place S. W., a substandard (17') street;
The parking lots are not available, local cars are ticketed after 11 p.m.
 2. It blocks Fauntleroy Way S. W. to all southbound traffic after six p.m. until peak hour ferry traffic ceases;
Summer ferry lines last well after 7 p.m.;
Cars parked in west lane would force ferry line-up into the traffic lane;
Southbound cars in northbound lanes are in violation;
Present rush hour parking restrictions are in effect from 4 p.m. to 7 p.m. on the west side of Fauntleroy Way S. W. after months of traffic study.
 3. It interferes with the use of Lincoln Park by the owners, the citizens of Seattle.
Lincoln Park is a large natural park heavily used during good weather and used to some extent throughout the year on a daily basis.
All lot parking spaces plus all street parking for several blocks is needed when there are swim meets, ball games, mass picnics and any good weather;
Some swim meet participants come from outside this area and even from outside this state and, as guests, are subjected to this inconvenience.

Local residents as well as park users are giving up much of the use of Fauntleroy Way for the benefit of ferry traffic already. Isn't this enough? Please consider our concerns in any attempt to further restrict residential use of these streets.

Sincerely yours

Lavonia Leo

Lavonia Leo
Property Owner

Kevin W. Leo

James W. Schief

Dorothy M. Stodrich

Bruce J. Schief

Frank J. Wilson

Frances Swift

Paul K. Swift

Georg Matelich

W. J. M. M.

Alexander P. Barros

X. Sofia L. Barros

Richard Johnson

James R. Porter

John Roberts

Carl Roberts

RECEIVED

MAR 22 1982

JEANETTE WILLIAMS

The Fauntleroy Community Church

United Church of Christ

9260 California Avenue S.W. • Seattle, Washington 98136 • 932-5600

Harold R. Fray, Jr.

Minister



March 19, 1982

Councilwoman Jeanette Williams
1112 Municipal Building
600 4th Avenue
Seattle, WA 98104

Dear Jeanette:

I want to express to you my sincere appreciation for your willingness to arrange a meeting regarding the Fauntleroy ferry/commuter issue at my request as chairman of the committee of the West Seattle Chamber of Commerce.

Though I did not have much to say personally at the meeting, I was very grateful for the exchange of the points of view and came away realizing that very possibly Fauntleroy Church could play a key role in helping to mitigate the problem that many of the commuters are facing.

I have had further conversation with Earl Cruzen, who is Moderator of Fauntleroy Church, and both of us agree that we would be open to any proposal regarding some use being made of our parking lot here at the church from Sunday night through Friday mornings. The lots could not be available because of our Saturday schedule of weddings and our Sunday services.

We look forward to what proposal might be made to us that we can share in seeking to meet the "sticky issue" that is now before us. I thank you for your continued support and help in meeting this problem.

Sincerely,

Harold R. Fray, Jr.
Harold R. Fray, Jr.

HRF:el
cc: Earl Cruzen

RECEIVED

9335 47 SW
Seattle, WA
March 18, 1982

Mr. George Benson, Chairman
Transportation Committee
600 Fourth Avenue
Seattle, WA

Dear Mr. Benson:

Inasmuch as I will be out of town the 24th of March, I want to take this opportunity to voice my views on extending the RFPZ parking to various other areas including 47th Ave. SW.

This street is a particularly dangerous street inasmuch as it has such heavy traffic due to the large condominium at the south end of 47th SW. Also, it is a steep hill and the traffic from the condo seems to regard the hill as some kind of challenge. When the street is heavily parked with the Vashon people, and the heavy traffic from the condo - it is virtually impossible to us to safely see our way out of our driveways, much less ever have a place for our guests to park.

Please give this letter your sincere attention.

Sincerely,

Melvin and Doris Roalsvig

Melvin and Doris Roalsvig

Box 166 Rt 5
Vashon Island 98070 wa.

Seattle City Council
1106 Seattle Municipal Bldg
600 4th ave
Seattle wa 98104

att: Mr George Benson
Chairman Transportation Com.

re: Public Hearing
4 aentheroy Residential
parking zone Expansion

Dear Sir:

Thank you for the opportunity to address your committee.

I know we Islanders do not vote for the council but I'm sure you will not take that into consideration when you deal with human lives & livelihoods.

To be brief - It is apparent that the parking problem that has existed this past 6 years and totally the effect of state failure to provide adequate parking to commuters is again raising in our movement of parked autos to outside the RPZ zone implemented last year.

However, last year your city engineers had recommended a 50-50 split of parking spaces in the original RPZ zone. This was changed to total restriction at the last meeting. Your engineer did say to us on Vashon that if there was lack of use of the streets by the residents during this 6 month period he would recommend the original compromise which would help alleviate the parking problem for both

MAR 22 1982 3/20/82

George Benson, GEORGE E. BENSON

I am writing in regards to the hearing on Wednesday, March 24, on the Residential Parking Zone near the Fauntleroy Ferry. Our street is one of the ones requesting the R.P.Z. We are hoping this will be approved, as the Vashon ferry riders are now parking on our street overnight. I understand that they will no longer be able to park at Lincoln Park after May 1st, so we do hope we will be able to have our street posted by then. I'd like to suggest the use of the Fauntleroy school ground, as a parking facility for these people.

We are expecting company & may not be able to attend the meeting, but want to thank you for your effort in helping the Fauntleroy Residents. Believe me, we really appreciate it.

Sincerely

Mrs. Ernest F. Ufer

9412 45th SW

Seattle, Wash 98136

factions. when you count the blocks (of differing lengths) there are 31 blocks in the original RPZ only 72 cars have been counted parked on these streets. That's an average of 2.3 cars! Surely if you allowed the residents 50% there would be enough space to accommodate the 65 autos that have been parking at the North end lot?

please sir - consider that the parking on both of is not the design of Voshon or South worth. we have tried to work with the local residents but have not had any positive response.

please extend the RPZ zone because those people need respite BUT also remember your engineers advise and allow us 50% parking with permit.

Thank you

Mon Chah Lee CRN FAP
 + resident of Voshon

9408 45th Avenue S. W.
Seattle, Washington 98136
March 19, 1982

RECEIVED

MAR 22 1982

GEORGE F. BENSON

Mr. George Benson, Chairman
City Council Transportation Committee
11th Floor, Municipal Building
600 4th Avenue
Seattle, Washington 98104

Dear Mr. Benson:

We are not sure we will be able to attend the meeting to be held on Wednesday, March 24, 1982 in the City Council Chambers, relative to the parking situation at and near the Fauntleroy Ferry Terminal, therefore we submit the following:

We would like to have the residential parking zone extended to include 45th Ave. S. W. From Brace Pt. Dr. to S. W. Kilburne Ct, as there are some commuter parking within this area at the present time.

We realize the commuters are having a parking problem and sympathize with them, but as property owners, believe we should have first right, along with our guests, to park in front of our property. We are sure when the commuters are required to discontinue their parking at Lincoln Park they will have our street filled with their vehicles.

We would like to suggest that an attempt be made to make arrangements with the Seattle School District to fence off part of the Fauntleroy Elementary School play ground, which does not appear to be in use at this time, and the School District could charge a fee for parking, either issuing car stickers or installing an electric gate at the entrance of the parking area.

The Fauntleroy School play ground is quite large and it should not take all of the area to accommodate the commuter parking, and as long as the area is not being used, this would be a benefit to the commuters and a source of income for the School District.

Sincerely,

CLEMENT A. BREWER



ALICE M. BREWER

9010 43rd Place S.W.

March 17, 1982

Mr. George Benson, Chairman
Seattle City Council Transportation Committee

Dear Sir:

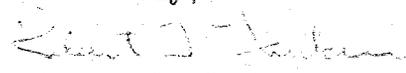
I have received a letter from the Engineering dept. concerning extension of the RPZ near the Fauntleroy Ferry Terminal.

Although petitions have been circulated, I have not had the opportunity to sign one. Please add my name to the list favoring the expansion.

The existing zoning has been very effective in clearing the streets of an unbelievable number of commuter cars. Many of these cars now crowd into the few accessible areas remaining.

Since these people will be seeking alternatives to this restriction, they will no doubt press for parking in the vacated school building. This move is more objectionable than a limited parking on the streets; parking limited to two or three cars per block.

Sincerely,


Robert T. Tsukui



Date: Wednesday - March 24, 1992

To: City Council Transportation Committee

From: Mrs. Pat Kitzhaupt - commuter from Vashon Island

Subject: meeting to restrict more commuter parking at
Fountleroy.

Sirs:

Since this meeting was scheduled at a time when I will be working, I am forced to resort to writing my protest.

Provide some place within walking distance to the ferry to park overnight - the school "playground" is not used. The back half of that huge lot could be used for parking.... The street that borders the playground does not have houses looking out on it - no one parks there by the playground. Why not let a few of us commuters park there. +

There are park and ride lots at the other ferry landings - this is supposed to encourage people to walk on, so ferries won't be so congested and there will be less traffic going from ferry terminals through Seattle streets.

Some of us cannot afford to take a car on the ferry everyday. Many of us cannot take a bus to our place of work because there's no bus.... Now you have eliminated our parking - and possibly us from our jobs....

Sincerely,

Mrs. Kitzhaupt
Rt 1 Box 409A, Burton, WA.

9332-45 SW

Seattle WA.

March 23 1982

Mr. George Benson
Chairman, Transportation Committee
Seattle City Council.

Mr. Benson -

I want to express my support for
the extensions to the Fawcetterway
Residential Parking Zone.

Space is pretty well filled up with
residents' cars.

yours -

Ruth Boyle

City of Seattle

Executive Department-Office of Management and Budget

John D. Saven, Director

Charles Royer, Mayor

March 17, 1982



OK
SRS

The Honorable Douglas Jewett
City Attorney
City of Seattle

Dear Mr. Jewett:

The Mayor is proposing to the City Council that the enclosed legislation be adopted.

REQUESTING
DEPARTMENT: Engineering Department

SUBJECT: An ordinance amending Section 1 of Ordinance 110026, to extend the boundaries of the restricted parking zone in the Fauntleroy neighborhood.

Pursuant to the City Council's S.O.P. 100-014, the Executive Department is forwarding this request for legislation directly to your office for review and drafting.

After reviewing this request and drafting appropriate legislation:

- (X) File the legislation with the City Clerk for formal introduction to the City Council as an Executive Request.
- () Do not file with City Council but return the proposed legislation to OMB for our review. Return to _____.

Sincerely,

Charles Royer
Mayor

By

A handwritten signature in black ink, appearing to read "John D. Saven".

John Saven
Budget Director

JS/kn/lb

Enclosure

cc: Director of Engineering Department

Issue: FAUNTLEERY RPZ EXPANSION

Date/Time: 10:00 AM

3/29/82

File/Bill: PLEASE PRINT

MUST CATCH ON FOREBY 11:10 PM ROSTER OF SPEAKERS FOR PUBLIC HEARING

NAME	POSITION	ORGANIZATION	ADDRESS	ZIP	PHONE
Ray Asplink	11am please	Pro	701 So Orchard	98108	762-1410
Jim Garrison	10 AM	COMMUNITY FOR FAIR PARKING	RT1 Box 591 DASHON	98070	567 4571
Frank K. Shook	CON		8224 FAUNTLEERY	98136	935-5534
James Shook	PRO	FAUNT. ENV. ASSOC.	8916 FAUNTLEERY	98136	737 9474
John Keegan	PRO	FAUNT. Env. Assoc.	2200 9th Ave	98121	682 0710
Harold K. Verberg	PRO	F. E. A.	8626-46th Ave SW	98136	735 6073
JOHN MORRIS	PRO	FEA	9311-47th SW	98136	932-8294
Sigurd Karlstrom	PRO	F. E. A.	9573 Fauntleery	98136	935-0121
Emma Hammar	PRO	F. E. A.	4521 SW Henderson	98136	935-6889
Laura Lee	PRO	FEA	8428 Fauntleery	98136	932-0323
STEFAN KRZEWSKI	PRO	FEA	4600 SW TRENTON ST SW	98136	937-4014
Tracy Babitsky	PRO		4315 E.W. Henderson	98136	737-1284
Virginia Morse	PRO		9323-45th Ave SW	98136	
Allen Anderson	PRO	FEA	9327 45th Ave. SW	98136	937-6414
Al W. Anderson	PRO	FEA	9327 45th SW	98136	937 6414
Rich Bowls	PRO		9332-45 SW	98136	932-7338
Elizabeth Beckner	PRO	F. E. A.	9119 Fauntleery Wy SW	98136	937-8114
Helen Walker	Against Parkng Ban		RT1 P. 2608 Wadsw	98070	587 4757
Cindy Walker	CON		RT5 Bixler Wadsw	98070	463 3541

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported
and Adopted

Your Committee on

TRANSPORTATION

MAR 29 1982

to which was referred

CB 102945

Extending the boundaries of the restricted parking zone in the Faunteroy Neighborhood in the vicinity of the Fauntleroy Ferry Terminal, as established

PASS

..... Chairman

..... Chairman



..... Committee

..... Committee

Affidavit of Publication

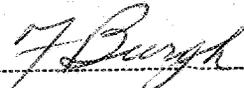
STATE OF WASHINGTON KING COUNTY—SS.

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

Ordinance No. 110515

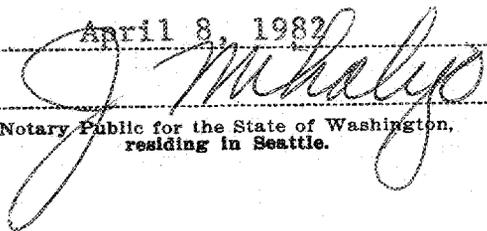
was published on April 8, 1982



Subscribed and sworn to before me on

April 8, 1982

Notary Public for the State of Washington,
residing in Seattle.



ORDINANCE 10834

AN ORDINANCE amending Section 1 of Ordinance 110026 by extending the boundaries of the restricted parking zone in the Fauntleroy Neighborhood in the vicinity of the Fauntleroy Ferry Terminal, as established.

WHEREAS, the Director of Engineering has found that commuter parking on the street segments described in Section 1 of Ordinance 110026 has relocated to other streets such that seventy-five percent (75%) or more of the capacity of the streets available for parking is generally occupied during an eight-hour period of the day; at least twenty-five percent (25%) of the vehicles parked in the street area during such hours are not owned by residents of the immediate neighborhood, persons visiting them, or doing business in the street or with such residents; and recommends the extension of the boundaries of the restricted parking zones; and

WHEREAS, the City Council Transportation Committee, after a public hearing, has found that extending the boundary of the restricted parking zone on those particular street segments is in the public interest and recommends the same to the City Council; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 1 of Ordinance 110026 is amended to read as follows:

Section 1. There is hereby established a restricted parking zone as contemplated by Ordinance 108200, Section 11.16.315, as amended by Ordinance 108354, Section 1, on the following street segments:

Southwest Cloverdale Street between Fauntleroy Way Southwest and 46th Avenue Southwest (also known as the 4600 block of Southwest Cloverdale Street);

Southwest Trenton Street between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Trenton Street);

Southwest Concord Street between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Concord Street);

Southwest Henderson Street between Fauntleroy Way Southwest and 44th Avenue Southwest (also known as the 4400 and 4500 blocks of Southwest Henderson Street);

Southwest Director Street between Fauntleroy Way Southwest and 44th Avenue Southwest (also known as the 4400 and 4500 blocks of Southwest Director Street);

Southwest Director Place between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Director Place);

Southwest Barton Street between Fauntleroy Way Southwest and 45th Avenue Southwest (also known as the 4500 block of Southwest Barton Street);

Southwest Wildwood Place between Fauntleroy Way Southwest and Southwest Brace Point Drive (also known as the 4400, 4500, and 4600 and 4700 blocks of Southwest Wildwood Place);

Fauntleroy Way Southwest between a private road south of Southwest Brace Point Drive and Southwest Thistle Street (also known as the 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100 and 9200 blocks and a portion of the 9300 block to 9344 of Fauntleroy Way Southwest);

47th Avenue Southwest between Southwest Brace Point Drive and Southwest Wildwood Place (also known as the 9200 block of 47th Avenue Southwest);

45th Avenue Southwest between Southwest Cloverdale Street and Southwest Trenton Street and between Southwest Brace Point Drive and Southwest Wildwood Place (also known as the 8600 and 9200 blocks of 45th Avenue Southwest);

45th Avenue Southwest between Southwest Trenton Street and Southwest Wildwood Place (also known as the 8800, 8900, 9000, 9100 and part of the 9200 block of 45th Avenue Southwest); ((and))

Southwest Brace Point Drive between Puget Sound and 45th Avenue Southwest (also known as the 4500, 4600, 4700 and 4800 blocks of Southwest Brace Point Drive)

((+))

Southwest Director Street between 44th Avenue Southwest and California Avenue Southwest (also known as the 4300 and 4400 blocks of Southwest Director Street);

Southwest Henderson Street between 44th Avenue Southwest and California Avenue Southwest (also known as the 4300 and 4400 blocks of Southwest Henderson Street);

44th Avenue Southwest between Southwest Henderson Street and Southwest Director Street (also known as the

4000 block of 44th Avenue Southwest);

43rd Avenue Southwest between Southwest Henderson Street and Southwest Director Street (also known as the 9000 block of 43rd Avenue Southwest);

Southwest Brace Point Drive between 45th Avenue Southwest and Southwest Wildwood Street (also known as the 4400 block of Southwest Brace Point Drive);

45th Avenue Southwest between Southwest Brace Point Drive and Southwest Kilbourne Court (also known as the 9300 block and a portion of the 9400 block to 9431 of 45th Avenue Southwest); and

47th Avenue Southwest between Southwest Brace Point Drive and Southwest Roxbury Street (also known as the 9300 block of 47th Avenue Southwest).

The Director of Engineering, under the direction of the Board of Public Works, is authorized to reserve parking on those streets within the restricted parking zone which meet the criteria established in Ordinance 108354 for the exclusive use of abutting properties and/or in the discretion of the Board, residents in the zone, vehicles used by their visitors, and service vehicles of persons having business in the street, at all or only certain hours; to set time limits for parking applicable to all vehicles except vehicles owned or used by such residents, their visitors or service vehicles or persons having business in the street or with the residents; on behalf of the Board, to issue permits authorizing parking by residents, their visitors, and service vehicles of persons having business in the street or with the residents independently of parking restrictions applicable to the public generally and to take such other action as appropriate to implement Ordinance 108354 within the restricted parking zone.

Section 2. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 29th day of March, 1982, and signed by me in open session in authentication of its passage this 29th day of March, 1982.

Approved by me this 6th day of April, 1982. Filed by me this 6th day of April, 1982.

Handwritten signatures and dates:
President: [Signature] 29th March 1982
Mayor: [Signature] 6th April 1982
City Controller and City Clerk: [Signature] 6th April 1982

(SEAL)

Handwritten signature: Theresa Dunbar, Deputy Clerk

Publication ordered by TIM HILL, Comptroller and City Clerk
Date of Official Publication in the Seattle Daily Journal of Commerce, April 8, 1982 (C 147)