



8/23/2013

Tim Zamberlin
1255 Westlake Ave N
Seattle, WA 98109
206-282-0700

Mayor Michael McGinn
600 4th Ave #7
Seattle, WA 98104
206-382-3578

RE: Future Westlake Avenue – Parking and Street Plan

Dear Mayor McGinn,

It has come to my attention based on workers canvassing our streets that there are potential plans to consider changes to the streets, sidewalks, parking and possible additions of Bike Paths along Westlake.

Can you apprise me of what the city plan is around this area, and let me know what the mayors' position is in regards to protecting and supporting existing businesses and property owners along Westlake Avenue.

National Sign Corporation and the Zamberlin family have operated a small family owned manufacturing business in this area for nearly 100 years. We are owners of this local business that employs 35 people in well paid manufacturing jobs and owners of the property and plant – we are very concerned about proposed changes to streets and access.

In the last few years, traffic has become miserable, almost unbearable. The main reason for this has been the modifications to traffic flow enacted by SDOT and the city. Westlake is one of the few North -South routes through the city and needs to be protected as a viable truck route. There are only five North -South routes through Seattle currently: 15th NW, Westlake, Eastlake, Aurora and 19th Ave E.

The parking access that plays a pivotal role in the daily lives of all in the Lake Union community must be protected as a key public asset. This parking allows small business to function and compete in an inner city location, it allows the marinas located along the shore to be viable and provide access to the many users and residents. It provides

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access to customers of all kinds of businesses, restaurants, tour boats, sea plane operators, boat shops, and many more. It is key to our community and the importance of good roadways and parking along the lakefront cannot be overstated.

In 2008 the City of Seattle significantly reduced the allocation of parking along the corridor.

Though I am generally in favor of biking in the city, biking plans should not be implemented in any community or along any arterial without a complete and thorough review of the impact on the neighborhood and full participation of the community affected. I am concerned that we are fast becoming a city where not even our emergency service vehicles will be able to negotiate through our street grid in any reasonable fashion. These decisions that are made have far reaching consequences for many and cannot be taken lightly or without regard to the working and living citizens of the community.

I look forward to hearing your position on these matters as the Mayor of Seattle.

Sincerely,
National Sign Corporation

Timothy Zamberlin
President

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