

**DRAFT MEETING SUMMARY**  
**ROOSEVELT PARKING WORKGROUP**  
**MAY 16, 2005**  
**CALVARY CHRISTIAN ASSEMBLY**  
**6:00 – 7:30 PM**

**ATTENDEES**

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Tad Bigelow, resident  
 Charles, Chinn, Principal, Roosevelt High  
 School  
 Michele DeAnda, Whole Foods  
 Lani Johnson, The Johnson Partnership  
 John Meek, Republic Parking NW  
 Lynda Prine, Starbucks employee  
 Andy Reay-Ellers, Vice-President,  
 Roosevelt Neighborhood Association

Larry Sinnott, Ravenna-Bryant Community  
 Association  
 Paul Weisner, resident  
 Randy Wiger, Seattle Department of  
 Transportation  
  
 Notes prepared by Randy Wiger

**ACTION ITEMS**

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- SDOT staff will investigate options for responding to requests for undoing or modifying the one-way couplet of Roosevelt Way NE and 12th Avenue NE.
- SDOT staff has requested the community to identify specific locations for improvements for bike travel in the area.

**ROOSEVELT HIGH SCHOOL PARKING IMPACTS**

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The third Roosevelt Parking Workgroup meeting focused on **Roosevelt High School Parking Impacts** and **RPZ Zone 19** (please see the Roosevelt Parking Matrix document for specific agenda items).

Summary:

- Roosevelt High School is currently undergoing renovation, and is scheduled to re-open for fall 2006.
- A Master Use Permit (MUP) for renovation was granted February 19, 2004. This includes a departure for parking requirements.
- Page 8 of the MUP reads: "Granting the requested departure would not result in a change in character for the surrounding area. The proposal would improve parking conditions compared to existing conditions, by providing an additional 80 spaces on the site."
- Before renovation the school had 9 on-street spaces.
- The MUP requires 89 stalls to be built on-site by the beginning of occupancy after renovation, and requires an additional 83 stalls (total 172 stalls) must be provided within 800 feet of the school site within three years from the date of the Certificate of Occupancy issued for the project.

- City's understanding is that school district is building all 172 on-site as part of the renovation project.

Page 9 of the MUP goes on to state:

"Parking demand during typical school operation can reasonably be expected to include vehicles for virtually all of the approximately 90 staff members and approximately 40% of the expected 1,600 students, or 640 vehicles. A full sporting event at the gymnasium might generate a vehicle occupancy rate of 2.5 persons per vehicle and draw as many as 640 vehicles. While a capacity crowd in the gym may be somewhat uncommon, a full 704 seat theatre could be expected to happen on perhaps a dozen weekend nights a year and could be expected to generate a parking demand of approximately 281 vehicles."

and

"In total, the additional parking spaces are expected to result in an increase in traffic along roadways adjacent to the site, and a decrease in traffic on other roadways surrounding the site. Provision of an additional 89 spaces on-site will likely reduce the off-site parking impacts from the school use at the outer perimeter of existing impacts, while on-street parking adjacent to the school will remain highly utilized. Provision of 174 off-street parking spaces would further reduce the zone of parking impact during a typical school day, would likely accommodate site-generated parking demand on most evenings, including many, but not all, theatre events."

A workgroup participant comments that installation of angle parking on the south side of NE 68th (on north side of Roosevelt High School) resulted in removal of parking on one side of NE 69th Street so that school buses could use that street.

No specific action items were identified regarding parking impacts associated with Roosevelt High School's reopening in fall 2006.

### **RPZ (ZONE 19)**

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- Zone 19 was installed to address spillover parking from UW and Cowan Park (rather than to address spillover parking from the high school or Park-and-Ride).
- Zone 19 is primarily installed on streets south of NE 65th St.
- The current boundaries for streets that may be added are I-5 to NE 70th, to 17th Avenue NE, to NE 62nd St, south on Brooklyn Avenue NE, continues west along Ravenna Blvd. to I-5.

A question is asked if the RPZ can be extended to include NE 75th Street?

Answer: No. NE 75th St. is not in the RPZ boundaries that were identified in the initial parking study. The RPZ may be installed (by petitioning) on any blocks in the boundary AS LONG AS that block is touching another block that already has the RPZ installed.

After an RPZ is installed on a block SDOT monitors the block. If it appears the on-street spaces fall below 50% utilization, SDOT may remove the RPZ on that block.

A question was asked as to whether some of the angle parking spaces would be signed for the RPZ similar to what was done recently at Lincoln High School in Wallingford (the temporary location of Roosevelt High School during renovation).

Answer: Probably not. The specific circumstances of that block and area around Lincoln High School made designating a few spaces of the angle parking adjacent to the high school a reasonable action. Most of the homes on the north side of NE 68th St. have driveways and some have basement level garages (though most of the driveways are narrow and have berms/walls on either side because of the slope on this block).

### **NE 68TH ST & 8TH AVE NE PARK & RIDE LOT**

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Calvary Episcopal Church uses a shuttle on Sundays at the Park and Ride under I-5.

Larry would like to know if Metro has utilization data for the Park and Ride lot (such as origin and destination, who is using the lot, where are they from).

Concern was expressed about tandem housing (up to 8 non-related residents) and congregate housing (like a dormitory or single-room occupancy with shared bathroom and kitchen), especially around and near NE 75th Street. Students and young workers may leave their cars on-street in that vicinity when they take the bus to work.

The next meeting (set for June 20) will have Metro staff attending who may be able to address these issues.

### **CHANGES TO THE ONE-WAY COUPLET**

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Several members expressed interest in seeing the one-way couplet of Roosevelt Way NE and 12th Avenue NE being undone, and having both streets become two-way. Larry says the couplet was created when I-5 was built, and that the community was told it would be changed at some point (but it hasn't been).

Andy asked if the couplet could start at Ravenna Boulevard instead of at NE 7th Street and Lake City Way.

### **NE 75TH STREET IMPROVEMENT PROJECT**

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An attendee asked about the possibility of creating a dedicated right turn and left turn lane on Roosevelt Way as it approaches NE 65th Street. This would allow center lane vehicles to not be impeded by vehicles turning off of Roosevelt Way to the left and right that are waiting for pedestrians crossing NE 65th to clear the crossings. A similar scheme exists on Roosevelt at NE 45th Street.

An attendee also asked about the small number of on-street parking spaces on NE 75th near 12th Avenue NE - he would like to see them removed because they interfere with traffic flow and

turns. The SDOT Project Manager for the 35th Avenue NE Improvement Project has stated that Roosevelt businesses are strongly opposed to these on-street spaces being removed (although there are peak period restrictions).

[Note: A related issue was touched on at the April 18, 2005, meeting - see Meeting Summary at the bottom of page 2. When peak period restrictions are in effect people pass vehicles on the right because of the availability of the extra lane, which can interfere with another vehicle making a right turn from the proper inside lane.]

### **LIGHT RAIL STATION IMPACTS**

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Concerns were expressed about impacts to on-street parking from construction of the light rail station. Where will workers park? And once the station is open, where will commuters park? Roosevelt High School shares concerns about the available parking supply in the area. Attendees would like to learn more about Metro feeder routes to the light rail station.

Randy clarified that there is a plan to address expected parking impacts around light rail stations. In the year before a light rail station opens, Sound Transit will conduct a parking study to document the existing conditions. Sound Transit and SDOT will work to install an RPZ around a station before it opens, and also will work to insure parking for adjacent business districts is protected from potential "hide and ride" parking. SDOT will monitor the RPZ and the area (as SDOT does with all RPZs), and adjust it if and as necessary.

### **ADDITIONAL ISSUES**

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SDOT staff requested workgroup members to send him specific locations for improvements for bike travel in the area.

### **NEXT MEETING**

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The workgroup will meet again on Monday, June 20. Meeting will primarily focus on public safety around the NE 68th St & 8th Ave NE Street Park and Ride lot.

**Meeting Adjourned**

**Parking in Roosevelt  
Agenda for May 16, 2005 Meeting****Roosevelt High School impacts and  
RPZ (Zone 19)**

1. Review of meeting notes for April 18, 2005
2. Update on items from April 18, 2005
3. Review and Select a date in June for meeting with Metro/Public Safety Choices (all Mondays): June 13, June 20, June 27

**Roosevelt High School Parking Impacts***Problems:*

- \*\*Roosevelt High School only has on-street parking for students and staff (in session September through June)
- Roosevelt High School: events that use the school impact parking on surrounding residential streets.
- Joint use (with Parks Dept) of Roosevelt High School athletic field (weekdays and weekends) impacts parking on surrounding residential streets.
- Roosevelt High School students and staff move cars every 2 hours when parked in time limit areas.
- (Note: Roosevelt HS is temporarily relocated to Lincoln H.S. in Wallingford, but will return when new addition is completed.).

*Opportunities:*

- Raise awareness of options available to parking users.

**RPZ (Zone 19)***Problems:*

- RPZ time limits for non-permit holders are too short (1 or 2 hours is not long enough).

*Opportunities:*

- Streets with RPZ installed are under-utilized during hours when the RPZ is in effect (as much as 30% empty spaces).
- Could the RPZ boundaries be extended (clarify: does this mean install the RPZ on eligible blocks already within the current RPZ boundaries, or does this mean change the boundaries of the RPZ?).