

# **SCHOOL DEVELOPMENT STANDARD DEPARTURE ADVISORY COMMITTEE**

## **ROOSEVELT HIGH SCHOOL DESIGN DEPARTURE RECOMMENDATIONS**

**Project #3030870**

**JUNE 12, 2018**



This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.17 and 23.79) (the "Code"). The intent and purpose of this report is to document public testimony and make recommendations to the City for modifications to development standards in order to facilitate the installation of four additional portables at Roosevelt High School located at 1410 NE 66th S.

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Attachment 1: Meeting #1 Minutes, May 22, 2018

Attachment 2: Minority Report – Andres Salomon

# Roosevelt High School Design Departure Advisory Committee Report and Recommendations

## 1. Background

### 1.1 Project Description

On February 14, 2018, the Seattle Public Schools submitted a request for departures from one (1) Seattle Municipal Code (SMC) Development Standards for 112 parking stalls in lieu of 172 parking stalls to accommodate the placement of portables at Roosevelt High School located at 1410 NE 66th St.

Roosevelt High School enrollment has been increasing yearly and has exceeded the building's capacity. Enrollment projections for the school year 2018-19 is for another increase in enrollment of an additional 98 students. It is anticipated an additional 4 portable classrooms will be needed to accommodate the increased enrollment.

Seattle Public Schools is proposing to add an additional 4 portable classroom buildings in the NW parking lot of Roosevelt High School adjacent to the current 6 portable classrooms. The added classrooms are being installed to meet the projected increase in enrollment for the 2018-19 school year. The additional portable buildings are the same size and appearance as the existing portable buildings. They will be located between the existing portables and 12th Avenue NE. When Lincoln High School opens in 2019, enrollment at Roosevelt High School will return to levels that align with the building capacity. The portable classroom buildings are planned for removal in the Summer of 2019.



**Exhibit 1 Proposed Site Plan**

1.2 Neighborhood Characteristics

Roosevelt High School (Rough Riders) sits in the Roosevelt neighborhood. The boundaries of the neighborhood are Interstate 5 to the west; NE Ravenna Boulevard and NE 60th Street to the south; 15th Avenue NE to the east; and Lake City Way (SR 522) to the north. Roosevelt High School sits in the heart of the neighborhood between 10th and 12th Avenue NE, and between NE 66th and NE 68th Street.

Roosevelt High School is comprised of one large L-shaped building, a parking lot and an athletic/track field. It had a major remodel and addition in 2004. The school is located in a predominantly single-family residential neighborhood, with new low-rise apartments being built within the vicinity of Roosevelt High School. A new transit tunnel and station is being built for Sound Transit Light Rail across the street (12th Avenue NE) to the west and is scheduled to open in 2021. The current zoning classification of the school site is low-rise. Areas to the north and east are zoned SF5000 (residential single-family 5,000). Areas to the west and south are neighborhood commercial.



Exhibit 2 Existing Site Plan

1.3 Requests for Departure and Committee Formation

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The Code requires that the Department of Neighborhoods (DON) convene a Development Standard Advisory Committee (hereinafter as the Committee) when the School District proposes a departure from the development standards identified under the Code. These standards are popularly referred to as the “zoning code.”

The purpose of the Committee is 1) to gather public comment and evaluate the proposed departures for consistency with the objectives and intent of the City’s land use policies to ensure that the proposed facility is compatible with the character and use of its surroundings; and 2) to develop a report and recommendation to the Seattle Department of Construction and Inspections (SDCI) from DON. (SMC 23.79.008)

Following completion of the Committee Report and its transmittal to SDCI, the Director of SDCI will issue a formal report and decision. The Director of SDCI will consider the recommendations of the Committee and will determine the extent of departure from established development standards which may be allowed, as well as identify all mitigating measures which may be required. The Director’s decision is appealable.

On February 28, 2018, DON sent notices to residents within 600 feet of the Roosevelt High School requesting self-nominations for membership on the Committee. Five (5) community members applied, and on April 24, 2018 the Committee was formed. The Committee is composed of six voting members, a representative from SDCI and a City non-voting Chair.

The Committee was appointed as follows:

Andres Salomon	Person residing within 600'
Nola Sterling	Person owning property or a business within 600'
Bruce Rowland Johnson	Representative of the general neighborhood
Michael McKenney	Representative of the general neighborhood
Vacant	At large to represent citywide education issues
Sandy Miller	Representative of the Roosevelt HS PTSA
Vacant	Representative of the Roosevelt HS PTSA
Mike Barrett	Representative of the Seattle School District
Vacant	Alternate
Vacant	Alternate
Holly Godard (Ex-officio)	Seattle Department of Construction and Inspections (SDCI)
Maureen Sheehan (Ex-officio)	Department of Neighborhoods (DON)



## 2. Departure

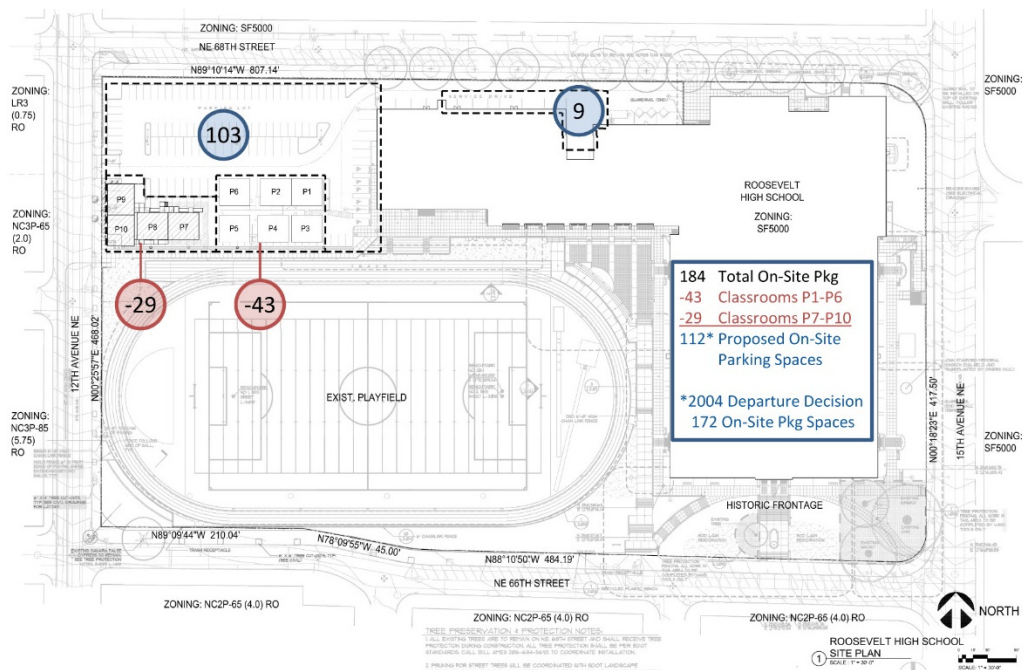
### 2.1 Specific District Request

In order to accommodate the educational program for this project, the District requested the following departure from provisions of the SMC 23.79.008 C1a.

#### Departure #1 – Less than Required On-site Parking

##### Existing Standard: SMC 23.54.015 (Table C – Row N) - REQUIRED PARKING

1 space for each 80 square feet of all auditoria or public assembly rooms, OR 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site.



**Exhibit 3 On-Site Parking Stalls**

Departure Requested: to allow for 60 parking spaces less than the 2004 Departure Decision granted of 172 parking spaces to be provided on-site.

### 2.2 Committee Review and Recommendations

#### 2.2.1 Process & Public Meeting

The Committee was convened in one public meeting on March 22 at Roosevelt High School, approximately 8 people attended, 5 of whom provided public comment. The common themes raised in public comment revolved around the already constricted parking situation in the neighborhood both short term and long term due to new development, the need for additional

classrooms and the measures the school has already taken to accommodate the increased enrollment, and suggestions for services and enhancements that could be made to reduce the impacts of the loss of parking.

### **2.2.2 Review Criteria**

Section 23.79 of the Code directs the Committee to evaluate the requested departures for consistency with the general objectives and intent of the Code, and to balance the interrelationships among the following factors:

a. Relationship to Surrounding Areas:

- (1) Appropriateness in relation to the character and scale of the surrounding area
- (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
- (3) Location and design of structures to reduce the appearance of bulk;
- (4) Impacts on traffic, noise, circulation and parking in the area; and
- (5) Impacts on housing and open space.

b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departure may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Section 23.51.002 contains further restriction related to single family and other low-rise residential zones.

### **2.2.3 Application of Review Criteria to Requested Departures and Committee Recommendations**

The Seattle Municipal Code intent is to grant departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in single family zoned neighborhoods. The Seattle School District has demonstrated that it cannot accommodate the program necessary for this area without granting departures for reduced on-site parking.

#### **Need for Departures**

The committee thoroughly questioned whether the portables would be the solution to the problem of over enrollment, seeing as there are already six portables and this would add an additional four. There are multiple High Schools in the area, and the committee wanted to understand if those schools could accommodate the additional students and questioned when Lincoln High School open if it would realistically be able to absorb the growth now and into the coming years so that all Roosevelt portables could be removed. In the end, the committee agreed there is a need for classroom space, and that should take priority, but parking and safety in the neighborhood will be further impacted and should be mitigated.

## **Departure #1 – Less than Required Off-street Parking**

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the committee, and they did not have concerns about less than required off-street parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the committee, and they did not have concerns about less than required off-street parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the committee, and they did not have concerns about less than required off-street parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the committee, and they did have concerns about less than required off-street parking having an impact on traffic, circulation and parking the neighborhood, which were addressed in the recommended conditions.
- 5) **Impacts on housing and open space** were considered by the committee, and they did not have concerns about less than required off-street parking having an impact on housing and open space.

The committee's deliberation was about the added pressure on the neighborhood and enforcement of existing parking rules in the neighborhood due to the high utilization of parking. The Committee discussed ways to make taking the bus and walking to school safe and accessible, so that parking is not the only safe solution for commuting. Rather than the loss of housing to provide property for additional parking, the committee recommended alternative off-site parking solutions be explored such as use of existing parking lots.

The school districts proposal to install field lighting at the school was brought up because evening use of the field may generate additional cars parking at the school. For that project, there was already a condition proposed that the field only be used for scholastic events, i.e. Seattle Parks and Recreation cannot use the fields, until the portables are removed, and parking spaces are made available again.

The committee was clear that the installation of portables on the school site must be temporary, so the school district does not use them as a permanent solution, and the school district takes a hard look at future enrollment and school boundaries so over enrollment such as this does not happen in the future.

One committee member felt strongly that delaying the Vision Zero project would bring more value than harm and could not support the departure with the proposed conditions for that reason. After consideration of the above, the Committee recommends:

**Recommendation 1 – That the departure to allow less than required off-street parking be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:**



- a. Delay of NE 65th Vision Zero Project until portables are removed to maintain current parking spaces.
- b. SDOT and the existing Roosevelt High School Safe Routes to Schools committee evaluate how students and staff safely arrive and leave the school, including: raised crosswalks, signage throughout the neighborhood alerting drivers to speed limit, one-way streets, etc. and increase parking enforcement.
- c. SPS and the transportation consultant team coordinate with King County Metro to review bus shelters and placement of bus shelters and bus stops, identify necessary improvements to ensure they are convenient for staff and students use.
- d. Removal of all portables by summer 2019. If that is not feasible, a departure process for the continued removal of parking must be completed.
- e. With the reduction of an additional 29 on-site parking spaces for the 2018-2019 academic year, SPS will not allow non-scholastic and recreational use of the lighted athletic field until the portables are removed. [Field lighting permit condition, 2018]
- f. Implementation of a Transportation Communications and Operations Plan outlining the location and time of parent drop off and pick up and traffic circulation during peak hours. Work with the City's Commute Trip Reduction (CTR) Program to find ways to encourage RHS staff to choose commute modes other than driving alone.
- g. Seattle Public Schools explore nearby off-site parking opportunities for staff and students to alleviate parking impacts on the neighborhood while portables are in place.
- h. School Safety Committee thoroughly consider security and protection of the students and portables.

For the Committee,

Maureen Sheehan  
Non-Voting Chair



# Seattle Neighborhoods



## Roosevelt High School Design Departure Advisory Committee

### Members

Mike Barrett  
Bruce Rowland Johnson  
Michael McKenney  
Sandy Miller  
Andres Salomon  
Nola Sterling

### Ex-Officio Members

Maureen Sheehan,  
Department of Neighborhoods  
Holly Godard,  
Seattle Department of Construction &  
Inspections

## Roosevelt High School

### Development Standards Design Departure Advisory Committee

#### Meeting Minutes

#### Meeting #1

**May 22, 2018**

Roosevelt High School  
1410 NE 66<sup>th</sup> St.  
Seattle, WA 98115

#### Members and Alternates Present

Mike Barrett	Sandy Miller	Michael McKenney
Bruce Rowland Johnson	Andres Salomon	Nola Sterling

#### Staff and Others Present

Jennifer Barnes	Heffron Transportation
Holly Godard	SDCI
Rachel Huck	SDOT
Alex Rolluda	Rolluda Architects
Maureen Sheehan	DON

#### **I. Opening and Introductions**

The meeting was opened by Ms. Maureen Sheehan from the City of Seattle, Major Institutions, and Schools Program. Ms. Sheehan welcomed all in attendance and briefly summarized the agenda. Brief introductions followed.

#### **II. Overview of the Process**

Ms. Sheehan stated that this process is governed by the Land Use Code Sections of the Seattle Municipal Code (SMC Title 23), which specifies how the process works. Ms. Sheehan noted that the City of Seattle does not have a school zone, subject to the development standards of the underlying zone. Since most schools are in residential neighborhoods zoned "single family," schools do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request departures from various development standards.

The Committee is meeting tonight to develop recommendations concerning the School District's requested departures for departures from provisions of the SMC related to land use.

The Committee receives information on the departures being requested from the Seattle Public Schools and its consultants, public testimony, and then the Committee discusses the requested departures.

The Committee may do one of the following:

- 1) Recommend granting the departure as requested;
- 2) Recommend granting the departure with modifications or specific conditions, or
- 3) Recommend denial of the departure.

Conditions or modifications identified should be clearly related to the requested departure and enforceable on the District.

The Committee may develop recommendations at this meeting, or if time does not allow, additional public testimony is desired, or additional information is needed, the Committee may hold up to two additional meetings. If the Committee concludes they have enough information and there is no further benefit from additional public testimony, the Committee can determine to move forward at the end of this meeting in establishing their recommendations; in that case, this would be the only public meeting.

Ms. Sheehan emphasized that the Committee's will make recommendations that will be put into a report that will be reviewed by the Committee and forwarded to Ms. Holly Godard of the Seattle Department of Construction and Inspections (SDCI), who will take it into consideration when drafting the Director's decision.

### **III. Presentation**

#### **The Project:**

Mr. Alex Rolluda, principal of Rolluda Architects introduced Mr. Paul Dorn, Project Manager, Mr. Andrew McKernan, Project Architect and Ms. Jennifer Barnes of Heffron Transportation.

Seattle Public Schools needs a total of 10 classroom portables in the northwest parking lot of the school to meet increased enrollment.

Mr. Rolluda mentioned that six portables were added in 2016 and 2017 to accommodate the added students. enrollment projections for the 2018-2019 school year have increased by 98 students, and the School District has decided to add four additional classrooms/portables. When Lincoln High School opens in 2019 enrollment projections at Roosevelt will return to levels that align with the building capacity and all portables are planned for removal in the summer of 2019.

A departure decision in 2004 allowed 172 total on-site parking spaces. With the addition of the six portables in 2016-17 and now the proposed addition of four portables the current departure request is for 60 parking spaces for a total of 112 on-site parking spaces.

#### **Parking Analysis:**

Ms. Barnes summarized the methodology used for the parking analysis around the site. The analysis includes performing on-street and on-site parking demand counts during weekday periods, calculating the parking demand that could result from the installation of additional portables, doing an inventory of on-street parking supply within 800 ft. of the area, and adjusting the baseline parking to account for future projects.

#### **Summary of the Requested Departure:**

##### **1. Reduced on-site parking**

Seattle Public School is requesting a departure for reduced on-site parking of 60 spaces for a total of 112 on-site parking spaces by installing four additional classroom portables.

The request is due to an increase student enrollment that requires temporary capacity expansion until Lincoln High School opens and the limited expansion options and location for the portables.

### **IV. Committee Clarifying Questions**

Ms. Sheehan opened the floor for Committee clarifying questions.

Mr. Michael McKenny asked about the impact of the 341 spillover vehicles parking in the study area and were the apartment dwellers included in the study area. Ms. Barnes noted that the study did account the apartment dwellers and it was reflected in the study. Other projects currently in the development pipeline will be adjusted to the calculation.

Mr. McKenny commented that he does not believe that the field lighting will not be used for non-scholastic or recreational use because of Amazon and other companies residing in the neighborhood. He noted that the expansion of these companies and with the addition of the portables will have tremendous impacts to on-street parking.

A question was asked if any of the metered parking spots or the RPZ are counted in the parking analysis because from her experience the study does not reflect what happens in the metered area. Ms. Barnes commented that the spaces that were open were enough to accommodate the school generated demand that was calculated.

Mr. Andres Salomon asked what percentage were calculated as RPZ's or paid parking. Ms. Barnes commented that the majority of the parking has some restrictions.

A question was asked if school capacity in the area has been evaluated. Mr. Mike Barrett of Seattle Public Schools responded that he does know the answer but noted that each of the area high schools has increased capacity and Roosevelt High School has reached its capacity limit.

She asked if all ten portables will be removed by 2019, and Mr. Barrett responded that all ten portables will be removed.

Mr. Bruce Rowland Johnson commented that all other area high schools are experiencing the same issues. This is not a Roosevelt High School problem, but it is the City's problem. He noted that what is happening around his neighborhood is the buildup of studios, and apartments with fewer parking spaces. He suggested to look at the different options and what other schools have done to resolve the problem.

Mr. Barrett commented that the School District is also working with other area including Ballard High School and other middle schools. There has been an increase in enrollment in number of these schools and the School District wants to make sure that they can accommodate these students.

A comment was made suggesting the Design Team consider the security of the buildings due to the current situation in the nation. She worries about her son going to school in a classroom portable. Ms. Holly Godard of SDCI commented that the Committee can have this as a condition for granting the departure.

## **V. Public Comments and Questions**

Ms. Sheehan opened the floor for public comments and questions.

**(Editor's Note: The comments shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in voice recording (.mp3) form)**

**Comments from Jessica Proctor:** Ms. Proctor is the Assistant Principal at Roosevelt High School and she does the master scheduling for the school. She acknowledged that the current space is very limited for the student class size of 25 to 30. She constantly modifies and works on the little space that is available to minimize the impact of the students. She added that she and her staff to their best of their abilities accommodate these students and she understands the concerns about less parking in the area.

**Comments from Kristina Rodgers:** Ms. Rodgers is the Principal at Roosevelt High School. She commented that the school is at full capacity. The school anticipates increased enrollment to 2000 next year; that would mean an additional of 125 students. She mentioned that the staff lounge was turned into classroom space to accommodate the students. She reiterated the need for four more additional classrooms to meet the needs of the students, and that equates to the additional portables being proposed. With the opening of Lincoln High School in 2019 to help alleviate the number of incoming students at Roosevelt, the school's plan is to remove the portables.

**Comments from Jake Macias:** Mr. Macias lives about two blocks from the school. Parking has been a problem in the past and become significantly worse. In 2005 there was a proposed acquisition of additional property for Roosevelt High School and he would like to know what happen to it. After reviewing the presentation, he did not see any recognition of the lost parking. When construction starts, he was concerned about contractors taking all the parking spaces.

**Comments from Chris Jackins:** Mr. Jackins, coordinator for the Seattle Committee to Save Schools provided a list that summarizes why this Committee should reject the departure being requested.

**Comments from T.J. Rhoades:** Mr. Rhoades commented that he would like to hear the Committee deliberate on recommending transportation subsidies for teachers, staff and students and other ways to discourage parking in the area. He also commented on making sure that the neighborhood has sufficient services such as trash cans, etc.

## **VI. Committee Deliberation**

Ms. Sheehan opened the discussions for committee deliberation. She asked the Committee to deliberate on the need for the departure and then discuss on whether to recommend or deny with or without conditions.

The Committee began their deliberation by discussing the requested departure.

Mr. Salomon commented that he is okay granting the departure with conditions whether it is bus improvements or additional RPZs. He suggested the City and the School District should do more to encourage the staff and students to not drive to school.

Ms. Nola Sterling commented that she is in favor of granting the departure with conditions. She is interested in the impacts on traffic safety. She also wants to ensure that the ten portables are removed in 2019 and the Parks Department will not start using the lighted area.

Ms. Miller commented that she is in favor of granting the departure with conditions. She commented about the current parking problems and this is a good opportunity to address the transportation management plan for the school. She added safety concerns should be considered for both the traffic and how the portables are protected.

Mr. Mike McKenney commented that he is opposed on granting the departure due to a 40-year history of mistrust of the School Board and City Council. The principal assured him that there will be no more portables installed after the first portable, and now there are ten portables being proposed. He mentioned staff members informing him that Amazon is the primary cause of overcrowding. He also commented that he agrees with Mr. Jackins comments about redrawing the boundaries instead of having a temporary fix to the problem with portables.

Mr. Barrett responded to Ms. Miller's concerns about the portables safety and the field use noting that there was a condition that the field lights are for school use and will not allow any recreational use. All ten portables will be removed in the summer of 2019. Enrollment projections for the portables are based on Lincoln High School. He is open for discussion on granting the departure with conditions.

Mr. Johnson commented that this departure needs to be done, but there are few things need to happen. There should be a drop-off plan for students, so it will not impact 68<sup>th</sup>. There should be traffic control measures in the morning and afternoon as well as building more bus stops, so the students can access them and modifying or changing the bus schedules.

Ms. Sheehan noted that five committee members are in favor of granting the departure with conditions and one member would deny granting the departure. She asked the committee members to further deliberate and agree on what kind of conditions they would want to add to the departure request.

Mr. McKenney commented about the school boundaries and asked if the school must accept students based on where they live. He noted that based on statistics, he assumed that the portables will remain for the long-term because Roosevelt High School will not have enough capacity for students due the current influx of apartment dwellers and Amazon in the area.

Ms. Godard commented that the committee has a powerful tool in their disposal called conditions. She suggested that having a condition that if the school decides to keep the portables, they must go through a new approval process.

Mr. McKenney asked who will enforce these conditions, and Ms. Godard mentioned that the Committee and the surrounding neighbors will enforce it by calling SDCI for non-compliance of the conditions set by the Committee.

Mr. Salomon commented that the bigger issue is about the school's enrollment. He is not comfortable adding a condition of removing the portables and the enrollment is very high. He noted that he would agree on having a contingency that by 2019, should the school's enrollment should be lower.

Mr. Johnson commented changing the school boundaries will not significantly affect the enrollment projections of nearby high schools. He noted that this is an opportunity for the Committee to look and identify what the problem is and decide the appropriate conditions to grant the requested departure.

Mr. McKenney suggested that the conditions involve removal of the portables and the field lights will not be turned on until the portables are removed.

Ms. Sheehan began to summarize the conditions that the Committee deliberated. One of the condition is for the removal of the portables by Fall 2019 and that there will be no more portables installed because of the opening of Lincoln High School in 2018. Mr. McKenney asked what will happen if the Lincoln High School opening is delayed, and the response was the portables must be removed.

Ms. Lucy Morello of Seattle Public Schools commented that Lincoln High School is on schedule to open in 2019 and the School Board has adopted the boundary changes. The 5-year enrollment projections were used to set boundaries.

Ms. Sheehan continued the listing the following conditions as discussed: a) there will be no field lights used until the portables are removed; b) suggesting to SDOT and Metro to move the bus stops closer to the school; c) suggesting to SDOT and Metro to have more bus transits that pass through; d) having traffic control measures for morning drop off and evening pick up; e) a drop off plan for the morning pick up and not using 68<sup>th</sup>; f) safety measures implemented with traffic mitigation; g) focus on portable safety; h) offering staff and students alternative modes of transportation to and from the school.

A comment was made if the City can take away the paid parking around the school during construction. Ms. Sheehan noted that the Committee can suggest recommending SDOT to look and make their own analysis and decide if it is feasible.

Ms. Rachel Huck of SDOT commented that prior to the opening of the light rail station, SDOT plans to analyze the existing RPZ's in the area and consider expanding the RPZ, but there were no plans on where it might be.

Mr. Salomon commented about adding parking on the other side of 16<sup>th</sup> St. as a possible solution to mitigate parking. He also suggested more bus shelters and having raised crosswalks and curb bulbs at bus stops to address traffic safety around the school.

A comment was made suggesting that the school should do a more proactive parking enforcement around the school, so the students are obeying the traffic laws.

Ms. Sterling suggested SDOT look at installing larger signage along 68<sup>th</sup> for traffic and safety.

Ms. Miller suggested delaying the Vision Zero project because it is taking away the parking spaces. Mr. Salomon commented that delaying the Vision Zero project is not ideal due to the recent fatalities and accidents that has happened.

A suggestion was made to look at other ways to ensure the safety of the pedestrians and traffic without impacting the current work of the project.

Ms. Sheehan reiterated the list of conditions that were discussed by the Committee including delaying the Vision Zero project, better signage and parking enforcements throughout the neighborhood including engaging the Safe Routes to Schools to identify areas of improvement. She mentioned that the Committee is asking for SDOT to look at the recommendations and they will do their own analysis.

A question was asked if the critical work impacting safety can be prioritized, and Ms. Huck noted that SDOT looks at all the requests but cannot guarantee if such requests will be approved or denied. She added that she will talk with SDOT's Operations and review the recommendations.

Others suggested conditions that were discussed include: improve traffic safety, better and more bus shelters, improve bus capacity, provide bus passes to school staff and students, add two-sided parking on 16<sup>th</sup>,



removal of the ten portables by fall of 2019 and the need for the school to come back to a Committee to review and evaluate the process to extend it beyond 2019, the field lights cannot be used for non-scholastic activities, engaging the Safety School Committee to identify portable safety and security, and a robust transportation management plan that outlines drop-off and pick-ups.

## **VI. Committee Recommendations**

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated on the conditions and the departure being requested.

### **Departure: Reduced on-site parking**

There was a motion to recommend granting the reduced on-site parking departure with the following conditions; and it was seconded.

1. Provide enforcement one-way streets, larger signage, and look at traffic circulation around the project site;
2. Delay the NE 65<sup>th</sup> Street Vision Zero Project to offset the loss of parking on-site;
3. SDOT provide better traffic signage throughout the neighborhood, parking enforcement, and referring to Safe Routes to School;
4. Working with Metro Transit to improve bus stops, shelters, and increase capacity to get students and staff to and from the school;
5. Removal of the ten portables by the summer of 2019, if not, the School District must come back to a Departure Committee to review its continued placement;
6. Seattle Public Schools will not allow non-scholastic and recreational use of the lighted athletic field until the portables are removed;
7. Have the Transportation Committee outline student drop-offs and pick-ups, times and locations including implementing the Commute Trip Reduction (CTR);
8. Looking at nearby off-site parking opportunities during the period that the portables are in place;
9. Thorough review by the School Safety Committee of the school's safety and security of the students and the portables.

A comment was made about his concerns on delaying the Street Vision Project because it is already out for bidding, and the current safety concerns due to a recent pedestrian fatality and ongoing accidents. He added that he does not want the project to be delayed further.

By show of hands, a quorum being present, and the majority of those present voted 5 in favor, and 1 abstention, the motion passed.

## **VII. Adjournment and scheduling of next meeting**

Ms. Sheehan mentioned that she will send out the draft recommendation report for feedback and comments as soon as possible. There will also be an opportunity to draft a minority report that will be added to the recommendation.

No further business being before the Committee, the meeting was adjourned.

### **SDOT Addendum**

In response to comments received during the Committee deliberation regarding the Vision Zero project along NE 65<sup>th</sup> St, Ms. Huck met with SDOT Project Managers to discuss the upcoming project and potential for delay.

It is SDOT's strong recommendation that the 65<sup>th</sup> Vision Zero Project not be delayed. This project will make crucial safety improvements in 2018. Since 2012, there have been over 200 collisions on NE 65<sup>th</sup> St including fatalities and serious injuries. All fatal and serious injury collisions on 65<sup>th</sup> have involved people walking or biking and severe crashes have occurred more frequently west of 25<sup>th</sup> Ave NE. In June 2016, Councilmember

Johnson and members of the community marched along the street, asking the City to study the corridor and make it safer. In early 2017, we launched a process to review street conditions and make improvements to 65th, between 8th Ave NE and 39th Ave NE. Through two major neighborhood transportation forums, presentations with community organizations, an online summary, and two design drop-in sessions, we developed improvements for the corridor and are on schedule to begin implementation this July. The project will improve safety for everyone by clarifying the vehicle travel lanes; adding protected bike lanes west of 20th to create a dedicated space for people biking; consolidating and improving transit stops in the corridor and maintaining transit service and access to the future light rail station. More information and details are available on the [project webpage](#).

Roosevelt is a rapidly changing neighborhood and with light rail arriving in 2021, it will become a major transportation hub in northeast Seattle. The NE 65th St Vision Zero Project will enhance safety for everyone in this busy business and commuter corridor. The SDOT project team completed design in early 2018, a contractor was selected last month, and construction should begin in July. This project is a shared priority for the community, Councilmember Johnson, and SDOT and we look forward to delivering these crucial safety improvements later this year.

**May 22, 2018**

File: Roosevelt departures statement

**My name is Chris Jackins.**

(Box 84063, Seattle 98124) (521-3288)

**I am the coordinator of the Seattle Committee to Save Schools.**

**Ten points:**

- 1. The School District is asking the City to allow reduced on-site parking in order to provide more portables at Roosevelt. This departure from City zoning code should NOT be approved.**
- 2. Creating more parking problems in the Roosevelt neighborhood is NOT a good solution to the School District's enrollment planning problems.**
- 3. The situation is not simply a "capacity" problem. It is a planning problem.**
- 4. School District enrollment policies call for assigning students to their reference area school, subject to space limits at the school.**
- 5. The School District is overbooking. It is promising seats for students at Roosevelt before such seats are available. When the number of students in the reference area exceeds the capacity for a school, the School Board is supposed to redraw school boundaries.**
- 6. Instead of redrawing boundaries, the district is pushing the impacts onto the Roosevelt neighborhood.**

- 7. Frequent redrawing of school boundaries was one of the hidden costs of the new student assignment plan. The plan deliberately reduced District-provided transportation, reducing school choice. Some schools are full and some are not full, and some schools have become more racially imbalanced.**
- 8. The District does not need this departure; it needs to fix its student assignment plan.**
- 9. By City rules, the departure request can only be approved if the educational need for the departure is balanced against the impacts on the neighborhood.**
- 10. If the City ends up approving the departure, I encourage people to appeal the departure to the City Hearing Examiner.**

**Please vote "No" on the departure.**

**Thank you.**

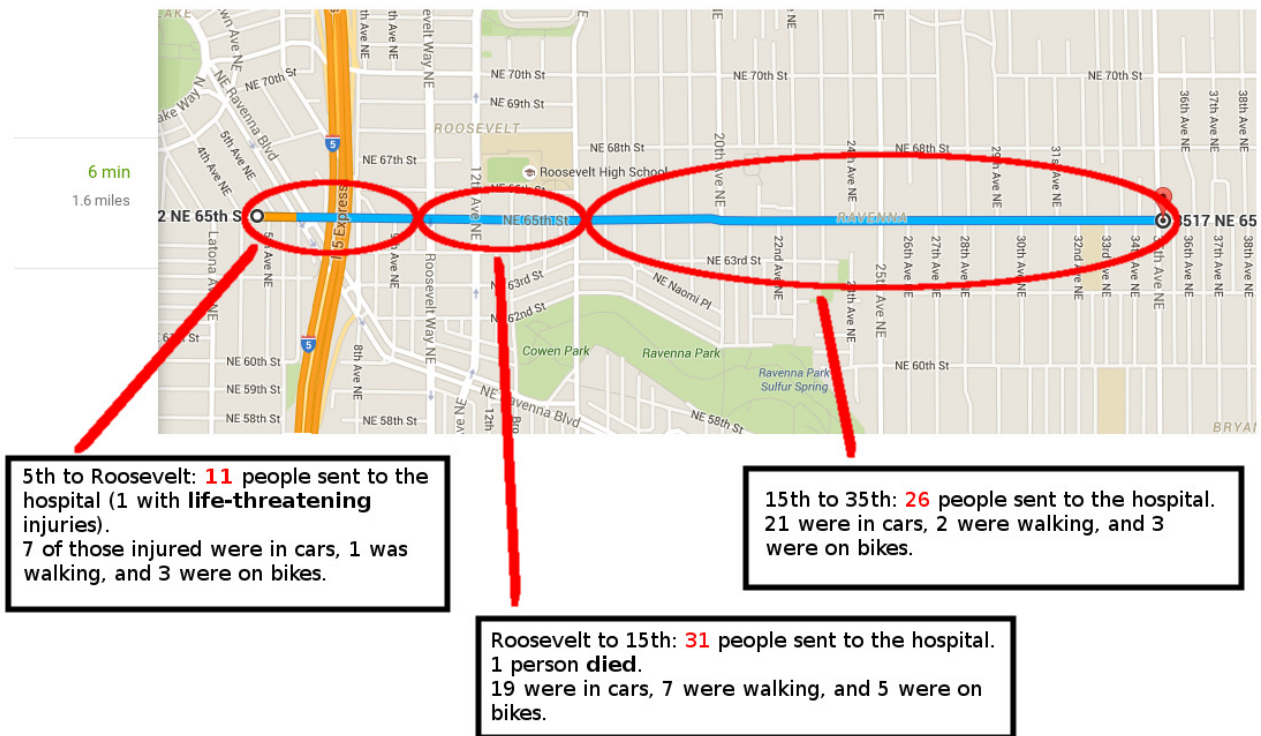
# ROOSEVELT HIGH SCHOOL DESIGN DEPARTURE ADVISORY COMMITTEE MINORITY REPORT JUNE 2018

This minority report is in response to this Committee’s condition to “Delay of NE 65th Vision Zero Project until portables are removed to maintain current parking spaces.” The NE 65th Vision Zero Project is a Seattle Department Of Transportation project that was requested by the community in response to numerous instances of traffic violence that have occurred along NE 65th Street. Delaying this project will not only result in additional injuries (and potentially deaths), it also defeats the purpose of the Committee’s departure conditions. The improvements being made as part of the Vision Zero Project will make it easier and safer for Roosevelt High School students and staff to choose modes other than driving to get to the school.

In the span of two years (June 2015 to June 2017), three people were killed on NE 65th:

- Andy Hulslander, a father of 3 young children who was biking along NE 65th at 15th Ave NE
- Teresa Niggemeyer, walking in a marked crosswalk across NE 65th at Roosevelt Way NE
- Doris Van Allen, walking in a marked crosswalk across NE 65th at 20th Ave NE

At least 3 other people were seriously injured biking and walking in that same two year time frame. That’s a shockingly high death and serious injury rate for vulnerable roadway users, in such a short period of time on such a short stretch of road. However, the majority of injuries along NE 65th have actually been for people in cars, as the following graphic (which is an older map, and represents injuries and deaths from June 1st, 2013 through June 1st, 2016) shows.



The NE 65th Vision Zero Project aims to make NE 65th St safer by removing peak-hour parking restrictions (which will actually increase parking availability in Ravenna), providing well-defined lanes, creating protected bike lanes, and creating left-turn lanes in certain locations. It also allows for more efficient transit flow by consolidating bus stops. The Vision Zero Project is not perfect, and additional improvements will likely be necessary. However, it is a step in the right direction; an attempt to calm traffic, satisfy our Complete Streets Ordinance (which requires that our streets have safe accommodations for people

walking, biking, and taking transit), and promote predictability and safety amongst NE 65<sup>th</sup> road users. It will also encourage people to bike more by providing safe spaces for them to do so.

While this project was being designed starting mid-2017, even more people were seriously injured along NE 65<sup>th</sup>. Delaying this project will literally maim and possibly kill people. I cannot in good conscience side with this advisory committee in recommending additional delays for the project over a small number of parking spaces. Delaying the NE 65<sup>th</sup> Vision Zero Project should not be a condition of this departure.

Signed,  
Andres Salomon