DEVELOPMENT STANDARD ADVISORY COMMITTEE

Maureen Sheehan

City of Seattle

Major Institutions and School Coordinator

OBJECTIVES

- Committee Members
- Purpose & Intent
- Meeting Process
- Schedule
- Recommendations
- Roles & Responsibilities
- Evaluation Criteria

	NAME	CATEGORY
1	Andres Salomon	Person residing within 600’
2	Nola Sterling	Person owning property or a business within 600’
3	Bruce Rowland Johnson	Representative of the general neighborhood
4	Michael McKenney	Representative of the general neighborhood
5	Vacant	At large to represent citywide education issues
6	Sandy Miller	Representatives of the PTSA
7	Vacant	Representatives of the PTSA
8	Mike Barrett	Representative of the Seattle Public Schools
Alt 1	Vacant	
Alt 2	Vacant	
Ex-Officio	Maureen Sheehan	City DON (Non-voting Chair)
Ex-Officio	Holly Godard	City Seattle Department of Construction & Inspections (Non-voting Member)

PURPOSE & INTENT

- Most schools are located in single family zone neighborhoods, the land use code does not include a "school zone"
- Renovation and additions often times will not meet the underlying zoning, therefore the public schools can request exemptions, known as departures, from the land use code.
- This committee is an opportunity for neighbors and the surrounding community to give the City feedback whether to allow departures.
- The committee can recommend to grant, grant with condition, or deny the requested departures.

MEETING PROCESS

- Robert's Rules of Order – DON Staff serves as non-voting Chair
- Presentation from Seattle Public Schools
- Public Comment
- Committee Deliberation – reference criteria (SMC 23.79.008)
- Vote on the need for departures and each individual departure

SCHEDULE

April 19, 2018 Committee Formed

May 22, 2018 - First Meeting

TBD – 2nd Meeting, if needed

TBD – 3rd Meeting, if needed

Recommendation report due to director of SDCI (drafted by DON, with the committees final approval):

If 1 Meeting = June 21, 2018 (30 days after first meeting)

If 2-3 Meetings = August 20, 2018 (90 days after first meeting)

TBD, SDCI Director issues decision

RECOMMENDATIONS

Recommendations must include consideration of the interrelationship among height, setback and landscaping standards when departures from height or setback are proposed.

COMMITTEE ROLES & RESPONSIBILITIES

(23.79.008)

A. It shall conduct one or more **public meetings** within a ninety (90) day period from formation of the advisory committee.

B. It shall gather and evaluate **public comment**.

C. It shall **recommend the maximum departure** which may be allowed for each development standard from which a departure has been requested. Minority reports shall be permitted. The advisory committee may not recommend that a standard be made more restrictive unless the restriction is necessary as a condition to mitigate the impacts of granting a development standard departure.

EVALUATION CRITERIA – CONSISTENCY

(SMC 23.79.008)

Departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 of the Seattle Municipal Code, to ensure that the proposed facility is compatible with the character and use of its surroundings.

EVALUATION CRITERIA – RELATIONSHIP

(SMC 23.79.008)

In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas. The advisory committee shall evaluate the acceptable or necessary level of departure according to:

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**. More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

EVALUATION CRITERIA - NEED (SMC 23.79.008)

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.

Questions?

Roosevelt High School

2018 PARKING DEPARTURE REQUEST

REQUESTED DEPARTURE

Parking quantity

ROOSEVELT HIGH SCHOOL PROJECT OVERVIEW

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

SEATTLE PUBLIC SCHOOLS

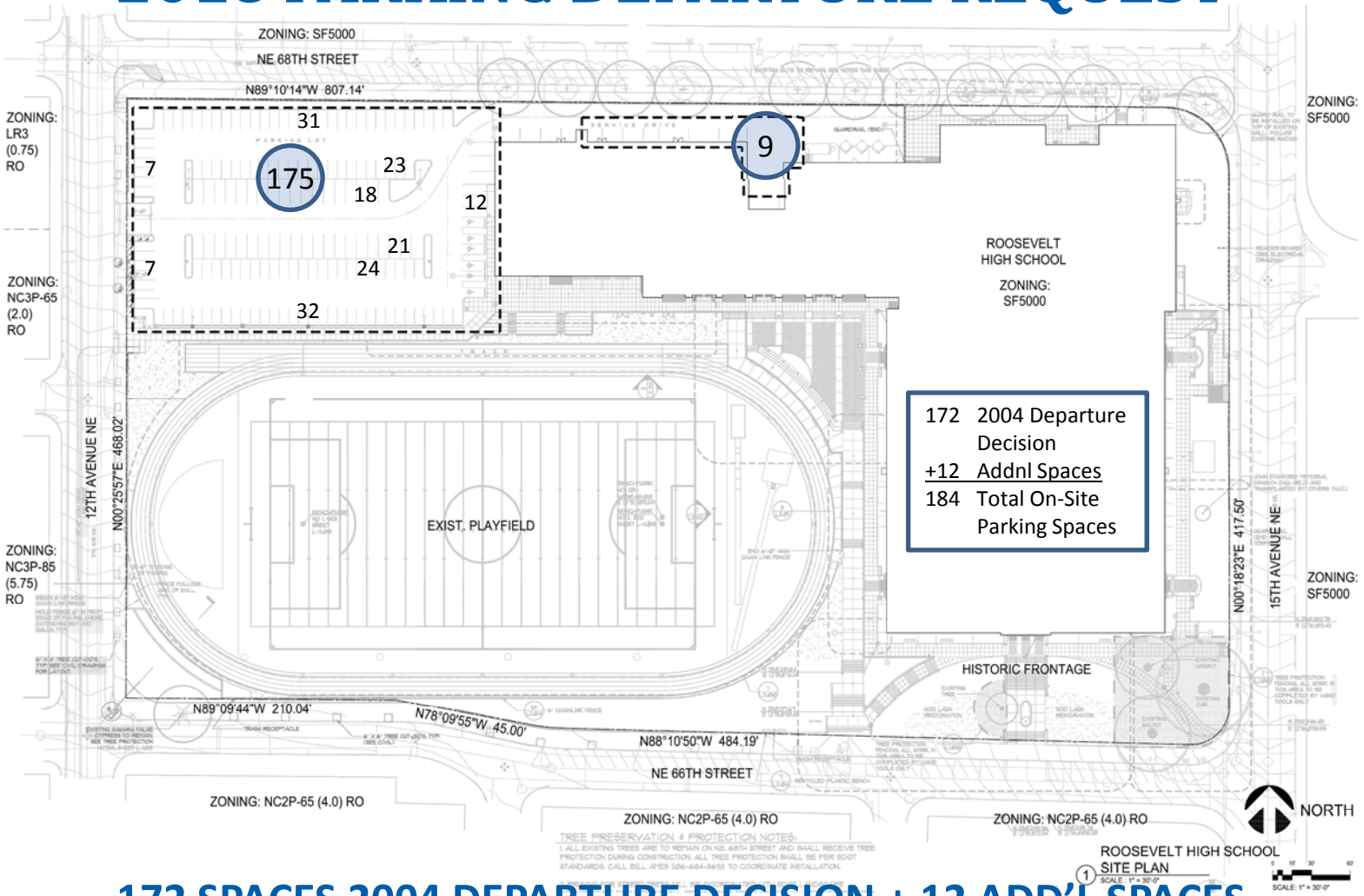
Roosevelt High School
2018 PARKING DEPARTURE REQUEST
Capacity Overview & Need

- Roosevelt High School enrollment has been increasing yearly.
- Enrollment has significantly exceeded building capacity.
- Capacity management alternatives are considered prior to recommending placing portable classrooms at a school:
  - Utilize available vacant classroom space;
  - Repurpose/reconfigure non-homeroom spaces to create a classroom;
  - Other solutions such as sharing of classroom space, co-teaching, and larger class sizes.
- Portables already added in 2016 and 2017 to accommodate added students
- Enrollment projection for school year 2018-19 is for another increase in enrollment of an additional 98 students (4 additional classrooms/portables with anticipated construction in Summer 2018)
- When Lincoln High School opens in 2019, enrollment at Roosevelt will return to levels that align with the building capacity (portables are planned for removal in Summer 2019)

SEATTLE PUBLIC SCHOOLS

Roosevelt High School

2018 PARKING DEPARTURE REQUEST

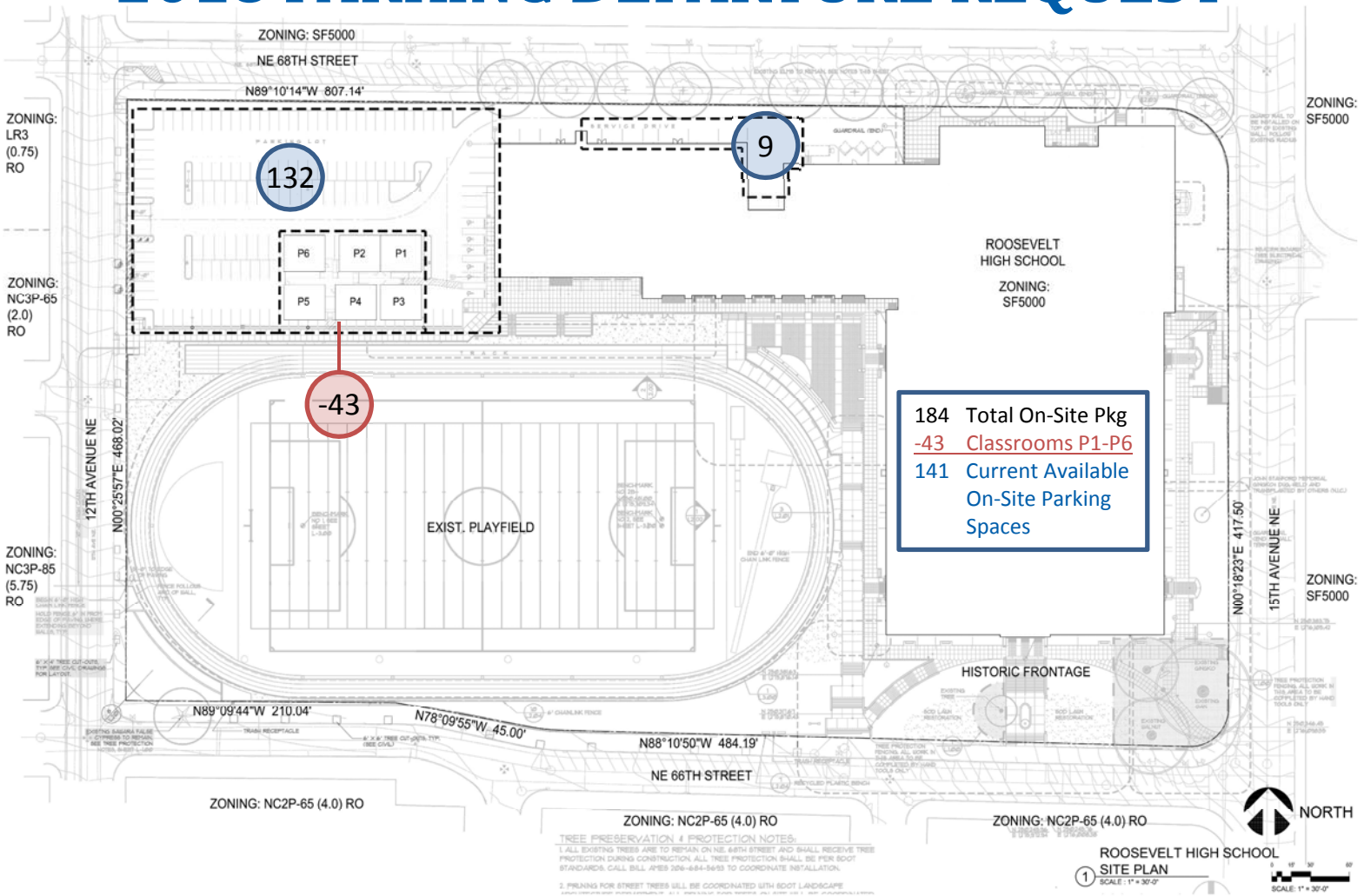


172 SPACES 2004 DEPARTURE DECISION + 12 ADD'L SPACES
= 184 TOTAL ON-SITE PARKING SPACES

SEATTLE PUBLIC SCHOOLS

Roosevelt High School

2018 PARKING DEPARTURE REQUEST

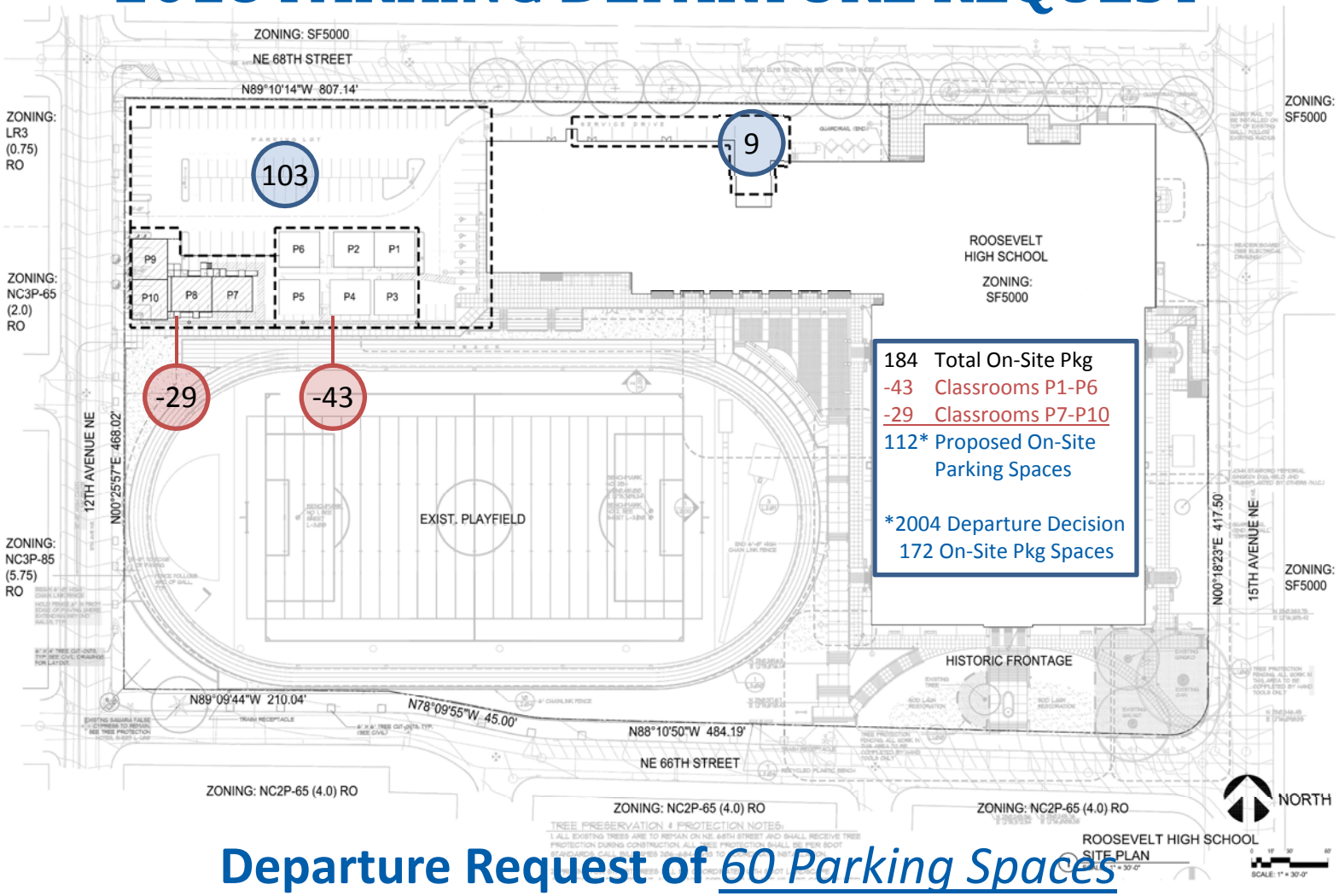


184	Total On-Site Pkg
-43	Classrooms P1-P6
141	Current Available On-Site Parking Spaces

SEATTLE PUBLIC SCHOOLS

141 CURRENT AVAILABLE ON-SITE PARKING SPACES

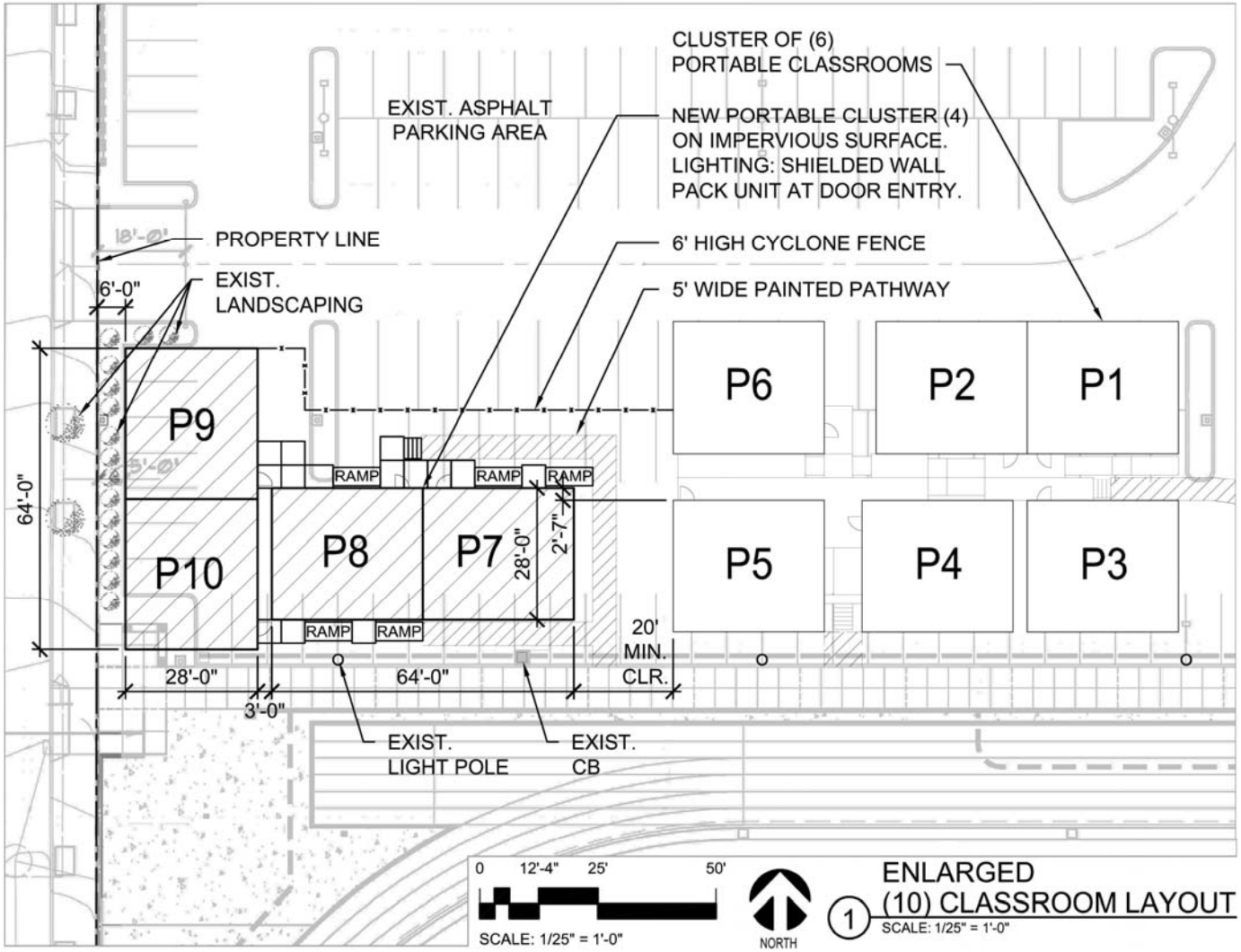
Roosevelt High School
2018 PARKING DEPARTURE REQUEST



Departure Request of *60 Parking Spaces*
for a Total of 112 On-Site Parking Spaces

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST



SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST

STREET VIEW FROM 12TH AVENUE SE LOOKING NE

AERIAL VIEW FROM 12th AVENUE SE LOOKING NE

SEATTLE PUBLIC SCHOOLS

Roosevelt High School

Parking Requirements

SMC 23.54 Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage

Required Parking Stalls

SMC 23.54.015 Required Parking
Table C – Parking for Public Uses and Institutions
Row N – Schools, Public Elementary and Secondary

Parking Required	**302 Spaces**

Parking Provided On-Site

2004 Departure Decision	172 Spaces
Additional Parking Provided	+12 Spaces
Total On-Site Parking	**184 Spaces**

Departure Requested Parking

On-Site Parking	184 Spaces
Portable Classrooms (2016: 17 spaces + 2017: 26 spaces)	-43 Spaces
Current Parking Spaces	**141 Spaces**
2018 Proposed Portable Classrooms	-29 Spaces
Proposed Total Parking Spaces	**112 Spaces**

Required Spaces - 2004 Departure Decision	172 Spaces
Proposed Parking Space Departure	-60 Spaces
Proposed Total Parking Spaces	**112 Spaces**

Departure Request of *60 Parking Spaces*
for a Total of 112 On-Site Parking Spaces

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST
Overview of Parking Analysis

- Inventory on-street parking supply in parking analysis study area
- Perform on-street and on-site parking demand counts during four weekday periods in which Roosevelt High School generates parking demand (includes parking effect of existing portables)
- Adjust baseline parking to account for future projects that would affect on-street capacity or parking demand (unrelated to placement of additional portables)
- Calculate parking demand that could result from installation of additional portables (due to displaced parking from school lot and demand generated by additional enrollment)
- Calculate future parking utilization with and without placement of additional portables

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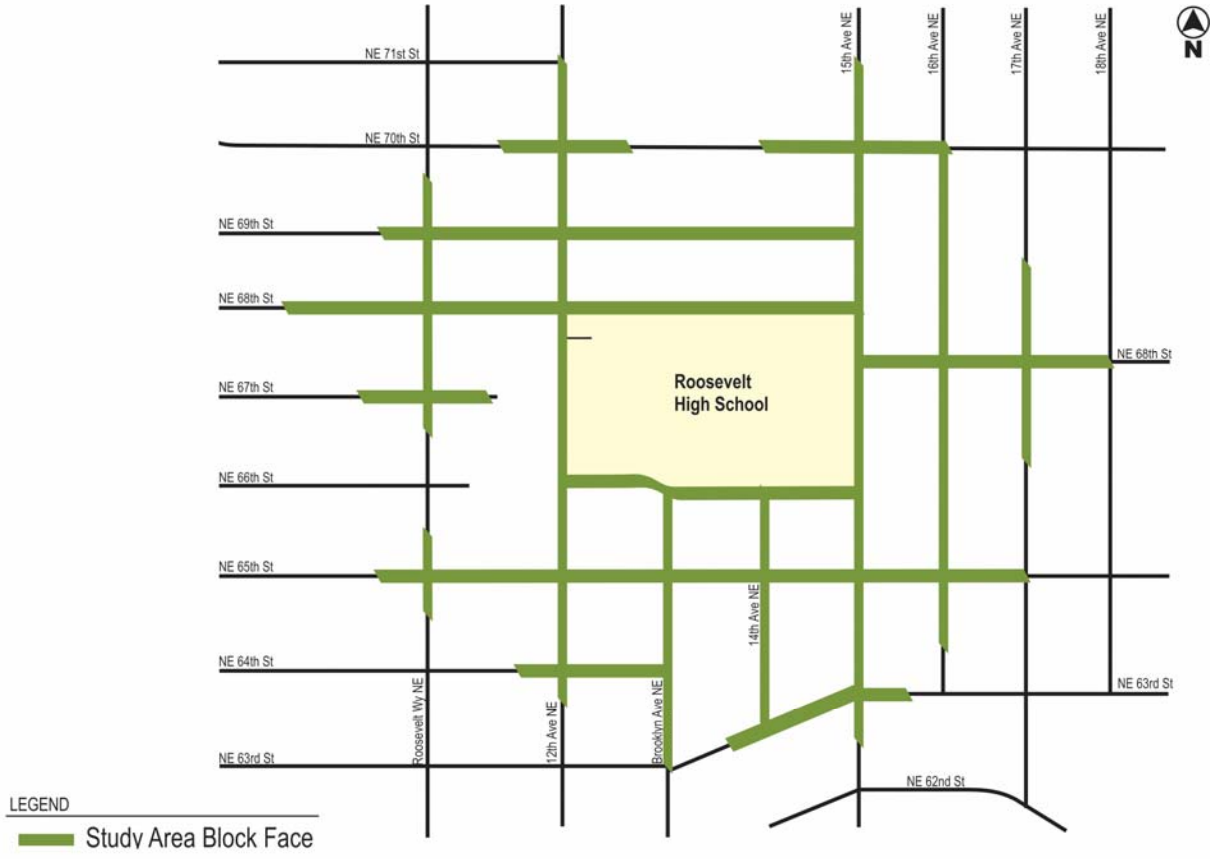
Roosevelt High School
2018 PARKING DEPARTURE REQUEST

Parking Analysis Study Area



- Based on City of Seattle guidance for parking analysis
- 800-foot walking distance from site

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST
Factors Contributing to Roosevelt Area Parking Utilization (with or without Portables)

- Short-term – generated by construction
  - Parking lane closures adjacent to construction projects reduce parking supply
  - Parking demand generated by construction employees
  - 2018/2019 school year assumed to experience levels similar to existing

- Long-term
  - Reductions in on-street parking supply resulting from City safety and bike lane projects – e.g. SDOT's *NE 65th Street Vision Zero Project* will permanently remove 88 parking spaces from parking analysis study area
  - Increases in parking demand due to growth in development – 16 "pipeline" residential and mixed use development projects identified that have parking influence areas that overlap the study area

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST

On-Street Parking Utilization without Additional Portables

Study Period	Existing (May 2018)			2018/2019 without Additional Portables		
	On-Street Supply (spaces)	Total Demand (vehicles)	Utilization	Added Demand (vehicles)	Total Demand (vehicles)	Utilization
Mid-Morning (9:30 to 10:30 A.M.)	784	588	75%	698	630	90%
Mid-Afternoon (1:15 to 2:15 P.M.)	771	579	75%	685	627	92%
Early Evening (4:30 to 5:30 P.M.)	667	371	56%	642	482	75%
Later Evening (7:00 to 8:00 P.M.)	791	440	56%	703	551	78%

Includes parking impacts of existing portables

Reflects reduction in on-street parking supply resulting from *NE 65th Street Vision Zero* project, and potential additional demand from pipeline development projects

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST

Potential On-Street Parking Demand Generated by Additional Portables

Study Period	Parked Vehicles		
	Overspill from Parking Lot Capacity Reduction	Additional Demand from Increased Enrollment**	Total
Mid-Morning (9:30 to 10:30 A.M.)	16	28	44
Mid-Afternoon (1:15 to 2:15 P.M.)	13	28	41
Early Evening (4:30 to 5:30 P.M.)	0	12	12
Later Evening (7:00 to 8:00 P.M.)	0	5	5

**Assumes parking generation would be consistent with previously observed rate at Roosevelt High School

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST

2018/2019 On-Street Parking Utilization

Study Period	Utilization with Existing Portables**			Utilization with Future Portables		
	On-Street Supply (spaces)	Total Demand (vehicles)	% Utilization	Added Demand (vehicles)	Total Demand (vehicles)	% Utilization
Mid-Morning (9:30 to 10:30 A.M.)	698	630	90%	44	674	97%
Mid-Afternoon (1:15 to 2:15 P.M.)	685	627	92%	41	668	98%
Early Evening (4:30 to 5:30 P.M.)	642	482	75%	12	494	77%
Later Evening (7:00 to 8:00 P.M.)	703	551	78%	5	556	79%

**Also reflects reduction in on-street parking supply resulting from *NE 65th Street Vision Zero* project, and additional demand from pipeline development projects

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST
Potential Measures to Reduce On-Street Parking Impacts

Previously Developed (as part of field lighting project)

- 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.

Other Measures that could be Considered

- Implement a school-wide information program that acknowledges the challenges of driving and parking, and encourages faculty, students, and staff to travel to and from school by walking, biking, carpooling, or taking transit.
- Explore opportunities to lease additional parking at nearby off-site locations during the period that the portables are in place.
- Work with SDOT and SDCI to determine if there are any potential interim measures that could be implemented to reduce on-street parking impacts from construction employee demand.

SEATTLE PUBLIC SCHOOLS

Roosevelt High School
2018 PARKING DEPARTURE REQUEST
Summary

- An increase in student enrollment requires temporary capacity expansion until Lincoln High School opens.
- There are limited expansion options and locations for portables.
- The placement of portables and increased enrollment could add a small amount to parking impacts resulting from other factors – SPS can explore other options, as identified in the recommended mitigation measures, to help manage potential impact to on-street parking demand.
- Departure Request: 60 spaces for a total of 112 on-site parking spaces.
- Portables are planned for removal in Summer 2019.

SEATTLE PUBLIC SCHOOLS

TRANSPORTATION TECHNICAL REPORT

for the

Roosevelt High School Portables Project

Prepared for:

Seattle Public Schools

PREPARED BY:

heffron transportation inc

6544 NE 61ST STREET, SEATTLE, WA 98115

PH: (206) 523-3939 ◆ FX: (206) 523-4949

May 18, 2018

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1. INTRODUCTION

This report presents parking analyses for the Seattle Public Schools' (SPS) proposed placement of portable classrooms at Roosevelt High School. The scope of analysis and approach were based on extensive past experience performing transportation impact analyses for numerous Seattle Public Schools improvement projects throughout Western Washington. This analysis was prepared to support a parking code departure application for this project. This report documents the existing conditions in the site vicinity, presents estimates of project-related parking demand, and impacts.

1.1. Project Description

Roosevelt High School is located at 1410 NE 66th Street in the Roosevelt neighborhood of Seattle. The project site and surrounding vicinity are shown on Figure 1.

Seattle Public Schools plans to install four portable classrooms at the Roosevelt High School site, in addition to six portable classrooms that were previously installed in 2016 and 2017. The ten portable classrooms are proposed to be in place for the 2018/2019 academic year, as an interim measure to accommodate increased student enrollment while the Lincoln High School renovation is underway. The Lincoln High School improvements are planned to be completed and the school in full operation by the 2019/2020 academic year. At that time, the assignment of students to Lincoln is expected to reduce Roosevelt's student enrollment to levels that align with its building capacity, at which time the portables would be removed.

The school building occupies the southeastern portion of the site; the main surface parking lot is located on the northwestern portion of the site and is accessed from a driveway on 12th Avenue NE. The school's existing outdoor athletic facilities (which include a football/soccer field with synthetic turf, a track that surrounds the football / soccer field, and a small section of bleacher seating) are located on the southwestern portion of the site. Six portable classrooms are currently located in the surface parking lot and have reduced the school's on-site parking supply from 184 to 141 spaces.

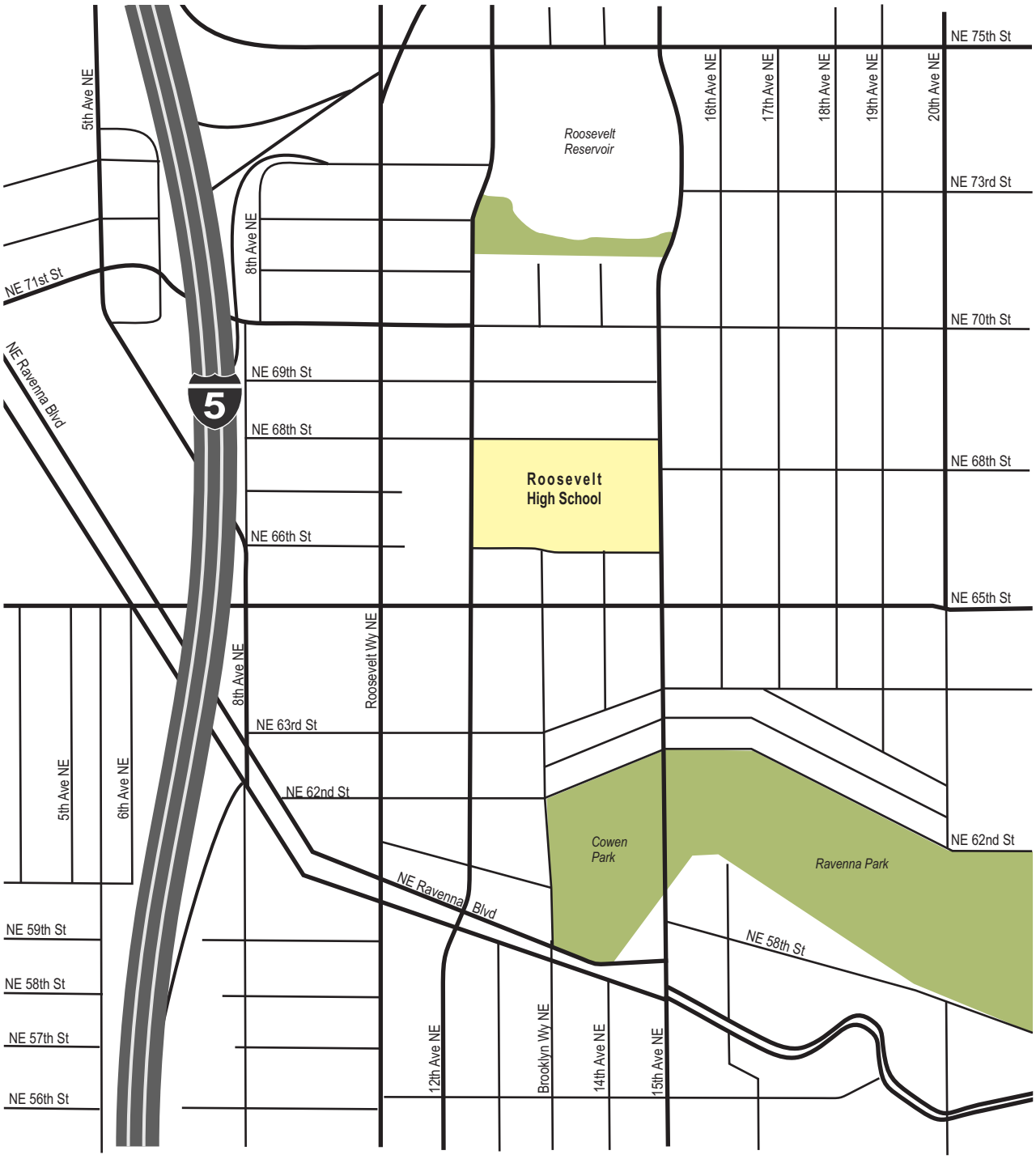
Seattle Public Schools proposes to install four additional portable classrooms in the surface lot, which would result in a total of ten portable classrooms at the site. The four additional portable classrooms would displace an additional 29 parking spaces, reducing the on-site supply to 112 spaces. Together, the 10 portable classrooms would accommodate an additional enrollment capacity of about 300 students and 10 faculty members (with 30 students and one faculty member per classroom).[1]

The ten portables would be in place for the 2018/2019 academic year, after which they would be removed, restoring the on-site parking capacity to 184 spaces.

The site plan with the locations of the proposed portable classroom is shown on Figure 2.

As part of a separate project, SPS plans to install athletic field lights on the football/soccer field for use by fall 2018.

[1] Email communication, T. Wang, Seattle Public Schools, May 2018.



ROOSEVELT HIGH SCHOOL
Portable Classrooms

Figure 1

Site Vicinity

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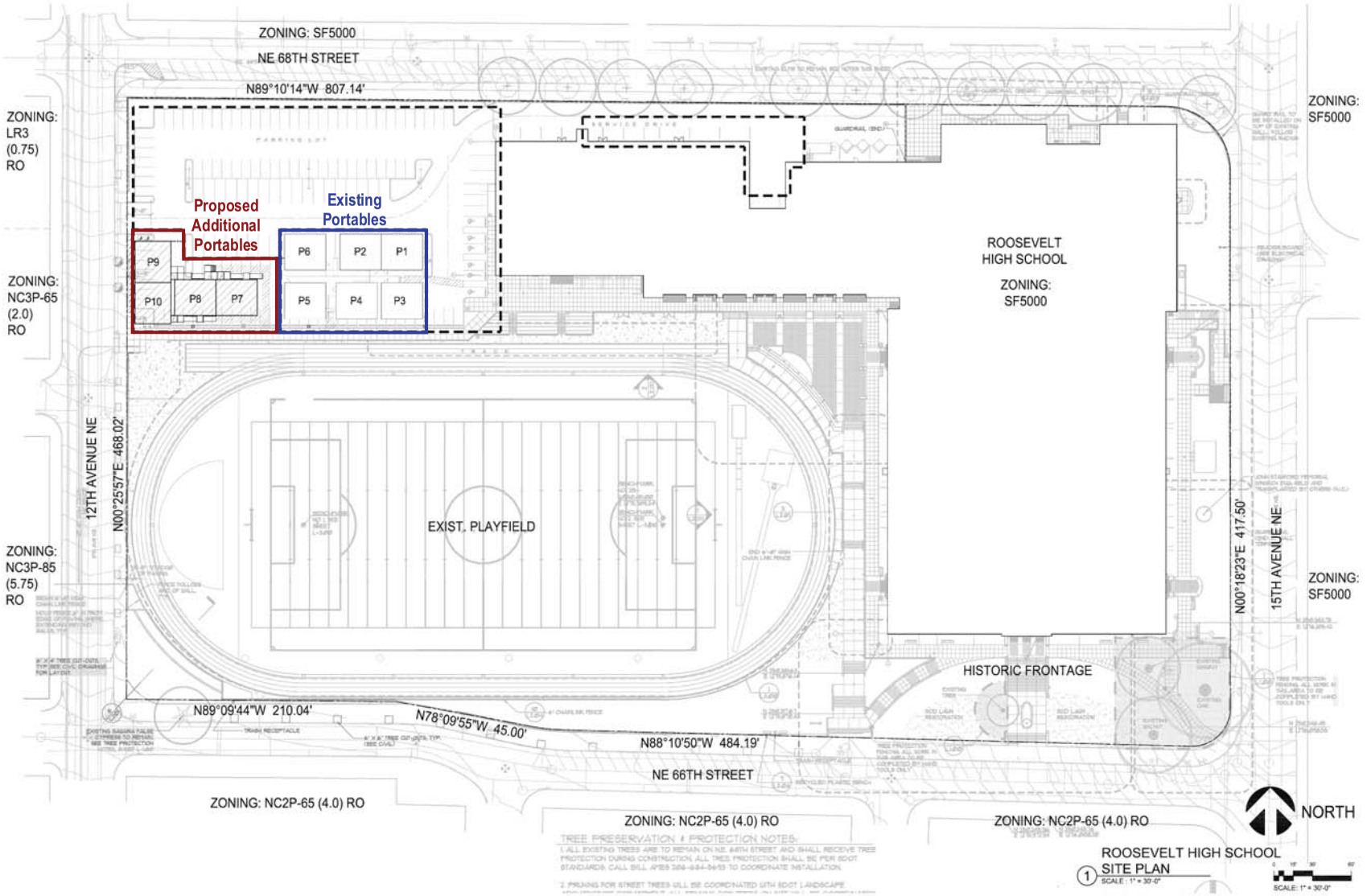

Source: Rolluda Architects, May 2018

ROOSEVELT HIGH SCHOOL
Portable Classrooms

Figure 2

Site Plan

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2. BACKGROUND CONDITIONS

This section presents the existing transportation conditions in the vicinity of Roosevelt High School, including the existing roadway network, transit facilities, non-motorized facilities, and parking.

2.1. Roadway Network

The Roosevelt High School site is bounded on the east by 15th Avenue NE, on the south by NE 66th Street, on the north by NE 68th Street, and on the west by 12th Avenue NE. Key roadways that serve the campus are described below. Roadway classifications were obtained from the City's *Street Classification Maps*.[2] Speed limits are 25 miles per hour (mph) on arterials (unless otherwise marked) and 20 mph on local access streets.

NE 65th Street is an east-west Minor Arterial that connects between Sand Point Way NE to the east and E Green Lake Way N to the west. During most hours, the outside lanes near the site are used for on-street parking and the street has one travel lane in each direction. However, there are peak period parking restrictions that provide a second through lane in the peak directions. In the westbound direction (north side of the street), parking is prohibited between 7:00 and 9:00 A.M. and in some locations between 4:00 and 6:00 P.M. In the eastbound direction (south side of the street), parking is prohibited between 4:00 and 6:00 P.M. It has curb, gutter, and sidewalks on both sides.

15th Avenue NE is a north-south Minor Arterial that connects between NE Pacific Street to the south and Ballinger Way NE to the north. In the vicinity of the school, it has one travel lane in each direction with peak period parking prohibitions that provide an additional travel lane in the peak direction. Parking along the west curb (southbound) is prohibited from 7:00 to 9:00 A.M.; parking on the east curb (northbound) is prohibited from 4:00 to 6:00 P.M. Adjacent to Roosevelt High School, the southbound curb lane is limited to school bus load/unload only between 7:00 and 9:00 A.M. and 1:00 and 4:00 P.M. Near 15th Avenue NE, parking is prohibited at all times to provide additional lanes at that intersection. It has curb, gutter, and sidewalk on both sides.

12th Avenue NE is a one-way northbound Principal Arterial that connects between the University District to the south and Lake City Way NE to the north. In the vicinity of the school it has two travel lanes, a bike lane, and parallel parking on both sides of the street. It has curb, gutter, and sidewalk on both sides. However, the on-street parking and sidewalk on the west side north of NE 65th Street to about halfway between NE 66th and NE 68th Streets are currently unavailable due to construction of Sound Transit's Link Light Rail Roosevelt Station.

Roosevelt Way NE is a one-way southbound Principal Arterial that connects between Lake City Way NE to the north and the University District to the south. North of NE 75th Street/Lake City Way NE it is a two-way Principal Arterial that connects between the Roosevelt and Northgate neighborhoods. In the vicinity of the school it has two southbound travel lanes and a bike lane, with parallel parking on both sides of the street. It has curb, gutter, and sidewalk on both sides of the street.

NE 66th Street is an east-west local access street that connects between 8th Avenue NE and 15th Avenue NE. Between 12th Avenue NE and 15th Avenue NE, it has one lane designated for one-way eastbound travel. This section of the roadways has curb, gutter, and sidewalk on both sides. Along the segment between 12th Avenue NE and Brooklyn Avenue NE, there is on-street parallel parking (10 spaces) permitted on the south side. Between Brooklyn Avenue NE and 15th Avenue NE, back-in-angle parking is permitted on the north side of the street (34 spaces). The segment between Roosevelt Way NE and 12th Av-

[2] Seattle Department of Transportation, Seattle Arterial Classifications, 2003; Seattle Transit Classifications, 2006.

enue NE is currently closed due to construction of Sound Transit's Link Light Rail Roosevelt station; it will re-open after construction is complete in 2021.

Brooklyn Avenue NE is a two-way north-south local access street that connects between NE 66th Street and NE 62nd Street. It has curb, gutter, and sidewalk on both sides. In the vicinity of the school there is on-street parking permitted on both sides of the street. Due to its width, the travel way is effectively restricted to one lane for both directions of travel when on-street parking occurs on both sides.

NE 68th Street is an east-west local access street that connects between 8th Avenue NE and 15th Avenue NE. Adjacent to the school site between 12th Avenue NE and 15th Avenue NE, it has one lane designated for one-way westbound travel. This section has curb, gutter, and sidewalk on both sides. Back-in, angle parking is available on the south side of the street, with marked spaces for 82 vehicles.

14th Avenue NE is a two-way north-south local access street that connects between NE 66th Street and NE 63rd Street. It has curb, gutter, and sidewalk on both sides. In the vicinity of the school there is on-street parking permitted on both sides of the street. Due to its width, the travel way is effectively restricted to one lane for both directions of travel when on-street parking occurs on both sides.

2.2. Planned Improvements

The City of Seattle's *2018-2023 Proposed Capital Improvement Program (CIP)*[3] was reviewed to identify any proposed projects that could affect parking by 2019. The CIP includes the *Vision Zero* traffic safety program, which will complete 12 to 15 corridor safety projects over nine years. The Seattle Department of Transportation (SDOT) has completed design for the *NE 65th Street Vision Zero Project*, which will install pedestrian, bicycle and transit improvements along the corridor between NE Ravenna Boulevard and 39th Avenue NE, and it is planned to be completed in summer 2018.[4] In the vicinity of Roosevelt High School (to the west of 20th Avenue NE), the project will eliminate on-street parking, construct protected bicycle lanes in each direction, provide improved pedestrian crossings and enhancements, and provide extra lane spaces that allows vehicles to pass stopped buses at transit stops. There will be one vehicle lane in each direction with center left-turn lanes. The project will also include improvements to NE 68th Street (between 15th and 39th Avenues NE) to create a Neighborhood Greenway, which are low-speed low-volume streets intended to be shared by pedestrians, bicyclists, and vehicular traffic. Greenways are intended to optimize safe bicycle and pedestrian travel by clearly defining crossings of arterials, increasing signage, controlling east-west traffic with stop signs, and providing islands for safe refuge. All-day on-street parking will be allowed along this street. Adjustments were made to the parking impact analysis presented in *Chapter 3* of this report to account for the effect of this project on study area parking supply.

The CIP also includes the Roosevelt Multimodal Corridor project, which is planned to develop and implement a range of transit and street improvements in the corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link LRT station area. The corridor is identified as a priority in the *Transit Master Plan*[5] and the project will identify, prioritize, design, and construct the highest priority "speed and reliability" improvements to existing bus service. The project will also consider an improved right-of-way profile to best accommodate the corridor's multimodal demands, along with the recommendations reflected in each of the City's adopted modal transportation plans and the respective neighborhood plans. The CIP identifies funding for the Roosevelt Multimodal Corridor project each year through 2021, so it could be ongoing during

[3] City of Seattle. 2017.
[4] SDOT, NE 65th St Vision Zero Project, http://www.seattle.gov/visionzero/projects/ne-65th-st, Accessed May 2018.
[5] City of Seattle, 2016.

the 2019/2020 academic year. Although specific additional improvements have not been identified, it is possible that ongoing multimodal improvements could affect parking along the corridor.

The *Adopted Seattle Bicycle Master Plan (BMP),*[6] recommends new protected bicycle lanes on Roosevelt Way NE, 12th Avenue NE, and NE 65th Street through the study area. The BMP also recommends an in-street local connector (a bicycle facility with minor separation) on 15th Avenue NE and local connector neighborhood greenways along NE 66th Street between Weedin Place NE and 15th Avenue NE as well as on Brooklyn Avenue NE from NE 66th Street south to NE Ravenna Boulevard.

The protected bicycle lane on Roosevelt Way NE between NE 65th Street and the University Bridge was completed in November 2016. In addition to the Vision Zero project described above, the *2017-2021 BMP Implementation Plan*[7] identifies several projects described above with target for completion in 2018. These include installation of protected bicycle lanes along 11th/12th Avenues NE between the University Bridge and NE 75th Street, along 15th Avenue NE between NE 62nd Street and Lake City Way NE, along NE 70th Street between 8th Avenue NE and Roosevelt Way, and extension of the protected bike lanes on NE Roosevelt Way from NE 65th Street to NE 75th Street.

Although these bicycle lane projects have been identified as high priority by the City, their implementation in 2018 is not certain and no design or schedule information is currently available. However, it is possible that some or all of these projects could be implemented prior to or during the 2018/2019 study period and could potentially result in on-street parking reductions or modifications where they are constructed.

As part of the Roosevelt Station project, planned to be complete in 2021, walkway and crosswalk improvements are planned along 12th Avenue NE.[8] A crosswalk and curb bulbs (to narrow the crossing distance) are planned on west leg of NE 66th Street at 12th Avenue NE. A new crosswalk on 12th Avenue is planned on the south side of NE 67th Street. This intersection is also planned to have curb bulbs to narrow the crossing distance across 12th Avenue NE.

2.3. Parking

Both off-street and on-street parking at and around the Roosevelt High School site were surveyed to determine the existing parking supply and parking demand. This information was then used to estimate how parking utilization could be affected by new parking demand generated by the existing and proposed portables (which is presented later in Section 3.1.4). The following sections describe the parking supply as well as the current parking demand and utilization rates.

2.3.1. On-Street Parking Utilization

A detailed on-street parking study was performed and supply was documented according to the methodology outlined in the City of Seattle's TIP #117. [9] The City recommends use of this methodology to document the number and type of on-street parking spaces that may exist within a defined study area. This analysis was completed to document the existing supply and how it is currently utilized.

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6 SDOT, April 2014.
7 SDOT, April 2017.
8 Sound Transit. *North Link Final Supplemental Environmental Impact Statements. Transportation Technical Report.* April 2006.
9 The City recommends using information in TIP #117 to assist with parking utilization studies. Although created for another purpose, TIP #117 contains guidance for measuring on-street supply; other details and analysis requirements, such as parking demand count periods, are typically based on the type of project being proposed and evaluated.

The study area for the on-street parking utilization analysis included all roadways within an 800-foot walking distance from the school site, which is the study area typically required by the City of Seattle for analyses of this type. The 800-foot walking distance results in a study area that extends just west of Roosevelt Way NE, north to NE 71st Street, south to NE 63rd Street, and east to 18th Avenue NE. The study area consists of both commercial and residential land uses. Commercial development is concentrated along sections of NE 65th Street and Roosevelt Way NE through the study area. It should be noted that only some of the residences within the study area have off-street parking capacity such as driveways and/or garages. Many of the residents actively use on-street parking.

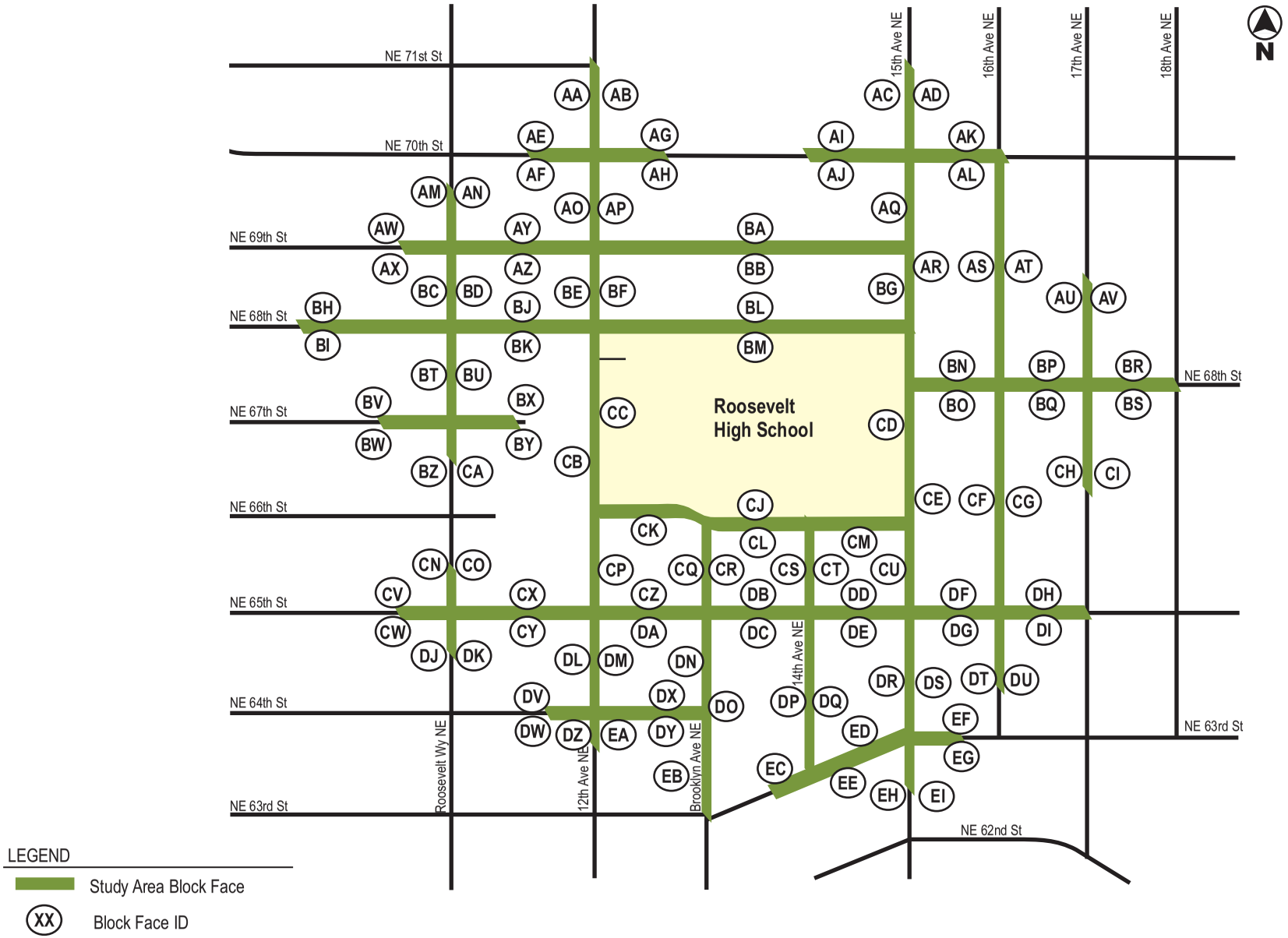
The future Sound Transit Roosevelt Link Light Rail station will be located just west of Roosevelt High School and is scheduled to open in 2021. Ongoing construction activities around the station site have removed some on-street parking and disconnected both NE 66th Street and NE 67th Street between Roosevelt Way N and 12th Avenue NE. These streets will be reconnected when the construction ends. but any restored/new on-street parking spaces are likely to be restricted to short-term parking only. Details about parking supply and demand are provided in the following sections.

On-Street Parking Supply

In the study area, most of the local access residential streets are at least 25 feet wide and parking is generally permitted on both sides of the street (except where angle parking occurs on one side). The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the east side of 12th Avenue NE between NE 66th Street and NE 68th Street is one block face (identified as block face 'CC'). The study area and the designated block faces are shown on Figure 3.

Each block face was measured and analyzed to determine the number of on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—were noted and certain distances adjacent to the street features were noted. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 25 feet of an intersection with a traffic circle, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, within 20 feet on either side of a crosswalk, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths of street between street features were converted to legal on-street parking spaces using values in the City's TIP #117. It should be noted that the curb-face values in TIP #117 reflect space lengths that range from about 18.5 feet to 26.5 feet per space. Based on extensive experience preparing on-street parking utilization studies, the increased popularity of smaller cars (such as smart cars) and the tendency for drivers to park closer together in areas with higher utilization can result in more available supply than would be suggested by the TIP #117 guidance. No adjustments were made to these values for this analysis and as a result, the reported supply may be conservatively low.

The total number of available on-street parking spaces within the study area varies throughout the day. Restrictions in the study area include maximum parking durations that range between 1 and 4 hours (some with paid parking stations and some without), and peak direction restrictions during the AM or PM peak period. The parking supply was inventoried for four representative weekday periods when Roosevelt High School typically generates parking demand: mid-morning (around 10:00 A.M.), mid-afternoon (around 1:45 P.M.), and two evening periods. A PM peak hour restriction prohibits parking between 4:00 and 6:00 P.M. on arterials including NE 65th Street, 15th Avenue NE, and 12th Avenue NE, resulting in different evening parking supply during and after this period. Therefore, evening parking counts were conducted during early evening (around 5:00 P.M.) when the restriction was in place, and later evening (around 7:30 P.M.) after it had expired.



ROOSEVELT HIGH SCHOOL
Portable Classrooms

Figure 3

Parking Study Area

heffron transportation inc

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The parking supply totals by block face are provided in Appendix A. Table 1 summaries the total parking supply within the project study area for each analysis period, as well as the reduction that is estimated to result with the City's implementation of the *NE 65th Street Vision Zero Project*. It is not known if conversion of NE 68th Street will add on-street parking at locations where it is currently restricted; therefore, the analysis presented in this report assumes no increases in parking supply along this street.

Table 1. On-Street Parking Supply

On-Street Parking Condition	Analysis Period			
	Mid-Morning (10:00 A.M.)	Mid-Afternoon (1:45 P.M.)	Early Evening (5:00 P.M.)	Later Evening (7:00 P.M.)
Existing On-Street Parking Supply (as of May 2018)	784	771	667	791
Spaces Removed with NE 65th St Vision Zero Project	*-86*	*-86*	*-25*	*-88*
On-Street Parking Supply with NE 65th St Project	698	685	642	703

Source: Heffron Transportation, Inc., May 2018

Existing On-Street Parking Demand

Existing parking demand counts within the study area were performed on May 8, 9 and 10, 2018. Weekday demand counts were performed during four periods. Mid-morning (between 9:30 and 10:30 A.M.) and mid-afternoon (1:15 to 2:15 P.M.) counts were conducted to reflect typical school day conditions. Early evening (4:30 to 5:30 P.M.) and later evening (7:00 to 8:00 P.M.) counts were conducted to reflect conditions when after-school scholastic and athletic activities take place. The highest level of after-school activities occurred on Wednesday, May 9, including an open house banquet for parents and community members, volleyball tryouts, and a musical rehearsal. After-school tryouts for a school musical also occurred on Tuesday, May 8. Athletic practices and other activities were observed at the field on all three days during the early evening period, and on Tuesday and Wednesday during the later evening period.

The results of the parking demand surveys are summarized in Table 2. Detailed summaries of the on-street parking demand for each block face for all counts are provided in Appendix A. On-street parking utilization was calculated as the number of vehicles parked on street divided by the number of legal on-street parking spaces within the study area or on a specific block face. The study area utilization totals are also summarized in Table 2. As shown, utilization of on-street parking in the study area averaged 75% during both daytime periods and 56% during both evening periods.

Table 2. On-Street Parking Demand Survey Results – May 8 through 10, 2018

Study Period	Parking Supply	Total Vehicles Parked	% Utilization	*Unused Spaces*
Mid-Morning (9:30 to 10:30 A.M.)				
Tuesday, May 8, 2018	784	583	74%	201
Thursday, May 10, 2018	784	593	76%	191
Average	*784*	*588*	*75%*	196
Mid-Afternoon (1:15 to 2:15 P.M.)				
Tuesday, May 8, 2018	771	566	73%	205
Thursday, May 10, 2018	771	591	77%	180
Average	*771*	*579*	*75%*	192
Early Evening (4:30 to 5:30 P.M.)				
Tuesday, May 8, 2018	667	368	55%	299
Wednesday, May 9, 2018	667	377	57%	290
Thursday, May 10, 2018	667	368	55%	299
Average	*667*	*371*	*56%*	296
Later Evening (7:00 to 8:00 P.M.)				
Tuesday, May 8, 2018	791	467	59%	324
Wednesday, May 9, 2018	791	443	56%	348
Thursday, May 10, 2018	791	411	52%	380
Average	*791*	*440*	*56%*	351

Source: Heffron Transportation, Inc., May 2018.

Field observation of on-street parking was also conducted during early morning (at about 6:45 A.M.) on Tuesday, May 15, 2018, in order to determine a general magnitude and location of parking demand that is currently being generated by construction employees working in the area. Observation found five block faces within the study area that appeared to be predominantly being used by construction-related vehicles: both sides of 12th Avenue NE between NE 68th Street and NE 69th Street (block faces BE and BF), the NE 68th Street angle parking adjacent to the school between Brooklyn Avenue NE and 14th Avenue NE (block face CJ), and both sides of 14th Avenue NE between NE 65th and NE 66th Streets (block faces CS and CT). The construction-related demand directly south of the school is likely generated by a residential development that is currently under construction at that location. When the parking garage construction is completed for that project, construction-employee parking could be moved on site. However, it is expected that as new development continues to occur around the Roosevelt Station area, construction employee parking could occur at other locations; therefore, it is assumed that construction-related parking demand during the 2018/2019 academic year is likely to be similar to existing conditions.

2.3.2. On-Site Parking Utilization

The on-site parking lot is located in the northwest corner of the Roosevelt High School campus. Currently, the lot provides 141 total spaces including 27 spaces with restrictions (disabled permits, specific school staff, etc.). This supply value accounts for the six portable classrooms currently in the lot that have made 43 spaces unusable. Existing parking demand counts within the lot were performed during the same study periods described for the on-street parking. Table 3 presents the results of the on-site

parking demand counts. As shown, demand ranged from 110 to 134 vehicles during the day, and from 15 to 53 during the evening. On average, 19 to 22 on-site parking spaces were unused during the day and 95 to 114 spaces were unused during the evening.

Table 3. On-Site Parking Survey Results – May 8 through 10, 2018

Study Period	Parking Supply	Total Vehicles Parked	Total Unused Spaces
Mid-Morning (9:30 to 10:30 A.M.)			
Tuesday, May 8, 2018	141	134	7
Thursday, May 10, 2018	141	110	31
Average		*122*	*19*
Mid-Afternoon (1:15 to 2:15 P.M.)			
Tuesday, May 8, 2018	141	125	16
Thursday, May 10, 2018	141	112	29
Average		*119*	*22*
Early Evening (4:30 to 5:30 P.M.)			
Tuesday, May 8, 2018	141	45	96
Wednesday, May 9, 2018	141	40	101
Thursday, May 10, 2018	141	53	88
Average		*46*	*95*
Later Evening (7:00 to 8:00 P.M.)			
Tuesday, May 8, 2018	141	42	99
Wednesday, May 9, 2018	141	34	118
Thursday, May 10, 2018	141	15	126
Average		*27*	*114*

Source: Heffron Transportation, Inc., May 2018.

2.4. Transit Facilities & Service

King County Metro Transit (Metro) currently provides bus service to the site with a stop located on 12th Avenue NE north of NE 65th Street (at the southwest corner of the site) that is served by Routes 66 and 67. There are also stops for several other transit routes located within one to three blocks of the site. Those are served by Metro Routes 48, 64, 71, 72, 73, 76, 83, and 373 and are located within 850 feet from the site on NE 65th Street and on 15th Avenue NE.

Two park-and-ride lots are located about one half mile to the west of the site. Green Lake Park & Ride, located at NE 65th Street and 8th Avenue NE, has 411 parking spaces and 22 bicycle lockers. Calvary Christian Assembly Church, located at NE 68th Street and Roosevelt Way NE, also has some spaces available for paid public parking during weekdays.

Sound Transit's North Link project is a 4.3-mile extension of the light rail system, with new stations planned for the University District, Roosevelt, and Northgate areas. Sound Transit is currently constructing the Roosevelt Link Light Rail Station along the west side of 12th Avenue NE between NE 65th and NE 67th Streets (directly west of Roosevelt High School). The underground station is planned to have two entrances: one at the intersection of NE 65th Street and 12th Avenue NE, and one at the inter-

section of NE 67th Street and 12th Avenue NE. Elevators, escalators and stairs will lead from the entrances to the platform, approximately 80 to 90 feet below ground level. The above-ground station buildings include ventilation shafts, bike storage, and emergency stairs. North Link is planned to begin operations in 2021.

Seattle Public Schools provides yellow bus, door-to-door, Metro, and cab service. Eligibility for District-provided transportation depends on several factors including grade level and proximity to assigned schools. High school students who reside within the boundaries of the Seattle School District and who live more than 2.0 miles from their assigned school are eligible for an ORCA card. Exceptions are allowed for students who require specialized transportation services or who require medical transportation as approved by District Health Services.[10]

2.5. Non-Motorized Facilities

Sidewalks exist along all streets in the site vicinity. Crosswalks and pedestrian crossing signals are present at all signalized intersections, and several unsignalized crosswalks are present on 15th Avenue NE, 12th Avenue NE, and Roosevelt Way NE. Due to ongoing construction of the Roosevelt Station, there are no pedestrian facilities currently available on the west side of 12th Avenue NE at the NE 66th Street intersection.

[10] Seattle Public Schools, *Transportation Service Standards 2017-2018*, Effective September 1, 2017.

3. PARKING IMPACTS

This section describes the parking impacts that would result from placement of the portable classrooms at Roosevelt High School. As described previously, all of the portables are planned to be placed in the school's existing surface parking lot to accommodate additional student enrollment during the 2018/2019 academic year, prior to completion of the Lincoln High School renovation; no changes to the roadway network are proposed as part of the project.

3.1. Typical School Days

The addition of portable classrooms on the Roosevelt High School site would affect parking on a typical school day in two different ways:

1. On-site parking demand (generally staff and employees) is displaced due to the reduced number of spaces available and may spill over to on-street parking during periods when on-site parking demand exceeds the available capacity; and

2. The additional student enrollment accommodated by the portables may generate additional parking demand in the vicinity.

The potential impacts from each of these elements are discussed in the following sections.

3.1.1. Potential Overspill from On-Site Parking Supply Reduction

As discussed previously, the six portable classrooms that are currently located on site occupy 43 spaces in the school's parking lot. This reduction and its effect on nearby on-street parking is reflected in the existing parking surveys summarized previously. There are 141 total parking spaces currently in the lot. The four additional portables would make 29 more on-site spaces unusable, reducing the on-site capacity to 112 spaces (6 accessible spaces and 106 for general or reserved school staff parking).

Table 4 summarizes the potential parking overspill to the street that is estimated to result from the on-site parking supply reduction during each of the four analysis periods. (Note, the average numbers of unused spaces were reduced from the values summarized in Table 3 to account for the six accessible spaces that may not be used by the displaced demand.) As shown, the reduced on-site supply may result in increased on-street demand during the daytime periods—by an average of 16 vehicles in the morning and 13 vehicles in the afternoon. In the evening, the number of unused spaces in the parking lot exceeded the reduction that would result from placement of the additional portables; therefore, no additional overspill is expected to occur during a typical evening; evenings with larger events are addressed separately in Section 3.2.

Table 4. Potential Parking Spillover Resulting from On-Site Supply Reduction

Study Period	Average Number of Unused Spaces [1]	Additional Spaces Removed [2]	Average Parking Spillover to Street [3]
Mid-Morning (9:30 to 10:30 A.M.)	13 spaces	-29 spaces	16 vehicles
Mid-Afternoon (1:15 to 2:15 P.M.)	16 spaces	-29 spaces	13 vehicles
Early Evening (4:30 to 5:30 P.M.)	89 spaces	-29 spaces	0 vehicles
Later Evening (7:00 to 8:00 P.M.)	108 spaces	-29 spaces	0 vehicles

Source: Heffron Transportation, Inc., May 2018.

1. *Average number of unused spaces does not include the six accessible spaces, which are assumed to remain unchanged with the portables in place, since they are unlikely to be used by the displaced demand. These estimates reflect conditions with the six portables that are currently in place on the school site.*
2. *Reflects the additional spaces that would be displaced by four additional portables in 2018.*
3. *Spillover is projected during the periods when the additional displaced parking spaces exceed the available capacity.*

3.1.2. Parking Demand from Increased Student Enrollment

The additional student enrollment capacity that can be accommodated at Roosevelt High School with the installation of the portable classrooms may also generate additional parking demand. Parking demand rates were derived from detailed counts conducted at Roosevelt High School to support analysis conducted for the *Lincoln High School Modernization Project*,[11] combined with time-of-day parking data for high schools published in the Institute of Transportation Engineers' (ITE) *Parking Generation*.[12]

Parking demand estimates were derived for Roosevelt High School to provide a basis for parking estimates that would result from the re-opening of Lincoln High School, because it would have similar enrollment levels, as well as similar limitations to on-street parking, transit availability, and surrounding land uses. On-site and on-street counts performed in May 2016 at Roosevelt High School indicated that the school-day parking demand rate is about 0.23 vehicles per student (this accounts for all parked vehicles, including those generated by students, faculty, staff and visitors).

To estimate parking demand rates for a typical (non-event evening), time-of-day distribution data published in ITE's *Parking Generation* for High Schools (ITE Land Use Code 530) was applied to the school-day rate that was derived for Roosevelt High School. The ITE data indicate that the early evening parking rate (around 5:00 P.M.) is about 44% of the peak rate, or 0.10 vehicles per student. In the later evening (around 7:00 P.M.), the ITE data indicate that the parking rate is about 17% of the peak rate, or 0.04 vehicles per student.

These rates were applied to the added student enrollment capacity that can be accommodated by the portable classrooms. It should be noted that any additional demand generated by the six portables currently on the site is reflected in the counts that were conducted for this analysis. The four additional portables that are proposed to be installed in summer 2018 could generate additional demand. Table 5 summarizes the estimated parking demand generated by the students that can be accommodated by the existing and proposed additional portable classrooms at the site.

11 Heffron Transportation, August 22, 2016.
12 ITE, 4th Edition, 2010.

Table 5. Parking Demand from Additional Student Enrollment Capacity

Study Period	Parking Demand Rate (veh/student)	Parking Demand (vehicles)		
		Existing Portables (180 student capacity)	Additional Portables (120 student capacity)	Total Portables (300 student capacity)
Mid-Morning (9:30 to 10:30 A.M.)	0.23	41	28	69
Mid-Afternoon (1:15 to 2:15 P.M.)	0.23	41	28	69
Early Evening (4:30 to 5:30 P.M.)	0.10	18	12	30
Later Evening (7:00 to 8:00 P.M.)	0.04	7	5	12

Source: Heffron Transportation, Inc., May 2018.

The table shows that parking demand generated by the six portables currently located on the site (and thus reflected in the existing parking counts) is estimated to be 41 vehicles during the day, 18 vehicles during early evening, and 7 vehicles during later evening. The additional four portables are projected to generate an additional demand of 28 vehicles during the day, 12 vehicles during early evening, and 5 vehicles during later evening.

3.1.3. Potential Parking Demand Generated by Pipeline Development

The project's estimated spillover parking demand was analyzed cumulatively with projected spillover parking from other proposed development projects with overlapping parking influence areas (800-foot walking distance from each of the development sites). Sixteen pipeline development projects were identified, summarized in Table 6. They are estimated to generate parking demand within the Roosevelt High School parking study area of 48 vehicles during the day, and 111 vehicles in the evening. It is possible that not all of these projects will be completed and fully occupied prior to the 2018/2019 school year, in which case the estimate of their cumulative impacts with the Roosevelt High School Portables project would be conservatively high.

Table 6. Summary of Potential Range of Cumulative On-Street Parking Impacts

Project	Development Program [a]	Estimated Parking Demand	Proposed Parking Supply	Estimated Parking Overspill	Overlap % in Influence Area	Estimated Afternoon Demand in Study Area	Estimated Evening Demand in Study Area
6516–12th Ave NE	201 apts	131 [b]	138	0	90%	0	0
1309 NE 66th St	77 apts	55 [b]	38	17	90%	7	15
6515 Brooklyn Ave NE	58 apts	46 [c]	72	0	90%	0	0
1222 NE 65th St	55 apts	25 [c]	0	25	85%	9	21
1300 NE 65th St	161 apts, 1,600 sf retail	121 [b]	127	0	80%	0	0
6505–15th Ave NE	235 apts, 7,450 sf retail	188 [c]	187	1	80%	0	1
6502–15th Ave NE	131 apts, 4,560 sf retail	85 [b]	80	5	70%	2	4
6420 Brooklyn Ave NE	35 apts, 1,790 sf retail	24 [b]	7	17	60%	5	10
1403 NE 65th St	52 apts, 1,060 sf retail	26 [b]	0	26	60%	7	16
6921 Roosevelt Wy NE	62 apts, 3,061 sf retail	39 [c]	0	39	30%	5	12
836 NE 67th St	76 apts	53 [c]	0	53	20%	5	11
6404–9th Ave NE	50 apts	27 [c]	0	27	20%	2	5
829 NE 6th St	235 apts	59 [c]	0	59	15%	4	9
802 NE 66th St	231 apts	185 [c]	139	46	10%	2	5
6616–8th Ave NE	20 apts	14 [c]	0	14	10%	0	1
6612–8th Ave NE	49 apts	12 [c]	0	12	10%	0	1
Cumulative Total						48	111

Source: Heffron Transportation, Inc., May 2018.

a. Components of each development; apts = apartment units; sf = square feet.

b. Estimated by Heffron Transportation, based upon proposed program utilizing the King County Right-Size Parking Calculator.

c. Estimated parking demand obtained from Project Traffic and Parking Study for 122 NE 65th St (William Popp Associates, January 15, 2016) and On-Street Parking Utilization Study, Supplemental, for 1222 NE 65th Street (William Popp Associates, May 10, 2016).

3.1.4. Cumulative Parking Impacts

Table 7 summarizes the projected cumulative on-street parking utilization, with and without the four additional portable classrooms at Roosevelt High School. As the table shows, the reduction in on-street parking supply resulting from the *NE 65th St Vision Zero* project, combined with additional parking that could be generated by pipeline development in the area, may increase the daytime utilization to 90% or higher, from the existing 75% shown previously in Table 2. The City typically considers parking utilization over 85% to be effectively full. The table shows that on a typical evening, the reduced on-street supply combined with increased parking demand generated by pipeline development could increase utilization from the existing 56% to up to 78%.

On-street parking demand resulting from the addition of the four portable classrooms could add to the cumulative demand. During the daytime, utilization could increase by 6 to 7%, resulting in cumulative parking demand that is near capacity. The effect of the portables may add about 2% to evening utilization, but it is expected to remain below the 85% utilization level.

Table 7. Cumulative 2018/2019 On-Street Parking Utilization – With & Without Added Portables

	Utilization with Existing Portables [1]			Utilization with Future Portables		
Study Period	On-Street Supply [2]	Total Demand [3]	% Utilization	Added Demand [4]	Total Demand	% Utilization
Mid-Morning (9:30 to 10:30 A.M.)	698	630	90%	44	674	97%
Mid-Afternoon (1:15 to 2:15 P.M.)	685	627	92%	41	668	98%
Early Evening (4:30 to 5:30 P.M.)	642	482	75%	12	494	77%
Later Evening (7:00 to 8:00 P.M.)	703	551	78%	5	556	79%

Source: Heffron Transportation, Inc., May 2018.

1. *Includes parking demand generated by the six portables that are already located in the school lot.*
2. *On-street parking supply was adjusted to account for the parking spaces that would be removed from NE 65th Street with completion of the Vision Zero project in summer 2018, as summarized in Table 1. It is assumed that the vehicles currently parked along the segment of NE 65th Street within the study area would instead park in other available spaces still within the study area.*
3. *Baseline on-street parking demand was adjusted to include parking generated by pipeline development projects, as summarized in Table 6.*
4. *Parking demand from the four added portables includes additional demand estimated to result from student enrollment increases, and overspill to the street resulting from reduced parking lot capacity.*

It should be noted that the estimates presented in this report are conservative and intended to evaluate a 'worst case' cumulative parking scenario with all proposed portable classrooms in place. As discussed previously, the analysis assumes completion and occupancy of numerous pipeline development projects prior to or during the 2018/2019 school year. It is possible that not all will be completed and/or occupied within that timeline. Also, the parking demand estimated to be generated by the portables is based upon the additional student capacity that they can accommodate; currently District projections indicate actual enrollment increases may be lower than that number. It should also be noted that the portables are being proposed to accommodate additional student enrollment demand that will occur with or without them; the potential impacts related to the increases in students is related to the enrollment demand rather than the portables themselves.

Nevertheless, the cumulative parking utilization estimates indicate that the City's planned on-street parking reductions combined with increased demand from new development, as well as the portables project, is expected to strain available on-street capacity in the area.

Some measures, identified in Section 4, could be implemented by SPS and Roosevelt High School to reduce the parking impacts resulting from the enrollment increase and installation of portables. After the 2018/2019 school year, planned removal of the portables would increase on-site parking supply by 72 spaces, and the decreased student enrollment would also reduce school-generated parking demand.

3.2. Event Parking

It is acknowledged that on occasional evenings when there are multiple events or very large events (such as concerts, theater events, or curriculum night) occurring at Roosevelt High School, utilization of the on-site lot and surrounding roadways can be much higher. 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. Once the portables are removed, SPS would restrict scheduling the lighted athletic field for non-scholastic athletic uses on those evenings with a large event or combination of events scheduled at the school that are expected to draw more than 730 attendees.

4. SUMMARY AND MANAGEMENT MEASURES

Seattle Public Schools plans to install four portable classrooms at the Roosevelt High School site, in addition to six portable classrooms that were previously installed in 2016 and 2017. The ten portable classrooms are proposed to be in place for the 2018/2019 academic year, as an interim measure to accommodate increased student enrollment while the Lincoln High School renovation is underway. The Lincoln High School improvements are planned to be completed and the school in full operation by the 2019/2020 academic year. At that time, the assignment of students to Lincoln is expected to reduce Roosevelt's student enrollment to levels that align with its building capacity, at which time the portables would be removed.

Analysis presented in this report indicates that the reduction in on-street parking supply resulting from the *NE 65th St Vision Zero* project, combined with additional parking that could be generated by pipeline development in the area, could increase the daytime utilization to 90% or higher, up from the existing 75%. On-street parking demand resulting from the addition of the four portable classrooms could add to the cumulative demand. During the daytime, utilization could increase by 6 to 7%, resulting in cumulative parking demand that is near capacity. The portables may add about 2% to evening utilization, but it is expected remain below an 85% utilization level.

Although the analysis presented in this report is intended to provide a conservative "worst case" scenario, the cumulative parking utilization estimates indicate that the City's planned on-street parking reductions combined with increased demand from new development, as well as the portables project, is expected to strain available on-street parking capacity in the area. Some measures could be implemented by SPS and Roosevelt High School to reduce parking impacts resulting from the portables.

- Implement a school-wide information program that acknowledges the challenges of driving and parking, and encourages faculty, students, and staff to travel to and from school by walking, biking, carpooling, or taking transit.

- Explore opportunities to lease additional parking at nearby off-site locations during the period that the portables are in place. For example, it was observed that Calvary Christian Assembly, located at Roosevelt Way NE and NE 68th Street, may be leasing space in its lot to Sound Transit and other nearby business, and may have additional capacity that the school could utilize to augment staff parking.

- Work with SDOT and Seattle Department of Construction and Inspections (SDCI) to determine if there are any potential interim measures that could be implemented to reduce on-street parking impacts from construction employee demand.

After the 2018/2019 school year, removal of the portables would increase on-site parking supply by 72 spaces, and the decreased student enrollment would also reduce school-generated parking demand in the area.

APPENDIX A

PARKING UTILIZATION STUDY DATA

Project **Roosevelt High School Portables**
Parking Supply

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply: Unrestricted Parking	1 hour park, 7a-6p exc sat & hol	No Parking 7-9a exc Sat/Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol and 1 Hr Pay to Park 8a-5p M-F	No Parking 7-9a and 4-6p exc Sat/Sun/Hol and 4 Hr Pay to Park 8a-5p M-F	No Parking 7-9a and 4-6p exc Sat/Sun/Hol and 1 hr Parking 9a-4p exc Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol and 1 hr Parking 7a-4p exc Sun/Hol	2 hr Parking 7a-7p M-F exc by Zone #19 Permit	2 hr Parking 7a-6p Exc Sun/Hol	2 hr Parking 7a-6p Exc Sun/Hol or Zone #19 Permit	4 Hr Pay to Park 8a-5p M-Sat	No Parking 4-6p exc Sat, Sun, Hol and 2 hr Parking 7a-4p exc Sun/Hol	No Parking 7-9a exc Sat/Sun/Hol and 1 hr Parking 9a-5p exc Sun/Hol	30 Min Load/Unload Only	3 Min Load/Unload Only	30 Min Load/Unload 8a-4p exc Sun/Hol	30 Min Load/Unload 7a-5p exc Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol and 30 Min Load 8a-4p exc sun/Hol	30 Min Commercial Load 7a-6p exc Sun/Hol and 3 Min Load 6p-midnight Everyday	30 Min Commercial Load 7a-Noon and 15min Load noon-6p, both exc Sat/Sun/Hol and 4hr P 8a-M-Sat	30 Min Commercial Load 9a-4p and 6-8p M-F, Commercial only 7a-6p on Sat	School Bus Only 1-4p	School Bus Only 7-8a, 1-4p	Disabled	Supply Summary: Total Parking Spaces Available Weekday Mid-Morning	Total Parking Spaces Available Weekday Afternoon	Total Parking Spaces Availabl Weekday Early Evening	Total Parking Spaces Availabl Weekday Evening	Total Parking Spaces
AA	12th Avenue NE	800 ' point and NE 70th St	W	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6
AB	12th Avenue NE	800 ' point and NE 70th St	E	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6
AC	15th Avenue NE	800 ' point and NE 70th St	W	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5
AD	15th Avenue NE	800 ' point and NE 70th St	E	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	5	5
AE	NE 70th Street	800' point and 12th Ave E	N	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
AF	NE 70th Street	800' point and 12th Ave E	S	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
AG	NE 70th Street	12th Ave E and 800' point	N	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5
AH	NE 70th Street	12th Ave E and 800' point	S	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5
AI	NE 70th Street	800' point and 15th Ave E	N	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5
AJ	NE 70th Street	800' point and 15th Ave E	S	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
AK	NE 70th Street	15th Ave NE and 16th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AL	NE 70th Street	15th Ave NE and 16th Ave NE	S	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	6	6	6
AM 1	Roosevelt Way NE	800' point and NE 69th St	W	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
AN	Roosevelt Way NE	800' point and NE 69th St	E	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
AO	12th Avenue NE	NE 70th St and NE 69th St	W	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
AP	12th Avenue NE	NE 70th St and NE 69th St	E	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	5
AQ	15th Avenue NE	NE 70th St and NE 69th St	W	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
AR	15th Avenue NE	NE 70th St and NE 68th St	E	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	14	14
AS	16th Avenue NE	NE 70th St and NE 68th St	W	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	16	16
AT	16th Avenue NE	NE 70th St and NE 68th St	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AU	17th Avenue NE	800' point and NE 68th St	W	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6
AV	17th Avenue NE	800' point and NE 68th St	E	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10
AW	NE 69th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AX	NE 69th Street	800' point and Roosevelt Wy NE	S	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
AY	NE 69th Street	Roosevelt Wy NE and 12th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AZ	NE 69th Street	Roosevelt Wy NE and 12th Ave NE	S	6	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	9	9
BA	NE 69th Street	12th Ave NE and 15th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BB	NE 69th Street	12th Ave NE and 15th Ave NE	S	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31	31	31	31
BC	Roosevelt Way NE	NE 69th St and NE 68th St	W	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
BD	Roosevelt Way NE	NE 69th St and NE 68th St	E	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	5	5	7
BE	12th Avenue NE	NE 69th St and NE 68th St	W	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
BF	12th Avenue NE	NE 69th St and NE 68th St	E	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6
BG	15th Avenue NE	NE 69th St and NE 68th St	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BH	NE 68th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BI 2	NE 68th Street	800' point and Roosevelt Wy NE	S	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
BJ	NE 68th Street	Roosevelt Wy NE and 12th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BK	NE 68th Street	Roosevelt Wy NE and 12th Ave NE	S	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	9	9
BL	NE 68th Street	12th Ave NE and 15th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BM	NE 68th Street	12th Ave NE and 15th Ave NE	S	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	82	82	82	82	82
BN	NE 68th Street	15th Ave NE and 16th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BO	NE 68th Street	15th Ave NE and 16th Ave NE	S	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
BP	NE 68th Street	16th Ave NE and 17th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BQ	NE 68th Street	16th Ave NE and 17th Ave NE	S	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
BR	NE 68th Street	17th Ave NE and 800' point	N	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
BS	NE 68th Street	17th Ave NE and 800' point	S	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	6	6	6
BT	Roosevelt Way NE	NE 68th St and NE 67th St	W	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	9	9
BU	Roosevelt Way NE	NE 68th St and NE 67th St	E	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	8	8
BV	NE 67th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BW	NE 67th Street	800' point and Roosevelt Wy NE	S	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	2	2	3
BX	NE 67th Street	Roosevelt Wy NE and 800' point	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BY	NE 67th Street	Roosevelt Wy NE and 800' point	S	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6
BZ 1	Roosevelt Way NE	NE 67th St and 800' point	W	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
CA 1	Roosevelt Way NE	NE 67th St and 800' point	E	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
CB	12th Avenue NE	NE 68th St and NE 65th St	W	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3
CC 3	12th Avenue NE	NE 68th St and NE 66th St	E	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	11	11
CD	15th Avenue NE	NE 68th St and NE 66th St	W	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	16	5	16	16	16
CE	15th Avenue NE	NE 68th St and NE 65th St	E	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	2	16	14	2	16	16
CF	16th Avenue NE	NE 68th St and NE 65th St	W	2	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	18	18	18
CG	16th Avenue NE	NE 68th St and NE 65th St	E	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	17	17	17

Project **Roosevelt High School Portables**

Parking Supply

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply: Unrestricted Parking	1 hour park, 7a-6p exc sat & hol	No Parking 7-9a exc Sat/Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol	No Parking 4-6p exc Sat, Sun, Hol and 1 Hr Pay to Park 8a-5p M-F	No Parking 7-9a and 4-6p exc Sat/Sun/Hol and 4 Hr Pay to Park 8a-6p M-F	No Parking 7-9a and 4-6p exc Sat/Sun/Hol and 1 hr Parking 9a-4p exc Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol and 1 hr Parking 7a-4p exc Sun/Hol	2 hr Parking 7a-7p M-F exc by Zone #19 Permit	2 hr Parking 7a-6p Exc Sun/Hol	2 hr Parking 7a-6p Exc Sun/Hol or Zone #19 Permit	4 Hr Pay to Park 8a-6p M-Sat	No Parking 4-6p exc Sat, Sun, Hol and 2 hr Parking 7a-4p exc Sun/Hol	No Parking 7-9a exc Sat/Sun/Hol and 1 hr Parking 9a-6p exc Sun/Hol	30 Min Load/Unload Only	3 Min Load/Unload Only	30 Min Load/Unload 8a-4p exc Sun/Hol	30 Min Load/Unload 7a-4p exc Sun/Hol	No Parking 4-6p exc Sat/Sun/Hol and 30 Min Load 8a-4p exc sun/Hol	30 Min Commercial Load 7a-6p exc Sun/Hol and 3 Min Load 6p-midnight Everyday	30 Min Commercial Load 7a-Noon and 15min Load noon-6p, both exc Sat/Sun/Hol and 4hr P 8a-M-Sat	30 Min Commercial Load 9a-4p and 6-8p M-F, Commercial only 7a-6p on Sat	School Bus Only 1-4p	School Bus Only 7-8a, 1-4p	Disabled	Supply Summary: Total Parking Spaces Available Weekday Mid-Morning	Total Parking Spaces Available Weekday Afternoon	Total Parking Spaces Available Weekday Early Evening	Total Parking Spaces Available Weekday Evening	Total Parking Spaces
CH	17th Avenue NE	NE 68th St and 800' point	W	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**	**9**	**9**	**9**	**9**
CI	17th Avenue NE	NE 68th St and 800' point	E	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**7**	**7**	**7**	**7**	**7**
CJ 4	NE 66th Street	12th Ave NE and 15th Ave NE	N	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**34**	**34**	**34**	**34**	**34**
CK 1	NE 66th Street	12th Ave NE and Brooklyn Ave NE	S	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**	**10**	**10**	**10**	**10**
CL	NE 66th Street	Brooklyn Ave NE and 14th Ave NE	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**
CM	NE 66th Street	14th Ave NE and 15th Ave NE	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**
CN	Roosevelt Way NE	800' point and NE 65th St	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	**0**	**0**	**0**	**0**	**1**
CO	Roosevelt Way NE	800' point and NE 65th St	E	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	**1**	**1**	**1**	**3**	**3**
CP 1	12th Avenue NE	NE 66th St and NE 65th St	E	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**4**	**4**	**4**
CQ 1	Brooklyn Ave NE	NE 66th St and NE 65th St	W	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	**6**	**6**	**6**	**6**
CR 1	Brooklyn Ave NE	NE 66th St and NE 65th St	E	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**5**	**5**	**5**	**5**
CS	14th Ave NE	NE 66th St and NE 65th St	W	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	**8**	**8**	**8**	**8**
CT	14th Ave NE	NE 66th St and NE 65th St	E	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	**8**	**8**	**8**	**8**
CU	15th Avenue NE	NE 66th St and NE 65th St	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**	**2**	**2**
CV	NE 65th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**
CW	NE 65th Street	800' point and Roosevelt Wy NE	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**
CX	NE 65th Street	Roosevelt Wy NE and 12th Ave NE	N	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	**13**	**13**	**0**	**13**	**15**
CY	NE 65th Street	Roosevelt Wy NE and 12th Ave NE	S	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**	**17**	**0**	**17**	**17**
CZ	NE 65th Street	12th Ave NE and Brooklyn Ave NE	N	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**0**	**3**	**3**
DA	NE 65th Street	12th Ave NE and Brooklyn Ave NE	S	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	**6**	**6**	**0**	**8**	**8**
DB	NE 65th Street	Brooklyn Ave NE and 14th Ave NE	N	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	**6**	**6**	**6**	**6**
DC	NE 65th Street	Brooklyn Ave NE and 14th Ave NE	S	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**	**9**	**0**	**9**	**9**
DD	NE 65th Street	14th Ave NE and 15th Ave NE	N	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**4**	**4**	**4**
DE	NE 65th Street	14th Ave NE and 15th Ave NE	S	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**0**	**4**	**4**
DF	NE 65th Street	15th Ave NE and 16th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**6**	**6**	**6**	**6**
DG	NE 65th Street	15th Ave NE and 16th Ave NE	S	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**0**	**3**	**3**
DH	NE 65th Street	16th Ave NE and 800' point	N	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**	**9**	**9**	**9**	**9**
DI	NE 65th Street	16th Ave NE and 800' point	S	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	**6**	**0**	**6**	**6**
DJ	Roosevelt Way NE	NE 65th St and 800' point	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**
DK	Roosevelt Way NE	NE 65th St and 800' point	E	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**1**	**1**
DL	12th Avenue NE	NE 65th St and NE 64th St	W	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**7**	**7**	**7**	**8**	**8**
DM	12th Avenue NE	NE 65th St and NE 64th St	E	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**5**	**5**	**0**	**6**	**6**
DN	Brooklyn Ave NE	NE 65th St and NE 64th St	W	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**	**11**	**11**	**11**	**11**
DO	Brooklyn Ave NE	NE 65th St and NE 63rd St	E	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**19**	**19**	**19**	**19**	**19**
DP	14th Avenue NE	NE 65th St and NE 63rd St	W	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**18**	**18**	**18**	**18**	**18**
DQ	14th Avenue NE	NE 65th St and NE 63rd St	E	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	**14**	**14**	**14**	**14**
DR	15th Avenue NE	NE 65th St and NE 63rd St	W	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	**8**	**8**	**8**	**8**
DS	15th Avenue NE	NE 65th St and NE 63rd St	E	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	**14**	**0**	**14**	**14**
DT	16th Avenue NE	800' point and 12th Ave E	W	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**8**	**8**	**8**	**9**	**9**
DU	16th Avenue NE	800' point and 12th Ave E	E	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**5**	**5**	**5**	**5**
DV	NE 64th Street	800' point and 12th Ave E	N	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**5**	**5**	**5**	**5**	**6**
DW	NE 64th Street	800' point and 12th Ave E	S	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**	**3**	**3**
DX	NE 64th Street	12th Ave NE and Brooklyn Ave NE	N	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**5**	**5**	**5**	**5**
DY	NE 64th Street	12th Ave NE and Brooklyn Ave NE	S	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**	**10**	**10**	**10**	**10**
DZ	12th Avenue NE	NE 64th St and 800' Point	W	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**4**	**4**	**4**
EA	12th Avenue NE	NE 64th St and 800' Point	E	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**	**2**	**2**
EB	Brooklyn Ave NE	NE 64th and 800' point	W	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**	**10**	**10**	**10**	**10**
EC	NE 63rd Street	800' point and 14th Ave NE	N	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**1**	**1**
ED	NE 63rd Street	14th Ave NE and 15th Ave NE	N	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**	**11**	**11**	**11**	**11**
EE	NE 63rd Street	800' point and 800' point	S	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**15**	**15**	**15**	**15**	**15**
EF	NE 63rd Street	15th Ave NE and 800' point	N	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**4**	**4**	**4**
EG	NE 63rd Street	15th Ave NE and 800' point	S	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**	**3**	**3**
EH	15th Avenue NE	NE 63rd St and 800' point	W	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**4**	**4**	**4**
EI	15th Avenue NE	NE 63rd St and 800' point	E	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**0**	**4**	**4**
			TOTAL	**362**	**4**	**39**	**46**	**22**	**13**	**3**	**19**	**202**	**8**	**7**	**21**	**14**	**8**	**3**	**1**	**0**	**3**	**2**	**1**	**2**	**2**	**0**	**13**	**3**	**784**	**771**	**667**	**791**	**798**

1. Parking prohibited on block during the morning, afternoon, and early evening counts because of construction.
2. Portion of block partially restricted for construction during all count periods.
3. Signage on block reads "School Bus Only 1-4p" but the buses do not use this space and passenger vehicles were always parked on this block during this time. Marked as unrestricted parking to reflect use.

86	*86*	*25*	*88*	*90*
698	**685**	**642**	**703**	**708**

Project **Roosevelt High School Portables**

Parking Demand & Utilization

				Supply Summary					Parking Demand												Parking Utilization											
									Day Time						Evening						Day Time						Evening					
									Morning (10:00 AM)			Afternoon (1:45 PM)			Early Evening (5:00 PM)			Evening (7:30 PM)			Morning (10:00 AM)			Afternoon (1:45 PM)			Early Evening (5:00 PM)			Evening (7:30 PM)		
Block Face ID	Street Name	Street Segment	Side of Street	Total Parking Spaces Available Weekday Mid-Morning	Total Parking Spaces Available Weekday Afternoon	Total Parking Spaces Availabl Weekday Early Evening	Total Parking Spaces Availabl Weekday Evening	Total Parking Spaces	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average
AA	12th Avenue NE	800 ' point and NE 70th St	W	6	6	6	6	6	7	6	7	6	4	5	3	1	3	2	3	3	2	3	117%	100%	117%	100%	67%	83%	50%	17%	50%	33%	50%	50%	33%	50%
AB	12th Avenue NE	800 ' point and NE 70th St	E	6	6	6	6	6	0	2	1	3	0	2	4	2	3	3	3	2	1	2	0%	33%	17%	50%	0%	33%	67%	33%	50%	50%	50%	33%	17%	33%
AC	15th Avenue NE	800 ' point and NE 70th St	W	5	5	5	5	5	0	0	0	1	2	2	3	2	3	3	2	2	3	2	0%	0%	0%	20%	40%	40%	60%	60%	60%	60%	40%	40%	60%	40%
AD	15th Avenue NE	800 ' point and NE 70th St	E	5	5	0	5	5	4	4	4	2	1	2	0	0	0	0	1	1	1	1	80%	80%	80%	40%	20%	40%	NS	NS	NS	NS	20%	20%	20%	20%
AE	NE 70th Street	800' point and 12th Ave E	N	3	3	3	3	3	4	4	4	4	6	5	4	4	5	4	4	5	5	5	133%	133%	133%	133%	200%	167%	133%	133%	167%	133%	133%	167%	167%	167%
AF	NE 70th Street	800' point and 12th Ave E	S	4	4	4	4	4	5	4	5	5	2	4	4	3	2	3	5	4	3	4	125%	100%	125%	125%	50%	100%	100%	75%	50%	75%	125%	100%	75%	100%
AG	NE 70th Street	12th Ave E and 800' point	N	5	5	5	5	5	4	3	4	4	3	4	1	0	0	0	1	1	0	1	80%	60%	80%	80%	60%	80%	20%	0%	0%	0%	20%	20%	0%	20%
AH	NE 70th Street	12th Ave E and 800' point	S	5	5	5	5	5	7	7	7	6	6	6	4	3	4	4	5	5	5	5	140%	140%	140%	120%	120%	120%	80%	60%	80%	80%	100%	100%	100%	100%
AI	NE 70th Street	800' point and 15th Ave E	N	5	5	5	5	5	4	4	4	6	3	5	4	3	4	4	4	2	0	2	80%	80%	80%	120%	60%	100%	80%	60%	80%	80%	80%	40%	0%	40%
AJ	NE 70th Street	800' point and 15th Ave E	S	3	3	3	3	3	5	3	4	2	5	4	3	2	1	2	3	2	1	2	167%	100%	133%	67%	167%	133%	100%	67%	33%	67%	100%	67%	33%	67%
AK	NE 70th Street	15th Ave NE and 16th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AL	NE 70th Street	15th Ave NE and 16th Ave NE	S	6	6	6	6	6	6	4	5	6	5	6	4	3	3	3	3	4	3	3	100%	67%	83%	100%	83%	100%	67%	50%	50%	50%	50%	67%	50%	50%
AM [1]	Roosevelt Way NE	800' point and NE 69th St	W	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%
AN	Roosevelt Way NE	800' point and NE 69th St	E	4	4	4	4	4	2	1	2	1	0	1	2	3	2	2	3	3	2	3	50%	25%	50%	25%	0%	25%	50%	75%	50%	50%	75%	75%	50%	75%
AO	12th Avenue NE	NE 70th St and NE 69th St	W	3	3	3	3	3	7	6	7	7	5	6	4	1	3	3	5	4	5	5	233%	200%	233%	233%	167%	200%	133%	33%	100%	100%	167%	133%	167%	167%
AP	12th Avenue NE	NE 70th St and NE 69th St	E	5	5	5	5	5	9	7	8	8	6	7	0	2	1	1	1	2	1	1	180%	140%	160%	160%	120%	140%	0%	40%	20%	20%	20%	40%	20%	20%
AQ	15th Avenue NE	NE 70th St and NE 69th St	W	3	3	3	3	3	4	4	4	5	4	5	2	2	2	2	2	2	3	2	133%	133%	133%	167%	133%	167%	67%	67%	67%	67%	67%	67%	100%	67%
AR	15th Avenue NE	NE 70th St and NE 68th St	E	14	14	0	14	14	17	16	17	16	15	16	0	0	0	0	4	2	3	3	121%	114%	121%	114%	107%	114%	NS	NS	NS	NS	29%	14%	21%	21%
AS	16th Avenue NE	NE 70th St and NE 68th St	W	16	16	16	16	16	16	15	16	12	16	14	10	15	12	12	13	15	17	15	100%	94%	100%	75%	100%	88%	63%	94%	75%	75%	81%	94%	106%	94%
AT	16th Avenue NE	NE 70th St and NE 68th St	E	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AU	17th Avenue NE	800' point and NE 68th St	W	6	6	6	6	6	9	8	9	9	9	9	9	8	8	8	9	8	7	8	150%	133%	150%	150%	150%	150%	150%	133%	133%	133%	150%	133%	117%	133%
AV	17th Avenue NE	800' point and NE 68th St	E	10	10	10	10	10	8	9	9	9	9	9	5	6	5	5	6	7	5	6	80%	90%	90%	90%	90%	90%	50%	60%	50%	50%	60%	70%	50%	60%
AW	NE 69th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AX	NE 69th Street	800' point and Roosevelt Wy NE	S	1	1	1	1	1	2	2	2	2	0	1	0	1	1	1	2	2	1	2	200%	200%	200%	200%	0%	100%	0%	100%	100%	100%	200%	200%	100%	200%
AY	NE 69th Street	Roosevelt Wy NE and 12th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
AZ	NE 69th Street	Roosevelt Wy NE and 12th Ave NE	S	9	9	9	9	9	11	12	12	11	8	10	11	7	10	9	9	11	10	10	122%	133%	133%	122%	89%	111%	122%	78%	111%	100%	100%	122%	111%	111%
BA	NE 69th Street	12th Ave NE and 15th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BB	NE 69th Street	12th Ave NE and 15th Ave NE	S	31	31	31	31	31	28	30	29	27	26	27	24	19	22	22	31	23	27	27	90%	97%	94%	87%	84%	87%	77%	61%	71%	71%	100%	74%	87%	87%
BC	Roosevelt Way NE	NE 69th St and NE 68th St	W	3	3	3	3	3	4	3	4	3	3	3	3	3	3	3	3	3	3	3	133%	100%	133%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
BD	Roosevelt Way NE	NE 69th St and NE 68th St	E	5	5	5	5	7	5	5	5	5	3	4	6	7	5	6	8	7	8	8	100%	100%	100%	100%	60%	80%	120%	140%	100%	120%	160%	140%	160%	160%
BE	12th Avenue NE	NE 69th St and NE 68th St	W	4	4	4	4	4	7	6	7	7	6	7	3	5	1	3	2	5	5	4	175%	150%	175%	175%	150%	175%	75%	125%	25%	75%	50%	125%	125%	100%
BF	12th Avenue NE	NE 69th St and NE 68th St	E	6	6	6	6	6	6	6	6	5	6	6	2	5	6	4	5	6	4	5	100%	100%	100%	83%	100%	100%	33%	83%	100%	67%	83%	100%	67%	83%
BG	15th Avenue NE	NE 69th St and NE 68th St	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BH	NE 68th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BI	NE 68th Street	800' point and Roosevelt Wy NE	S	7	7	7	7	7	6	5	6	6	5	6	6	4	5	5	6	5	5	5	86%	71%	86%	86%	71%	86%	86%	57%	71%	71%	86%	71%	71%	71%
BJ	NE 68th Street	Roosevelt Wy NE and 12th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BK	NE 68th Street	Roosevelt Wy NE and 12th Ave NE	S	9	9	9	9	9	10	13	12	11	11	11	8	13	10	10	11	11	11	11	111%	144%	133%	122%	122%	122%	89%	144%	111%	111%	122%	122%	122%	122%
BL	NE 68th Street	12th Ave NE and 15th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BM	NE 68th Street	12th Ave NE and 15th Ave NE	S	82	82	82	82	82	80	81	81	76	80	78	28	41	40	36	45	41	33	40	98%	99%	99%	93%	98%	95%	34%	50%	49%	44%	55%	50%	40%	49%
BN	NE 68th Street	15th Ave NE and 16th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BO	NE 68th Street	15th Ave NE and 16th Ave NE	S	7	7	7	7	7	10	6	8	8	7	8	3	1	1	2	5	5	5	5	143%	86%	114%	114%	100%	114%	43%	14%	14%	29%	71%	71%	71%	71%
BP	NE 68th Street	16th Ave NE and 17th Ave NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BQ	NE 68th Street	16th Ave NE and 17th Ave NE	S	7	7	7	7	7	9	8	9	8	8	8	6	7	3	5	6	8	5	6	129%	114%	129%	114%	114%	114%	86%	100%	43%	71%	86%	114%	71%	86%
BR	NE 68th Street	17th Ave NE and 800' point	N	4	4	4	4	4	8	7	8	6	5	6	1	3	0	1	0	2	0	1	200%	175%	200%	150%	125%	150%	25%	75%	0%	25%	0%	50%	0%	25%
BS	NE 68th Street	17th Ave NE and 800' point	S	6	6	6	6	6	7	8	8	7	6	7	4	3	2	3	4	2	2	3	117%	133%	133%	117%	100%	117%	67%	50%	33%	50%	67%	33%	33%	50%
BT	Roosevelt Way NE	NE 68th St and NE 67th St	W	9	9	9	9	9	9	9	9	7	9	8	10	8	9	9	10	10	9	10	100%	100%	100%	78%	100%	89%	111%	89%	100%	100%	111%	111%	100%	111%
BU	Roosevelt Way NE	NE 68th St and NE 67th St	E	8	8	8	8	8	10	9	10	10	9	10	10	6	9	8	9	9	9	9	125%	113%	125%	125%	113%	125%	125%	75%	113%	100%	113%	113%	113%	113%
BV	NE 67th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BW	NE 67th Street	800' point and Roosevelt Wy NE	S	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	150%	150%	150%
BX	NE 67th Street	Roosevelt Wy NE and 800' point	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
BY	NE 67th Street	Roosevelt Wy NE and 800' point	S	6	6	6	6	6	0	7	4	0	6	3	4	7	5	5	4	8	8	7	0%	117%	67%	0%	100%	50%	67%	117%	83%	83%	67%	133%	133%	117%
BZ [1]	Roosevelt Way NE	NE 67th St and 800' point	W	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	25%	25%
CA [1]	Roosevelt Way NE	NE 67th St and 800' point	E	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CB	12th Avenue NE	NE 68th St and NE 65th St	W	3	3	3	3	3	3	4	4	3	4	4	3	2	1	2	3	1	3	2	100%	133%	133%	100%	133%	133%	100%	67%	33%	67%	100%	33%	100%	67%
CC [2]	12th Avenue NE	NE 68th St and NE 66th St	E	11	11	11	11	11	13	14	14	8	12	10	6	8	3	6	2	5	4	4	118%	127%	127%	73%	109%	91%	55%	73%	27%	55%	18%	45%	36%	36%
CD	15th Avenue NE	NE 68th St and NE 66th St	W	16	5	16	16	16	17	11	14	8	7	8	3	3	3	3	18	4	3	8	106%	69%	88%	160%	140%	160%	19%	19%	19%	19%	113%	25%	19%	50%
CE	15th Avenue NE	NE 68th St and NE 65th St	E	16	14	2	16	16	10	5	8	9	7	8	0	0	0	0	8	0	0	3	63%	31%	50%	64%	50%	57%	0%	0%	0%	0%	50%	0%	0%	19%
CF	16th Avenue NE	NE 68th St and NE 65th St	W	18	18	18	18	18	10	8	9	12	11	12	7	6	5	6	7	5	7	6	56%	44%	50%	67%	61%	67%	39%	33%	28%	33%	39%	28%	39%	33%
CG	16th Avenue NE	NE 68th St and NE 65th St	E	17	17	17	17	17	8	7	8	10	12	11	5	5	4	5	5	5	2	4	47%	41%	47%	59%	71%	65%	29%	29%	24%	29%	29%	29%	12%	24%

Project **Roosevelt High School Portables**

Parking Demand & Utilization

				Supply Summary					Parking Demand														Parking Utilization													
									Day Time						Evening								Day Time						Evening							
									Morning (10:00 AM)			Afternoon (1:45 PM)			Early Evening (5:00 PM)				Evening (7:30 PM)				Morning (10:00 AM)			Afternoon (1:45 PM)			Early Evening (5:00 PM)				Evening (7:30 PM)			
Block Face ID	Street Name	Street Segment	Side of Street	Total Parking Spaces Available Weekday Mid-Morning	Total Parking Spaces Available Weekday Afternoon	Total Parking Spaces Availabl Weekday Early Evening	Total Parking Spaces Availabl Weekday Evening	Total Parking Spaces	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average	Tue 5/8/18	Wed 5/9/18	Thur 5/10/18	Average
CH	17th Avenue NE	NE 68th St and 800' point	W	**9**	**9**	**9**	**9**	**9**	9	9	9	8	8	8	4	4	5	4	6	7	3	5	100%	100%	100%	89%	89%	89%	44%	44%	56%	44%	67%	78%	33%	56%
CI	17th Avenue NE	NE 68th St and 800' point	E	**7**	**7**	**7**	**7**	**7**	7	9	8	9	7	8	4	4	5	4	3	5	4	4	100%	129%	114%	129%	100%	114%	57%	57%	71%	57%	43%	71%	57%	57%
CJ [3]	NE 66th Street	12th Ave NE and 15th Ave NE	N	**34**	**34**	**34**	**34**	**34**	38	36	37	33	39	36	13	19	15	16	25	25	21	24	112%	106%	109%	97%	115%	106%	38%	56%	44%	47%	74%	74%	62%	71%
CK [1]	NE 66th Street	12th Ave NE and Brooklyn Ave NE	S	**10**	**10**	**10**	**10**	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CL	NE 66th Street	Brooklyn Ave NE and 14th Ave NE	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CM	NE 66th Street	14th Ave NE and 15th Ave NE	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CN	Roosevelt Way NE	800' point and NE 65th St	W	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	2	1	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CO	Roosevelt Way NE	800' point and NE 65th St	E	**1**	**1**	**1**	**3**	**3**	1	2	2	0	2	1	2	3	2	2	3	3	3	3	100%	200%	200%	0%	200%	100%	200%	300%	200%	200%	100%	100%	100%	100%
CP [1]	12th Avenue NE	NE 66th St and NE 65th St	E	**4**	**4**	**4**	**4**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CQ [1]	Brooklyn Ave NE	NE 66th St and NE 65th St	W	**6**	**6**	**6**	**6**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CR [1]	Brooklyn Ave NE	NE 66th St and NE 65th St	E	**5**	**5**	**5**	**5**	**5**	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	40%	20%
CS	14th Ave NE	NE 66th St and NE 65th St	W	**8**	**8**	**8**	**8**	**8**	8	7	8	7	7	7	1	0	1	1	3	0	1	1	100%	88%	100%	88%	88%	88%	13%	0%	13%	13%	38%	0%	13%	13%
CT	14th Ave NE	NE 66th St and NE 65th St	E	**8**	**8**	**8**	**8**	**8**	9	9	9	8	9	9	0	1	0	0	1	1	0	1	113%	113%	113%	100%	113%	113%	0%	13%	0%	0%	13%	13%	0%	13%
CU	15th Avenue NE	NE 66th St and NE 65th St	W	**2**	**2**	**2**	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
CV	NE 65th Street	800' point and Roosevelt Wy NE	N	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CW	NE 65th Street	800' point and Roosevelt Wy NE	S	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
CX	NE 65th Street	Roosevelt Wy NE and 12th Ave NE	N	**13**	**13**	0	**13**	**15**	3	3	3	7	10	9	0	0	0	0	7	7	8	7	23%	23%	23%	54%	77%	69%	NS	NS	NS	NS	54%	54%	62%	54%
CY	NE 65th Street	Roosevelt Wy NE and 12th Ave NE	S	**17**	**17**	0	**17**	**17**	3	6	5	8	10	9	1	0	0	0	9	9	10	9	18%	35%	29%	47%	59%	53%	NS	NS	NS	NS	53%	53%	59%	53%
CZ	NE 65th Street	12th Ave NE and Brooklyn Ave NE	N	**3**	**3**	0	**3**	**3**	1	8	5	0	3	2	0	0	0	0	1	0	3	1	33%	267%	167%	0%	100%	67%	NS	NS	NS	NS	33%	0%	100%	33%
DA	NE 65th Street	12th Ave NE and Brooklyn Ave NE	S	**6**	**6**	0	**8**	**8**	3	4	4	4	1	3	0	0	0	0	7	7	4	6	50%	67%	67%	67%	17%	50%	NS	NS	NS	NS	88%	88%	50%	75%
DB	NE 65th Street	Brooklyn Ave NE and 14th Ave NE	N	**6**	**6**	**6**	**6**	**6**	8	8	8	8	8	8	5	5	6	5	2	7	3	4	133%	133%	133%	133%	133%	133%	83%	83%	100%	83%	33%	117%	50%	67%
DC	NE 65th Street	Brooklyn Ave NE and 14th Ave NE	S	**9**	**9**	0	**9**	**9**	0	4	2	1	5	3	0	0	0	0	3	2	4	3	0%	44%	22%	11%	56%	33%	NS	NS	NS	NS	33%	22%	44%	33%
DD	NE 65th Street	14th Ave NE and 15th Ave NE	N	**4**	**4**	**4**	**4**	**4**	3	3	3	3	3	3	0	0	1	0	0	0	1	0	75%	75%	75%	75%	75%	75%	0%	0%	25%	0%	0%	0%	25%	0%
DE	NE 65th Street	14th Ave NE and 15th Ave NE	S	**4**	**4**	0	**4**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	NS	NS	NS	NS	0%	0%	0%	0%
DF	NE 65th Street	15th Ave NE and 16th Ave NE	N	**6**	**6**	**6**	**6**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DG	NE 65th Street	15th Ave NE and 16th Ave NE	S	**3**	**3**	0	**3**	**3**	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33%	0%	33%	0%	0%	0%	NS	NS	NS	NS	0%	0%	0%	0%
DH	NE 65th Street	16th Ave NE and 800' point	N	**9**	**9**	**9**	**9**	**9**	0	1	1	0	2	1	0	0	3	1	0	0	0	0	0%	11%	11%	0%	22%	11%	0%	0%	33%	11%	0%	0%	0%	0%
DI	NE 65th Street	16th Ave NE and 800' point	S	**6**	**6**	0	**6**	**6**	2	3	3	2	2	2	0	0	0	0	0	0	0	0	33%	50%	50%	33%	33%	33%	NS	NS	NS	NS	0%	0%	0%	0%
DJ	Roosevelt Way NE	NE 65th St and 800' point	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
DK	Roosevelt Way NE	NE 65th St and 800' point	E	**1**	**1**	**1**	**1**	**1**	1	1	1	1	1	1	1	1	0	1	1	1	0	1	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	0%	100%
DL	12th Avenue NE	NE 65th St and NE 64th St	W	**7**	**7**	**7**	**8**	**8**	0	0	0	4	1	3	2	5	6	4	4	5	3	4	0%	0%	0%	57%	14%	43%	29%	71%	86%	57%	50%	63%	38%	50%
DM	12th Avenue NE	NE 65th St and NE 64th St	E	**5**	**5**	0	**6**	**6**	0	0	0	0	1	1	0	0	0	0	1	0	4	2	0%	0%	0%	0%	20%	20%	NS	NS	NS	NS	17%	0%	67%	33%
DN	Brooklyn Ave NE	NE 65th St and NE 64th St	W	**11**	**11**	**11**	**11**	**11**	6	9	8	7	10	9	8	11	11	10	5	8	9	7	55%	82%	73%	64%	91%	82%	73%	100%	100%	91%	45%	73%	82%	64%
DO	Brooklyn Ave NE	NE 65th St and NE 63rd St	E	**19**	**19**	**19**	**19**	**19**	13	16	15	13	14	14	16	17	12	15	16	13	11	13	68%	84%	79%	68%	74%	74%	84%	89%	63%	79%	84%	68%	58%	68%
DP	14th Avenue NE	NE 65th St and NE 63rd St	W	**18**	**18**	**18**	**18**	**18**	7	11	9	9	13	11	8	9	13	10	9	12	10	10	39%	61%	50%	50%	72%	61%	44%	50%	72%	56%	50%	67%	56%	56%
DQ	14th Avenue NE	NE 65th St and NE 63rd St	E	**14**	**14**	**14**	**14**	**14**	6	8	7	7	8	8	10	9	7	9	9	12	9	10	43%	57%	50%	50%	57%	57%	71%	64%	50%	64%	64%	86%	64%	71%
DR	15th Avenue NE	NE 65th St and NE 63rd St	W	**8**	**8**	**8**	**8**	**8**	2	2	2	3	3	3	1	1	1	1	1	2	0	1	25%	25%	25%	38%	38%	38%	13%	13%	13%	13%	13%	25%	0%	13%
DS	15th Avenue NE	NE 65th St and NE 63rd St	E	**14**	**14**	0	**14**	**14**	4	1	3	2	3	3	0	0	0	0	3	0	3	2	29%	7%	21%	14%	21%	21%	NS	NS	NS	NS	21%	0%	21%	14%
DT	16th Avenue NE	800' point and 12th Ave E	W	**8**	**8**	**8**	**9**	**9**	5	3	4	5	3	4	4	4	5	4	3	5	4	4	63%	38%	50%	63%	38%	50%	50%	50%	63%	50%	33%	56%	44%	44%
DU	16th Avenue NE	800' point and 12th Ave E	E	**5**	**5**	**5**	**5**	**5**	3	1	2	3	3	3	4	2	1	2	3	2	2	2	60%	20%	40%	60%	60%	60%	80%	40%	20%	40%	60%	40%	40%	40%
DV	NE 64th Street	800' point and 12th Ave E	N	**5**	**5**	**5**	**5**	**6**	1	4	3	1	5	3	3	2	3	3	3	2	2	2	20%	80%	60%	20%	100%	60%	60%	40%	60%	60%	60%	40%	40%	40%
DW	NE 64th Street	800' point and 12th Ave E	S	**3**	**3**	**3**	**3**	**3**	0	2	1	0	3	2	3	3	3	3	3	4	3	3	0%	67%	33%	0%	100%	67%	100%	100%	100%	100%	100%	133%	100%	100%
DX	NE 64th Street	12th Ave NE and Brooklyn Ave NE	N	**5**	**5**	**5**	**5**	**5**	4	5	5	5	5	5	4	5	5	5	2	4	5	4	80%	100%	100%	100%	100%	100%	80%	100%	100%	100%	40%	80%	100%	80%
DY	NE 64th Street	12th Ave NE and Brooklyn Ave NE	S	**10**	**10**	**10**	**10**	**10**	11	11	11	10	11	11	8	11	10	10	9	7	9	8	110%	110%	110%	100%	110%	110%	80%	110%	100%	100%	90%	70%	90%	80%
DZ	12th Avenue NE	NE 64th St and 800' Point	W	**4**	**4**	**4**	**4**	**4**	3	3	3	4	3	4	4	3	3	3	3	4	2	3	75%	75%	75%	100%	75%	100%	100%	75%	75%	75%	75%	100%	50%	75%
EA	12th Avenue NE	NE 64th St and 800' Point	E	**2**	**2**	**2**	**2**	**2**	3	2	3	3	4	4	3	3	3	3	3	3	2	3	150%	100%	150%	150%	200%	200%	150%	150%	150%	150%	150%	150%	100%	150%
EB	Brooklyn Ave NE	NE 64th and 800' point	W	**10**	**10**	**10**	**10**	**10**	3	8	6	3	8	6	8	7	8	8	7	6	4	6	30%	80%	60%	30%	80%	60%	80%	70%	80%	80%	70%	60%	40%	60%
EC	NE 63rd Street	800' point and 14th Ave NE	N	**1**	**1**	**1**	**1**	**1**	1	1	1	0	1	1	0	2	1	1	1	1	1	1	100%	100%	100%	0%	100%	100%	0%	200%	100%	100%	100%	100%	100%	100%
ED	NE 63rd Street	14th Ave NE and 15th Ave NE	N	**11**	**11**	**11**	**11**	**11**	8	8	8	8	8	8	8	6	10	8	9	5	9	8	73%	73%	73%	73%	73%	73%	73%	55%	91%	73%	82%	45%	82%	73%
EE	NE 63rd Street	800' point and 800' point	S	**15**	**15**	**15**	**15**	**15**	10	7	9	13	9	11	13	9	12	11	12	11	10	11	67%	47%	60%	87%	60%	73%	87%	60%	80%	73%	80%	73%	67%	73%
EF	NE 63rd Street	15th Ave NE and 800' point	N	**4**	**4**	**4**	**4**	**4**	1	1	1	1	1	1	2	0	1	1	2	2	2	2	25%	25%	25%	25%	25%	25%	50%	0%	25%	25%	50%	50%	50%	50%
EG	NE 63rd Street	15th Ave NE and 800' point	S	**3**	**3**	**3**	**3**	**3**	2	2	2	3	2	3	2	2	3	2	2	2	1	2	67%	67%	67%	100%	67%	100%	67%	67%	67%	67%	67%	67%	33%	67%
EH	15th Avenue NE	NE 63rd St and 800' point	W	**4**	**4**	**4**	**4**	**4**	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0%	0%	0%	0%	25%	25%	0%	0%	25%	0%	0%	0%	25%	0%
EI	15th Avenue NE	NE 63rd St and 800' point	E	**4**	**4**	0	**4**	**4**	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0%	0%	0%	0%	0%	0%	NS	NS	NS	NS	25%	0%	25%	25%
		TOTAL		**784**	**771**	**667**	**791**	**798**	**583**	**593**	**588**	**566**	**591**	**579**	**368**	**377**	**368**	**371**	**467**	**443**	**411**	**440**	**74%**	**76%**	**75%**	**73%**	**77%**	**75%**	**55%**	**57%**	**55%**	**56%**	**59%**	**56%**	**52%**	**56%**