

# Ordinance No. 108615

AN ORDINANCE establishing a restricted parking zone in the Montlake Neighborhood.

10-24-79 *Par*

85:8:09

COMPTROLLER  
FILE NUMBER

100781

## Council Bill No. 100781

INTRODUCED: <u>OCT 22 1979</u>	BY: <u>WILLIAMS</u>
REFERRED: <u>OCT 22 1979</u>	TO: <u>TRANSPORTATION</u>
REFERRED:	
REFERRED:	
REPORTED: <u>OCT 29 1979</u>	SECOND READING: <u>OCT 29 1979</u>
THIRD READING: <u>OCT 29 1979</u>	SIGNED: <u>OCT 29 1979</u>
PRESENTED TO MAYOR: <u>OCT 30 1979</u>	APPROVED: <u>NOV 8 1979</u>
RETD. TO CITY CLERK: <u>NOV 8 1979</u>	PUBLISHED:
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:

LAW DEPARTMENT

SEE BACK COVER

C.F. 289718 --Report entitled "Montlake Residential Parking Zone -Six-Month Project Report",  
re Ord. 108615 which establishes a restricted parking zone in Montlake Neighborhood

ORDINANCE 108615

AN ORDINANCE establishing a restricted parking zone in the Montlake Neighborhood.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. There is hereby established a restricted parking zone as contemplated by Ordinance 108200, Section 11.16.315, as amended by Ordinance 108354, in the area bounded by East Shelby Street, East Hamlin Street, West Park Drive and East Park Drive East; and the Director of Engineering under the direction of the Board of Public Works is authorized to reserve parking on the streets within the restricted parking zone for the exclusive use of abutting properties and/or in the discretion of the Board, residents in the zone, vehicles used by their visitors, and service vehicles of persons having business in the street, at all or only certain hours; to set time limits for parking applicable to all vehicles except vehicles owned or used by such residents, their visitors or service vehicles of persons having business in the street or with the residents; on behalf of the Board, to issue permits authorizing parking by residents, their visitors, and service vehicles of persons having business in the street or with the residents independently of parking restrictions applicable to the public generally; and to take such other action as appropriate to implement Ordinance 108354 within the restricted parking zone.

Section 2. Posting of traffic control signs and issuance of courtesy ("warning") notices to violators pursuant to the authority and prior to the effective date of this ordinance are hereby ratified and confirmed.

(To be used for all Ordinances except Emergency.)

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

Passed by the City Council the 29 day of October, 1977,  
and signed by me in open session in authentication of its passage this 29 day of  
October, 1977.

John Miller  
President of the City Council.

Approved by me this 8 day of November, 1977.  
Charles Koye

Mayor.

Filed by me this 8 day of November, 1977.

Attest: E. L. King  
City Comptroller and City Clerk.

(SEAL)

Published \_\_\_\_\_

By Rayne Angewine  
Deputy Clerk.

# Your City, Seattle

Executive Department-Office of Management and Budget

Casey Jones, Director  
Charles Royer, Mayor



The Honorable Douglas Jewett  
City Attorney  
City of Seattle

Dear Mr. Jewett:

The Mayor is proposing to City Council that the enclosed report and recommendation be returned to Council for review.

REQUESTING  
DEPARTMENT: Board of Public Works

SUBJECT: A communication from the Director of Engineering submitting a report and recommendation on implementing a six month, residential Parking Zone Pilot Project in the Montlake Neighborhood.

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

Sincerely,

Charles Royer  
Mayor

By

Casey Jones  
Budget Director

CJ:rb:jk

Enclosure

10/19/79

RUSH

To: John Laven

Content:

Mountlake Pilot Residential Parking Project.

Engineering & OCO want to get this to the Law Dept. by 2:00 10/19/79.

This report, recommendation and draft ordinance concerning the project is high priority in the Mayor's Office (Jack Wellens) and with the impacted community (Mountlake)

This is one part of a total projected three — part <sup>pilot</sup> plan for residential permits including other areas such as Providence Hospital, Group Health and entire University ~~per~~ perimeter.

Evidently the City (Engineering) has not kicked the ~~total project~~ <sup>this</sup> off with adequate speed and are frantic to be certain the Mountlake pilot project is walked on by Jeanette Williams to be discussed on Monday 10/22/79 Council Transportation Committee Meeting.

It has been reviewed by R. Reems.

Barnes

"(ATTENTION: Royal Alley-Barnes)  
TO: OFFICE OF MANAGEMENT AND BUDGET,  
FOR TRANSMITTAL TO THE CITY COUNCIL,"

Your  
Seattle  
Board of Public Works

Betty L. McFarlane, Executive Secretary  
Charles Royer, Mayor



Re: Residential Parking Zones  
Montlake Pilot Project

October 10, 1979

VIA: Mayor Charles Royer, Attention: OMB

RECEIVED

OCT 16 1979

City Council  
City of Seattle

OFFICE OF MANAGEMENT  
& BUDGET

Honorable Members:


The Board of Public Works had before it, in regular session today, a communication from the Director of Engineering submitting report and recommendation on implementing a Residential Parking Zone Pilot Project in the Montlake Neighborhood.

An Engineering Department representative briefed the Board and residents were present at the hearing. Residents indicated they were very much in favor of the pilot project being implemented.

The Board concurred in the recommendation of the Director of Engineering that the pilot project in the Montlake neighborhood, as submitted, should be implemented for a period of six months and herewith forwards that recommendation to your Honorable Body for consideration and necessary legislative action. Attached for your review is the report and recommendations submitted by the Director of Engineering. A report and recommendation will be forwarded to the Board after the six-month period.

Respectfully,

BOARD OF PUBLIC WORKS

  
Kenneth M. Lowthian  
Chairman

BLM:wb

cc: Mayor Charles Royer  
OMB  
Noel Schoneman, Engineering Dept.  
Ellen Hansen, DCD  
Major Dempsey, Police Dept.

Att.



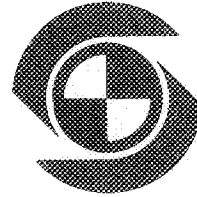
Your  
Seattle  
Engineering Department

Paul A. Wiatrak, Director of Engineering  
Charles Royer, Mayor

RECEIVED

OCT 8 9:19 AM '79

SECRETARY  
BOARD OF PUBLIC WORKS



October 1, 1979

The Honorable Board  
of Public Works  
City of Seattle

Subject: RESIDENTIAL PARKING ZONES - Montlake Pilot Project

We have completed our technical analysis and community involvement process for implementing a Residential Parking Zone (RPZ) Pilot Project in the Montlake neighborhood as per our commitment to the residents of that area. This letter is to transmit our report and recommendations for your processing as required by Ordinance #108354. In summary, we wish to make the following recommendations:

- 1) Initiate an RPZ Pilot Project in that part of the Montlake neighborhood bounded by E Shelby Street, E Hamlin Street, E Park Drive E and W Park Drive E.
- 2) Provide residents of this area with an RPZ permit and issue one RPZ decal for each of the motor vehicles registered to the area residents and normally parked at their Montlake address. Proof of vehicle ownership and local residency will be required. The RPZ decals will be fixed securely to the vehicles and will exempt those vehicles from the local time limit parking restrictions. (2-hour parking restrictions are presently in effect from 8 AM to 5 PM, Monday through Friday).
- 3) No visitor permits be issued.
- 4) That the potential project area be designated southward as may be warranted to E Calhoun Street, bounded by 19th Ave E and Lake Washington Boulevard E to allow a quicker response than otherwise possible should that area be impacted by commuters displaced by the pilot project in the primary study area.
- 5) That the ordinance developed to authorize the Montlake Pilot Project not preclude the City Traffic Engineer from exercising his normal authority in changing parking regulations along the project streets or from modifying the details of the RPZ to address problems that may arise. All concerned would be notified by letter of any changes to the pilot project. In the case of expansion of the RPZ project southward toward E Calhoun Street, data would be collected to verify that the RPZ Ordinance requirements were met and a petition would be circulated to ensure local support prior to our taking action. As with other changes to the demonstration system, the Board of Public Works and the Council's Transportation Committee will be kept informed.
- 6) That the pilot project period be designated as 6 months from implementation, subject to extensions as may be needed.

Attached for your information is a copy of the petition circulated in the project area, a copy of our project initiation report for this pilot project, a project environmental check list and a copy of our draft ordinance authorizing this pilot project. The petitions, which received an incomplete circulation as of this writing, show a 68% support rate from the local residents. As indicated in Ordinance #108354, a full report will be presented upon completion of the pilot project period.

Please do not hesitate to call Noel Schoneman, the project engineer, at 625-2347, if you have any questions or comments regarding our recommendations.

Sincerely yours,



PAUL A. WIATRAK, P.E.  
Director of Engineering

NFS:pma

Attachments (4)

cc: Ellen Hansen, DCD  
Major Dempsey, SPD, Traffic  
B

BOARD OF PUBLIC WORKS	
Date	10/10/79
Approved	X
Denied	
Committee of Whole	
Referred	
Other	6

# DRAFT

## ORDINANCE \_\_\_\_\_

AN ORDINANCE authorizing the establishment of a residential parking zone pilot project in the Mountlake neighborhood.

WHEREAS, Ordinance #108354 authorizes the establishment of residential parking zones and sets the criteria to be met in the application of such zones; and

WHEREAS, a majority petition has been received from the residents of the area bounded by E Shelby St, E Hamlin St, E Park Drive E and W Park Drive E, hereafter defined as the primary project area; and

WHEREAS, the criteria set forth by Ordinance #108354 are met by the 1800 block of E Shelby St the 2800 block of E Park Drive E and the 2800 block of W Park Drive E; and

WHEREAS, the project area should include a buffer zone to preclude transferring parking problems from one street to another and that a larger study area should be identified to fully quantify the impacts of the project; and

WHEREAS, the City would benefit from the experience of pilot residential parking zone project in the Mountlake neighborhood; Now therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Engineering Department is authorized to implement a

residential parking zone project in the area bounded by ~~E~~<sup>S</sup>helby St, E Hamlin St, W Park Drive E and E Park Drive E.

Section 2. The Seattle Engineering Department is authorized to expand the residential parking zone controls as far south as E Calhoun St, bounded by 19 Ave E and Lake Washington Blvd E, upon the identification of a problem and community support meeting the criteria set forth by Ordinance #108354 to mitigate any impacts imposed in that area by the parking controls imposed in the primary project area.

Section 3. That any act pursuant to the authority and prior to the effective date of this Ordinance is hereby ratified and confirmed.

10/2/79

NFS:klm

## **RESIDENTIAL PARKING ZONES**

### **MONTLAKE PILOT PROJECT**

#### **PROJECT INITIATION REPORT**

##### PURPOSE

Residential Parking Zones (RPZ) are planned for the Montlake neighborhood on a Pilot Project (trial) basis. The purpose of this RPZ Pilot Project is to ease parking, safety, and environmental problems which result in this neighborhood because of a heavy use of the residential streets for parking by motorists commuting to the University of Washington and to help develop a RPZ program for Seattle that can be used to provide aid to other neighborhoods subjected to similar problems.

Environmental benefits that extend beyond the study area would be attained if commuters displaced by the reduction of available parking are encouraged to utilize more efficient forms of transportation such as buses or carpools.

The purpose of this report is to provide the basis for implementing a RPZ Pilot Project in the E Shelby/E Hamlin area of the Montlake Neighborhood.

##### AUTHORITY

Authority to implement RPZ projects became effective on August 13, 1979, per Ordinance #108354 which amended the Seattle Traffic Code. This ordinance also provides guidelines for implementing RPZ projects. The key elements of the Ordinance provisions are:

##### 1) Problem Definition

A parking problem serious enough to warrant an RPZ application exists when 75% or more of the available on-street parking supply is generally occupied and at least 25% of the vehicles parked are not owned by or serving neighborhood residents.

##### 2) Delegation of Responsibility

The City Traffic Engineer is to conduct the studies and analysis necessary to develop a recommendation regarding the application of RPZ strategies to individual neighborhoods and the Board of Public Works is to hold a public hearing and forward its recommendation to the City Council regarding the establishment of RPZ's in specific areas. Community support must be evidenced by a majority petition.

##### 3) Ordinance Requirements

The City Council must approve of each RPZ project by ordinance.

##### BACKGROUND

The Montlake neighborhood was selected as one of the RPZ Pilot Projects because it was one of the earliest applicants to the program, our experience with parking problems in part of the Montlake neighborhood concurred with the neighborhood complaint, the E Shelby/E Hamlin section of Montlake was uniquely situated so as to give a reasonable chance of success for a RPZ pilot project with minimal potential impact in the surrounding neighbor-

hood and the project would give us experience in developing a RPZ program in the vicinity of a major university.

### PROJECT AREA

The primary project area is bounded by E Shelby Street, E Hamlin Street, E Park Drive E and W Park Drive E and is located just south of the Lake Washington Ship Canal (Montlake cut ) and is separated from the bulk of the Montlake neighborhood by the SR 520/Montlake interchange (Fig 1.).

This area contains 119 homes and is located  $\frac{1}{4}$  mile south of the University of Washington and the University Hospital. Other nearby facilities are the Seattle Yacht Club, the National Marine Fisheries Service and the Museum of History and Industry. (Figure 2.)

### PROBLEM IDENTIFICATION

'Two-hour' parking restrictions were placed in the Montlake project area in the early 1960's to encourage a frequent turnover of parked vehicles and thereby help alleviate the parking congestion imposed upon that neighborhood by its proximity to the University of Washington. In spite of the 2-hour time limit, parking demands imposed on this residential area remain high: residents find it difficult to park near their homes, illegal parking frequently occurs and the quality of neighborhood life is adversely affected by the circulation of commuters looking for a place to park. Also, residents themselves must comply with the 2-hour parking time limits that are in effect from 8 AM to 5 PM, Monday through Friday.

### DATA COLLECTION AND ANALYSIS

The parking study done for this RPZ project was conducted on Wednesday, April 25, 1979. The license plates of vehicles parking on-street between 10 AM and NOON and at 6 PM were checked against a list of license plates furnished by the neighborhood through a survey\* conducted in early April, 1979. This study showed the following:

	Parking Utilization			Commuter Demand		<u>KEY</u>
	<u>S</u>	<u>D</u>	<u>D/S</u>	<u>C</u>	<u>C/D</u>	
1800 Block, E Shelby St						S = Parking Supply - The total number of on-street parking spaces available.
10 AM - Noon	43	34	79%	30	88%	
6 PM		22	51%	16	73%	
2800 Block, W Park Drive E						D = Parking Demand - The total number of vehicles parked on-street.
10 AM - Noon	15	13	87%	7	54%	
6 PM		9	60%	5	56%	
1800 Block, E Hamlin St						C = Number of Commuter vehicles parked on-street.
10 AM - Noon	43	15	35%	15	100%	
6 PM		16	37%	13	81%	

\*NOTE: The response rate to

2100 Block, E Shelby St					
10 AM - Noon	52	14	27%	14	100%
6 PM		13	25%	7	54%
2800 Block E Park Dr E					
10 AM - Noon	4	5	125%	3	60%
6 PM		2	50%	2	100%
2100 Block, E Hamlin St					
10 AM	50	25	50%	22	88%
6 PM		18	36%	9	50%

the questionnaire that furnished the residents' license plate numbers was 73%. Even if the commuter demand ratio is reduced to compensate for an incomplete listing of resident license plates, the number of commuters still far exceeds the 25% required to meet the RPZ definition of a problem.

**TABLE 1**  
On-Street Parking Supply and Demand

The table above shows that the following three street segments meet both the "75% utilization, 25% commuter" criteria set by the RPZ Ordinance: The 1800 block of E Shelby Street, W Park Drive E and E Park Drive E. The other streets all exceed the "25% commuter" criteria. The existing 2-hour parking restrictions help ease the potential parking problems in the Shelby/Hamlin area by discouraging long-term parking. Without these 2-hour controls, parking throughout the Shelby/Hamlin area would be virtually 100% utilized by commuters.

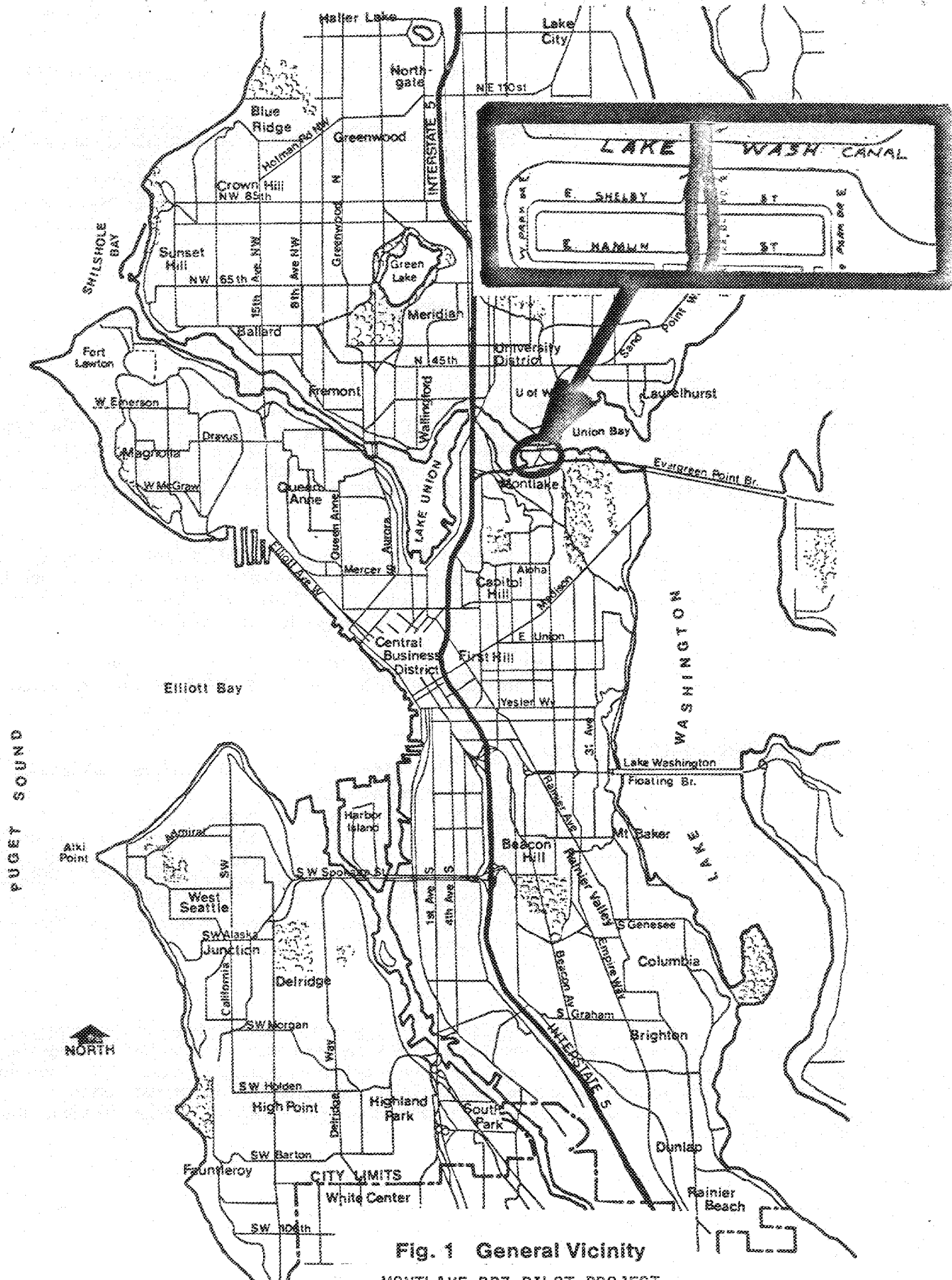
The neighborhood survey also revealed that the number of off-street parking spaces furnished at homes in the area slightly exceeded the number of vehicles regularly used by residents of the area — an average of 1.6 vehicles and 1.7 off-street spaces were reported per residence. Most of the off-street spaces are in garages located off alleys.

The results of this parking study were supported by the findings of a previous study conducted in the west half of the project area on May 17, 1978. This earlier study found that at 1 PM the parking utilization was 79% along E Shelby street; 80% along W Park Drive E and 40% along E Hamlin Street. The proportion of commuter vehicles along these streets was 94%, 58% and 100% respectively.

This previous study also spot checked the parking availability in the Montlake neighborhood south of SR 520 and east of E Montlake Place E (Fig 3). The on-street parking in this area was found to be 35-40% utilized during the day with approximately 10% non-resident vehicles parked at the curb. Although localized parking problems may occur, parking was found to be generally available in this area. Our experience indicates that this would be true in that part of the Montlake neighborhood bounded by Lake Washington Boulevard, 19th Ave E and E Calhoun Street. The impact of University Task Force traffic control strategies on parking availability in this area is unknown.

### COMMUNITY INVOLVEMENT

In March, 1978, a mail-back questionnaire was distributed to the residents of the study area. The purpose of this survey was to familiarize the local residents with the RPZ program and to obtain information from them regarding the number and identification of the vehicles they normally park at their residence, to determine the number of off-street parking spaces they have available and to solicit comments from them regarding the parking problems they are experiencing.





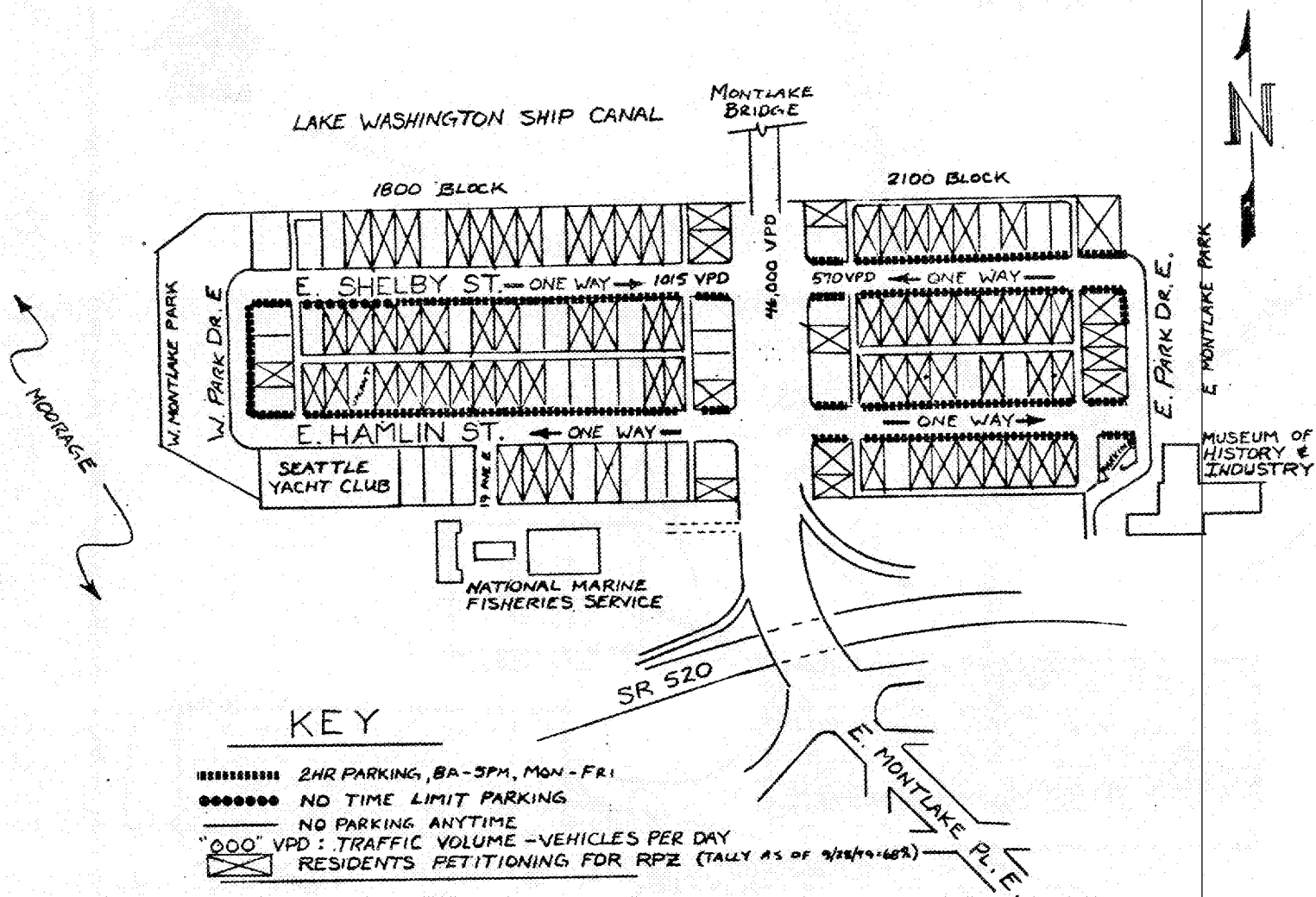


FIGURE 2  
EXISTING CONDITIONS  
PRIMARY PROJECT AREA  
MONTLAKE RESIDENTIAL PARKING ZONE PROJECT

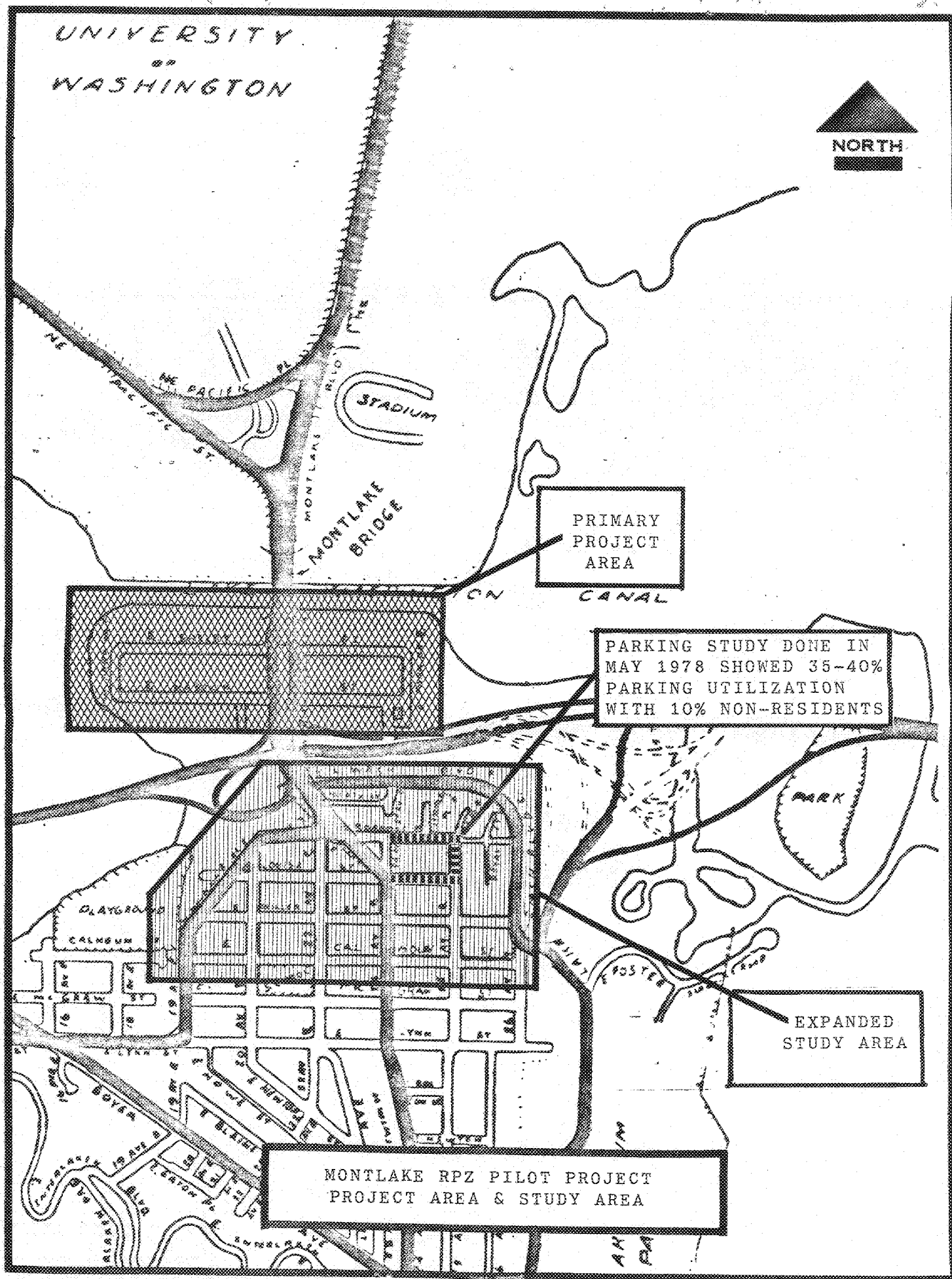


FIGURE 3

On Thursday, August 23, 1979, a neighborhood meeting was held at the Museum of History and Industry to discuss the Engineering Department's RPZ proposal. At that time, we recommended a 'non-decal' system wherein half the on-street parking would be reserved exclusively for the use of neighborhood residents. No decals were to be issued and enforcement would be on a complaint basis. The success of such a program would depend upon the community's ability to recognize one another's automobiles and their willingness to exert the effort needed to maintain an updated list of license plates of the locally operated vehicles. Those attending the meeting unanimously requested the 'decal' RPZ alternative.

After reviewing the community comment, we revised our recommendation to the 'decal' system because we agreed that the unique situation in this neighborhood (quarterly turnover of student commuters and high utilization of short-term parking) might lead to an undue burden on the local residents and Police Department to attain proper enforcement.

During the weekend of September 22, 1979, a petition was circulated within the study area to formally determine local support of RPZ's. Although the petition's circulation was not complete as of this writing, 81 signatures were obtained for a response rate of 68%. (Refer to Figure 2.) An information sheet was distributed during the petition process to bring the local residents up to date on the project status and to let them know what to expect when the RPZ are installed.

To date, no comment has been received from Montlakes 'institutional' residents: The National Marine Fisheries Service, the Museum of History and Industry and the Seattle Yacht Club. These parties will continue to be notified to meetings and hearings on this project. In addition, letters will be sent to specifically solicit comments from them. The University of Washington has expressed interest in implementing this project as soon as possible to supplement its attempts to encourage a greater use of 'high occupancy vehicle' transportation by its students and faculty.

## CONCLUSIONS & RECOMMENDATIONS

### 1) Need for RPZ

#### Conclusions:

Three street segments within the immediate study area meet both criteria and the problem definition contained in the RPZ ordinance (75% on-street parking utilized, 25% non-local vehicles parked). The streets meeting these criteria are the 1800 block of E Shelby, the 2200 block of W Park Drive E and the 2800 block of E Park Drive E. However, commuter parking on all streets far exceeds the "25% Commuter" criteria (Reference Table 1). The existing 2-hour parking restrictions protects the neighborhood from experiencing a much more serious parking problem and without these time limits in effect, the parking utilization in the Shelby/Hamlin area would approach 100%.

As evidenced by the petition, a RPZ Pilot Project is highly favored in the Shelby/Hamlin area.

#### Recommendations:

Initiate a RPZ Pilot Project in the area bounded by E Shelby Street, E Hamlin Street,

W Park Drive E and E Park Drive E in the form of parking decals that will exempt local residents from the existing 2-hour time limits which would remain in place. (This would not exempt residents from parking prohibitions, such as found in front of fire hydrants or as might be applied for traffic control measures taken for special events). Including the 1800 & 2100 blocks of E Hamlin Street and the 2100 block of E Shelby Street in the RPZ project area, will help preclude transferring the commuter parking problem from one part of the neighborhood to another.

To keep the system as simple and uniform as possible we recommend that, at least initially, residents be provided with decals for each of the vehicles owned by them and normally parked at their address, that no visitor permits be issued and that the decals be serialized for identification purposes.

Adjustments and modifications to all aspects of the system can be considered during the trial project.

We also recommend that no fees be collected for the decals during the Pilot Project. Pilot Project costs will be compiled for a future recommendation to the Board of Public Works regarding the nature of an appropriate fee.

## 2) Worst Case Impact

### Conclusion:

There are approximately 207 on-street parking spaces in the study area. The local residents operate approximately 175 vehicles. Approximately 90 commuter vehicles park in the area. In the worst case situation, local residents could utilize 85% of the on-street spaces — leaving only about 30 on-street parking spaces for visitors and service vehicles and pushing 60 or more commuter vehicles into the Montlake Neighborhood south of the Shelby/Hamlin area. The increased rates for on-campus parking to be imposed in conjunction with the University Task Force traffic control strategies may generate an additional parking demand in this section of Montlake.

### Recommendation:

Expand the potential project area southward to E Calhoun Street, bounded by 19th Ave E and Lake Washington Boulevard E. RPZ's would not be initiated in the expanded project area unless it could be shown that the original project and/or the University Task Force strategies impacted this area, or a portion thereof, to the degree that it could qualify for RPZ's — in which case, the SED would be authorized to proceed with implementing RPZ controls to correct the problem as soon as a majority petition could be obtained. The purpose for including this area in the Pilot Project ordinance at this time would be to increase our ability to respond to the neighborhood should a problem develop. We would avoid the 2-3 month delay required to obtain a separate authorizing ordinance for the expanded area.

NFS:pma  
10.1.79  
B

**PETITION  
RESIDENTIAL PARKING ZONE**

NFS/sma  
9/18/79  
12

**MONTLAKE PILOT PROJECT**

September, 1979

We, the undersigned residents of the Montlake neighborhood, petition the Seattle Engineering Department, the Board of Public Works and the City Council to initiate a Residential Parking Zone (RPZ) program on a Pilot Project (trial) basis in the section of our neighborhood bounded by E Shelby St, E Hamlin St, E Park Drive E and W Park Dr E. We prefer the "permit system" of RPZ wherein residents would be issued stickers for their vehicles that would exempt them from the time limits imposed upon general parking.

We believe that a RPZ program would benefit our neighborhood by reducing the effects of the excessive demands imposed upon our streets by commuter parking generated primarily by the University of Washington. We believe RPZ will improve our neighborhood environment by reducing congestion on our streets, reducing noise, improving air quality, improving vehicular and pedestrian safety, and by strengthening our sense of neighborhood unity and cohesiveness.

RPZ will also benefit the City in general by promoting the use of environmentally preferred transportation (carpools, transit, bicycles) by those commuting to and from this area. This would be accomplished by allowing us to leave our automobiles at home more often and by reducing the number of free parking spaces available to other commuters.

COMMUNITY CONTACT PERSON: Pete Johnson

2817 E. Park Dr. E. Phone 329-2434

SIGNATURE	PRINTED NAME	ADDRESS	
<u>Alfred R. Urgan</u>	<u>ALFRED R. URGAN</u>	<u>1852 E. SHELBY ST</u>	<u>98112</u>
<u>Farlyn E. Urgan</u>	<u>FARLYN E. URGAN</u>	<u>"</u>	<u>"</u>
<u>Michael Losesler</u>	<u>MICHAEL LOSSELER</u>	<u>1872 E. SHELBY ST</u>	
<u>Catherine Comb</u>	<u>CATHERINE COMB</u>	<u>1872 E. SHELBY ST</u>	<u>98112</u>
<u>Frank Dorsey</u>	<u>Frank Dorsey</u>	<u>1850 E. SHELBY ST</u>	<u>98112</u>
<u>Betty May Journey</u>	<u>Betty May Journey</u>	<u>1875 E. Hamlin St.</u>	
<u>Robert Lom</u>	<u>Robert Lom</u>	<u>"</u>	
<u>Mary L. Sawhill</u>	<u>MARY L. SAWHILL</u>	<u>2810 W. Park Dr. East</u>	
<u>J. F. Parker</u>	<u>J. F. PARKER</u>	<u>1826 E. SHELBY ST</u>	
<u>E. M. Dworski</u>	<u>E. M. DWORSKI</u>	<u>1832 E. SHELBY ST</u>	
<u>H. F. Lyness</u>	<u>H. F. LYNES</u>	<u>1856 E. SHELBY ST</u>	
<u>Barbara Moss</u>	<u>BARBARA MOSS</u>	<u>2908 Montlake Blvd</u>	
<u>Blanche Hess</u>	<u>2121 E. SHELBY</u>	<u>Blanche M. Hess</u>	
<u>Harry B. Rich</u>	<u>2146 E. Hamlin</u>	<u>Harry B. Rich</u>	
<u>Nellie M. Jeching</u>	<u>2151 E. Hamlin</u>		
<u>Mr &amp; Mrs John H. Koenig</u>	<u>2133 E. Hamlin</u>		
<u>Mr &amp; Mrs L. S. Dwyer</u>	<u>2127 E. Hamlin</u>		
<u>Mrs. &amp; Mrs. Larry J. Gregg</u>	<u>Mrs &amp; Mrs. Gregg</u>	<u>2734 Montlake Blvd. E</u>	

**PETITION  
RESIDENTIAL PARKING ZONE  
MONTLAKE PILOT PROJECT  
September, 1979**

NFS/sma  
9/18/79  
12

We, the undersigned residents of the Montlake neighborhood, petition the Seattle Engineering Department, the Board of Public Works and the City Council to initiate a Residential Parking Zone (RPZ) program on a Pilot Project (trial) basis in the section of our neighborhood bounded by E Shelby St, E Hamlin St, E Park Drive E and W Park Dr E. We prefer the "permit system" of RPZ wherein residents would be issued stickers for their vehicles that would exempt them from the time limits imposed upon general parking.

We believe that a RPZ program would benefit our neighborhood by reducing the effects of the excessive demands imposed upon our streets by commuter parking generated primarily by the University of Washington. We believe RPZ will improve our neighborhood environment by reducing congestion on our streets, reducing noise, improving air quality, improving vehicular and pedestrian safety, and by strengthening our sense of neighborhood unity and cohesiveness.

RPZ will also benefit the City in general by promoting the use of environmentally preferred transportation (carpools, transit, bicycles) by those commuting to and from this area. This would be accomplished by allowing us to leave our automobiles at home more often and by reducing the number of free parking spaces available to other commuters.

COMMUNITY CONTACT PERSON: Pete Johnson

2877 E. Park Dr. E. Phone 329-2434

SIGNATURE	PRINTED NAME	ADDRESS
<i>[Signature]</i>	<i>[Signature]</i>	1846 E Hamlin 98112
Anne Lorell Matheson	MATSEN, ANNE	1853 E. Hamlin 98111
Frederick A. Matheson	MATSEN, F.A.	1853 E. Hamlin 98112
Joyce Hedlin	Joyce Hedlin	1852 E. Hamlin
William N. Hedlin	William N. Hedlin	1852 E. Hamlin 98112
Pamela Murray	Pamela Murray	1888 E. Hamlin 98112
Patricia W. Hayden	PATRICIA HAYDEN	1836 E. HAMLIN 98112
Phillip S. Turges	Phillip S. Turges	1826 E. Hamlin 98112
John Davis	John Davis	1816 E. Hamlin
Patsy J. Davis	Patsy J. Davis	1816 E. Hamlin 98112
Carole Thomas	CAROLE THOMAS	1812 E. HAMLIN 98112
William R. Thomas	William R. Thomas	1812 E. Hamlin 98112
<i>[Signature] had already signed</i>		
Mildred M. Sines	Mildred M. Sines	1832 E. Hamlin 98112
Gareldine S. Moore	Gareldine S. Moore	1840 E. Hamlin 98112
Margaret E. Byington	Margaret E. Byington	1856 E. Hamlin
Robert K. Hodges	1882 E. Hamlin	1882 E. Hamlin
Margaret Hodges	1882 E. Hamlin	" " "
Janece Albord	Janece Albord	1896 E. Hamlin
Dale Alderson	Dale Alderson	1896 E. Hamlin
John B. Harris	John B. Harris	1863 E. Hamlin
Nancy Harris	Nancy Harris	1863 E. Hamlin
Allen J. Hochstetler	ALLEN J. HOCHSTETLER	1857 E. Hamlin
Melita M. Parton	MELITA M. PARTON	1857 E. HAMLIN



**PETITION  
RESIDENTIAL PARKING ZONE  
MONTLAKE PILOT PROJECT  
September, 1979**

NFS/sma  
9/18/79  
12

We, the undersigned residents of the Montlake neighborhood, petition the Seattle Engineering Department, the Board of Public Works and the City Council to initiate a Residential Parking Zone (RPZ) program on a Pilot Project (trial) basis in the section of our neighborhood bounded by E Shelby St, E Hamlin St, E Park Drive E and W Park Dr E. We prefer the "permit system" of RPZ wherein residents would be issued stickers for their vehicles that would exempt them from the time limits imposed upon general parking.

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COMMUNITY CONTACT PERSON: Linda Barber  
2160 E. Hamlin Phone 329-1715

SIGNATURE	PRINTED NAME	ADDRESS
<u>Linda M. Barber</u>	<u>Linda M. Barber</u>	<u>2160 E. Hamlin</u>
<u>Irene M. Ringer</u>	<u>IRENE M. RINGER</u>	<u>2141 E. Hamlin</u>
<u>Ethel J. Holtz</u>	<u>Ethel J. Holtz</u>	<u>2121 E. Hamlin</u>
<u>Ed. Mangan</u>	<u>Ed. Mangan</u>	<u>2137 E Hamlin</u>
<u>Richard Harrison</u>	<u>Richard M. Harrison</u>	<u>2147 E Hamlin</u>
<u>Michael S. Clark</u>	<u>Michael S. Clark</u>	<u>2111 E. Hamlin</u>
<u>Lillian S. Clark</u>	<u>Lillian S. Clark</u>	<u>2111 E. Hamlin</u>
<u>Russ Haddon</u>	<u>Russ Haddon</u>	<u>2740 Montlake Bl. E.</u>
<u>Russell L. Brackett</u>	<u>RUSSELL L. BRACKETT</u>	<u>2228 E Hamlin</u>
<u>Ulf Reinhall</u>	<u>ULF REINHALL</u>	<u>212 E. HAMLIN</u>
<u>Kevin Weick</u>	<u>KEVIN WEICK</u>	<u>242 E Hamlin</u>
<u>Ola Johansson</u>	<u>OLA JOHANSSON</u>	<u>2121 E Hamlin</u>
<u>Donald J. McCrone</u>	<u>DONALD J. MCCRONE</u>	<u>2110 E. Hamlin</u>
<u>Carol M. McCrone</u>	<u>CAROL M. MCCRONE</u>	<u>2110 E HAMLIN</u>
<u>Charles J. Simpson</u>	<u>Charles J. Simpson</u>	<u>2122 E Hamlin St</u>
<u>Mary J. Collins</u>	<u>MARY J. COLLINS</u>	<u>2136 E Hamlin - MARY J. COLLINS</u>
<u>John D. Collins</u>	<u>JOHN D. COLLINS</u>	<u>2136 E. HAMLIN ST.</u>
<u>O. Kenneth Barber</u>	<u>O. KENNETH BARBER</u>	<u>2160 E. HAMLIN</u>
<u>Mike Silber</u>	<u>Mike Silber</u>	<u>2150 E. Hamlin</u>

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SIGNATURE	PRINTED NAME	ADDRESS
<i>Elliott Wolf</i>	ELLIOTT WOLF	2159 E. Shelby St.
<i>John M. Jackson</i>	John M. Jackson	2159 E. Shelby St.
<i>Karen Wolf</i>	KAREN WOLF	2159 E. SHELBY ST.
<i>Joseph C. W. Beard</i>	JOSEPH C. W. BEARD	2126 E. SHELBY ST.
<i>C. C. Murton</i>	C. C. MURTON	2122 E. SHELBY ST.
<i>Maxine Murton</i>	"	"



**PETITION**  
**RESIDENTIAL PARKING ZONE**  
**MONTLAKE PILOT PROJECT**  
 September, 1979

NFS/sma  
 9/18/79  
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COMMUNITY CONTACT PERSON: \_\_\_\_\_

Phone \_\_\_\_\_

SIGNATURE	PRINTED NAME	ADDRESS
<i>Peter E. Johnson</i>	Peter E. Johnson	2817 E. Park Dr. E
<i>Dana E. Williams</i>	DANA E. WILLIAMS	2815 E. PARK DR E.
<i>David A. Howes</i>	DAVID A. HOWES	2817 E. Park Dr. E.
<i>Linda M. Marcuse</i>	LINDA M. MARCUSE	2153 E SHELBY ST
<i>Edward B. Curtis</i>	EDWARD B. CURTIS	2147 E SHELBY ST.
<i>Betty Sneed</i>	BETTY SNEAD	2143 E. SHELBY ST.
<i>Patricia M. Sneed</i>	Patricia M. Sneed	2142 E. SHELBY
<i>John R. Sneed</i>	JOHN R. SNEAD	2143 E. SHELBY
<i>Sally A. Little</i>	SALLY A. LITTLE	2137 E. SHELBY
<i>Lynette S. Chandler</i>	LYNETTE S. CHANDLER	2137 E SHELBY
<i>Chare Newsam</i>	CHARE NEWSAM	2137 E. SHELBY
<i>Daniel D. Stettler</i>	Dan Stettler	2133 E. Shelby
<i>Paul D. Fredrick</i>	Paul D. Fredrick	2127 E. Shelby
<i>Tom Eggerman</i>	Tom Eggerman	2127 E. Shelby
<i>Mark Spangler</i>	Mark Spangler	2812 Mont. Rd. E.
<i>Wanda Y. Lau</i>	Wanda Y. Lau	2812 Montlake Blvd E
<i>Mabry Chambliss</i>	Mabry Chambliss	2111 E. Shelby
<i>Mari Jakubik</i>	MARI JAKUBIAK	2105 E Shelby
<i>Martha Lynch</i>	Martha Lynch	2105 E Shelby
<i>Michael W. Kelly</i>	Michael W. KELLY	2112 E. SHELBY
<i>Della Balick</i>	Della Balick	2118 E. Shelby
<i>Mary E. Holob</i>	Mary E. Holob	2131 E. Shelby
<i>Arthur L. Pasette</i>	ARTHUR L. PASETTE	2158 S. Shelby St.
<i>Sally Pasette</i>	Sally Pasette	2158 S. Shelby St.

## 12

September, 1979

1883 East Shelby St.

PETITION  
RESIDENTIAL PARKING ZONE  
MONTLAKE PILOT PROJECT  
September, 1979

NFS/sma  
9/18/79  
12

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COMMUNITY CONTACT PERSON: Peter Johanson

2817 E Park Dr. E. Phone 329-2434

SIGNATURE	PRINTED NAME	ADDRESS
<u>Martha H. Fales</u>	MARTHA H. FALES	1851 E. Shelby
<u>Kenneth F. Fales</u>	Kenneth F. Fales	1851 E. Shelby
<u>Linda G. Stoner</u>	LINDA G. STONER	1847 E. Shelby
<u>Peter B. Stoner</u>	PETER B. STONER	1847 E. Shelby
<u>Carol Wilkinson</u>	CAROL WILKINSON	1837 E. Shelby
<u>Robert D. Wilkinson</u>	Robert D. Wilkinson	1837 E. Shelby
<u>Katharine Hall Chambers</u>	Katharine Hall Chambers	1833 E. Shelby
<u>William N. Watter</u>	WILLIAM N. WATTER	1827 E. Shelby
<u>Angelina O'Laughlin</u>	ANGELINA O'LAUGHLIN	1817 E. Shelby
<u>Donald G. Rosen</u>	DONALD G. ROSEN	1822 E. Shelby
<u>Havi Jalbing</u>	Havi Jalbing	1846 East Shelby
<u>Jim Robart</u>	Jim Robart	1846 East Shelby
<u>Marjorie L. Domonowski</u>	Marjorie L. Domonowski	1874 E. Shelby
<u>Paul D. Tufts</u>	PAUL D. TUFTS	1876 E. Shelby
<u>Karen Wright</u>	KAREN WRIGHT	1882 E. Shelby
<u>Margaret S. Hawthorne</u>	Margaret S. Hawthorne	1894 E. Shelby
<u>Mona J. Fisher</u>	Mona J. Fisher	2907 Montlake
<u>Betty Jo VanHorse</u>	Betty Jo VanHorse	1887 E. Shelby
<u>Robert C. Wissmar</u>	Robert C. Wissmar	1872 E. Shelby St.
<u>Kathleen A. Lindell</u>	KATHLEEN A. LINDELL	1869 E. Shelby

NFS/sma  
9/18/79  
12

Phone \_\_\_\_\_

SIGNATURE	PRINTED NAME	ADDRESS
<i>[Signature]</i>	J. G. DWORSKI	1832 E. Shelby Str.
<i>[Signature]</i>	E. M. DWORSKI	1832 E. Shelby St

INFORMATION SHEET  
RESIDENTIAL PARKING ZONE

Montlake Pilot Project  
September, 1979

Residential Parking Zones (RPZ) are planned for the Montlake and other selected Seattle neighborhoods on a Pilot Project (trial) basis. The purpose of the RPZ Pilot Projects is to help develop a RPZ program for Seattle that will ease parking and other problems which result from commuters using residential streets as 'parking lots' to the degree that significant difficulties result for neighborhood residents.

The following information should help to answer some of the questions you might have about Residential Parking Zones (RPZ) and what to expect when it is applied to your neighborhood streets.

- 1) Based upon the information exchange generated at a neighborhood meeting held on August 23, 1979, we plan to recommend a "Permit System" of RPZ for your neighborhood instead of the "Non-Permit System" originally contemplated subject to a 60% resident approval.
- 2) Under the "Permit System" of RPZ, stickers would be issued to all residents which will exempt them from the time limits imposed on general parking. One sticker would be issued for each vehicle owned and operated by a resident of the neighborhood. The stickers would be securely fixed to the qualifying vehicle.
- 3) The RPZ program will be installed on a Pilot Project (trial) basis. No fees will be charged for the stickers issued for the Pilot Project. Fees will be collected for renewals or new stickers issued after the trial period, if the City Council determines that a RPZ is a viable traffic control measure for use in Seattle. The cost per sticker will be set after completion of the Pilot Projects and will be based largely upon the experience gained from the Pilot Projects. Upon completion of the Pilot Project, you will be given the opportunity to decide whether to continue RPZ under the fee basis.
- 4) We will recommend to the Board of Public Works and to the City Council that the existing two-hour parking restrictions on your streets remain and the residents within the area bounded by E Shelby Street, E Hamlin Street and E Park Drive E and W Park Drive E be issued permits exempting their vehicles from those two-hour limits. Both the Board and the Council will hold public hearings, of which you will be notified.
- 5) To keep the system as simple and uniform as possible, we will recommend that, at least initially, residents be provided with stickers for each of the vehicles owned by them and normally parked at their address, that no visitor permits be issued and that the stickers be serialized for identification purposes.
- 6) Adjustments and modifications can be considered during the trial project.

It is very important also that you know what RPZ will and will not do:

- 1) RPZ will exempt residents vehicles from the time restrictions posted for general parking along the curb.
- 2) RPZ will increase your chance of finding an on-street parking space close to home.
- 3) RPZ will not reserve or guarantee a parking space in front of your home.
- 4) RPZ will not exempt you from other than 'time limit' parking restrictions. You would still be cited for parking in front of fire hydrants, in front of driveways, for parking too close to stop signs, etc. You could also be cited for parking too long in time zones not specifically exempted by your permit or in the RPZ zones of another neighborhood.

TIMING

We anticipate installing the Montlake RPZ system in December, 1979. We will be contacting individuals about permits during October and November.

Please do not hesitate to call Noel F. Schoneman, P.E., the project engineer, at 625-2347, if you have any questions regarding this project.

Sincerely yours,

SEATTLE ENGINEERING DEPARTMENT

NFS:pma  
9/18/79-B

FINAL DECLARATION OF

NON-SIGNIFICANCE

For

Title: RESIDENTIAL PARKING ZONES  
MONTLAKE PILOT PROJECT

Description:

A project to mitigate parking and related environmental and safety problems in the Shelby/Hamlin section of the Montlake Neighborhood caused by an excessive demand for parking on residential streets by those commuting to the University of Washington.

Location of Proposal:

The primary project area is bounded by E Shelby St, E Hamlin St, W Park Drive E and E Park Drive E. The study area extends south to E Calhoun

Proponent:

TRAFFIC AND TRANSPORTATION DIVISION  
SEATTLE ENGINEERING DEPARTMENT

Lead Agency: City of Seattle (Department of Engineering)

☒

This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).

☐

This proposal has been determined to have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

This determination was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department.

The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency determinations pursuant to SEPA. This document is not a permit, nor does it constitute a decision or recommendation to grant or deny a permit.

Responsible Officials

W. H. E. E. E. E.  
Project Engineer

4 Oct 1979  
Date

Seventh A. Long  
Court Section Concurrence

10-4-79  
Date

Paul A. Winters  
City Engineer

10/5/79  
Date

ENVIRONMENTAL CHECKLIST FORM

I. BACKGROUND

1. Name of Proponent: TRAFFIC & TRANSPORTATION DIVISION  
SEATTLE ENGINEERING DEPARTMENT

2. Address and Phone Number of Proponent:

708 SEATTLE MUNICIPAL BUILDING  
ATT: Noel F Schoneman, Project Engineer

3. Date Checklist Submitted:

October 5, 1979

4. Agency Requiring Checklist:

SEATTLE ENGINEERING DEPARTMENT

5. Name of Proposal, if applicable:

MONTLAKE PILOT PROJECT  
RESIDENTIAL PARKING ZONES

6. Nature and Brief Description of the Proposal (including but not limited to its size, general design elements, and other factors that will give an accurate understanding of its scope and nature):

This project will provide residents of the project area with special privileges for parking on their neighborhood streets. The special privileges will consist of exempting residents from time-limit parking restrictions. Residents would not be exempt from parking prohibitions nor would individual parking spaces be reserved.

7. Location of Proposal (describe the physical setting of the proposal, as well as the extent of the land area affected by any environmental impacts, including any other information needed to give an accurate understanding of the environmental setting of the proposal):

The primary project area is that part of the Montlake Neighborhood bounded by E Shelby St, E Hamlin St, E Park Drive E and W Park Drive E. This area lies 1/4 mile south of the University of Washington, just south of the Montlake cut and just north of the Montlake/SR-520 Interchange. The predominant land use is single family residential with 119 homes co-existing with the Seattle Yacht Club, the Museum of History and Industry and the National Marine Fisheries Service.

The proximity of this neighborhood to the University of Washington is the cause of the parking problems on the residential streets. "Two-hour" parking restrictions were placed in the Montlake project area in the early 1960's to encourage a frequent turnover of parked vehicles and thereby help alleviate the parking congestion imposed upon that neighborhood by student commuters. In spite of the 2-hour limit, parking demands imposed on this residential area remain high: residents find it difficult to park near their homes, illegal parking frequently occurs and the quality of the neighborhood life is adversely affected by the circulation of commuters looking for a place to park. Also, residents themselves must comply with the 2-hour parking time limits that are in effect from 8 AM to 5 PM, Monday through Friday.

There are approximately 207 on-street parking spaces in the primary project area. Most of the vehicles parked on-street during the day belong to commuters. These commuters generally park west of Montlake Blvd E.

In the minimal impact scenario, residents will displace some commuters to E Hamlin St & to E Shelby St east of Montlake Blvd E. The neighborhood streets would serve both groups comfortably.

In the worst case, residents would use most of the on-street parking and leave their off-street spaces vacant. This would displace approximately 60 commuters into the Montlake Neighborhood south of SR 520. The recommended study area extends south to E Calhoun St to cover this eventuality.

The probable impact is a combination of the two scenarios with some commuters switching to buses or carpools.



8. Estimated Date for Completion of the Proposal:  
Estimated implementation is late November 1979. A project evaluation would occur in April 1980. If the project proves successful, the controls would remain indefinitely.
9. List of all Permits, Licenses or Government Approvals Required for the Proposal (federal, state and local--including rezones):  
City Ordinance #108354 amended the City Traffic Code to authorize residential parking zones and to set forth the criteria by which a neighborhood would qualify for such parking controls. A separate City Ordinance is needed for each specific neighborhood project.
10. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?  
If yes, explain:  
  
None anticipated at this time. The impacts of this project will be monitored and action taken as necessary to preclude shifting the parking problem from one street to another.
11. Do you know of any plans by others which may affect the property covered by your proposal? If yes, explain:  
  
The University Task Force Project has a goal of increasing the use of car pools and Transit by those students and faculty commuting to the U of W. Increased rates for campus parking is one of the leverages to be used in attaining that goal. One potential side effect of this "Task Force" project will be to increase the use of nearby residential streets by U of W commuters. This will make the "Residential Parking" project, with a buffer zone, even more disialbe.
12. Attach any other application form that has been completed regarding the proposal; if none has been completed, but is expected to be filed at some future date, describe the nature of such application form:  
  
Attached: a) Letter to the Seattle Board of Public Works  
b) Montlake Pilot Project; Project Initiation Report which includes a copy of the neighborhood petition supporting this project.

## II.

## ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(1) <u>Earth</u> . Will the proposal result in:			
(a) Unstable earth conditions or in changes in geologic substructures"	_____	_____	<u>X</u>
(b) Disruptions, displacements, compaction or overcovering of the soil?	_____	_____	<u>X</u>
(c) Change in topography or ground surface relief features?	_____	_____	<u>X</u>
(d) The destruction, covering or modification of any unique geologic or physical features?	_____	_____	<u>X</u>
(e) Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	<u>X</u>
(f) Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	_____	_____	<u>X</u>

Explanation: N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(2) <u>Air</u> . Will the proposal result in:			
(a) Air emissions or deterioration of ambient air quality?	_____	_____	_____X*
(b) Creation of objectionable odors?	_____	_____	_____X
(c) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	_____X

Explanation:

- \* a) Intent is to IMPROVE Air Quality by encourageing more use of carpools, Transit by those now commuting in automobiles.

(3) <u>Water</u> . Will the proposal result in:			
(a) Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	_____X
(b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	_____	_____	_____X
(c) Alterations to the course or flow of flood waters?	_____	_____	_____X
(d) Change in the amount of surface water in any water body?	_____	_____	_____X

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>X</u>
(f) Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u>
(g) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
(h) Deterioration in ground water quality, either through direct injection, or through the seepage of leachate, phosphates, detergents, waterborne virus or bacteria, or other substances into the ground waters?	_____	_____	<u>X</u>
(i) Reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>

Explanation:

N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(4) <u>Flora</u> . Will the proposal result in:			
(a) Change in the diversity of species, or numbers of any species of flora (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	_____	<u>X</u>
(b) Reduction of the numbers of any unique, rare or endangered species of flora?	_____	_____	<u>X</u>
(c) Introduction of new species of flora into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
(d) Reduction in acreage of any agricultural crop?	_____	_____	<u>X</u>

Explanation:

N/A

(5) <u>Fauna</u> . Will the proposal result in:			
(a) Changes in the diversity of species, or numbers of any species of fauna (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	_____	_____	<u>X</u>
(b) Reduction of the numbers of any unique, rare or endangered species of fauna?	_____	_____	<u>X</u>
(c) Introduction of new species of fauna into an area, or result in a barrier to the migration or movement of fauna?	_____	_____	<u>X</u>
(d) Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>

Explanation:

N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
⑥ <u>Noise.</u> Will the proposal increase existing noise levels?	_____	_____	<u>X</u>

Explanation:

(7) <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	_____	<u>X</u>
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Explanation:

N/A

(8) <u>Land Use.</u> Will the proposal result in the alteration of the present or planned land use of an area?	_____	_____	<u>X</u>
--	-------	-------	----------

Explanation:

N/A

(9) <u>Natural Resources.</u> Will the proposal result in:			
(a) Increase in the rate of use of any natural resources?	_____	_____	<u>X</u>

(b) Depletion of any nonrenewable natural resources?	_____	_____	<u>X</u>
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Explanation:

N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(10) <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>  X  </u>

Explanation:

N/A

(11) <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	_____	<u>  X  </u>
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Explanation:

N/A

(12) <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	_____	_____	<u>  X  </u>
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Explanation:

N/A

(13) Transportation/Circulation. Will the proposal result in:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(a) Generation of additional vehicular movement?	—	—	<u>X</u>
(b) Effects on existing parking facilities, or demand for new parking?	—	<u>X</u>	—
(c) Impact upon existing transportation systems?	—	—	<u>X</u>
(d) Alterations to present patterns of circulation or movement of people and/or goods?	—	—	<u>X</u>
(e) Alterations to waterborne, rail or air traffic?	—	—	<u>X</u>
(f) Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	—	<u>X</u>

Explanation:

- a) Short term circulation may increase, but goal is to reduce vehicular volume by encouraging use of high occupancy vehicles by commuters.
- b) Granting exemptions to project area residents from parking time-limit restrictions will increase the demand for on-street parking spaces. The availability of convenient parking will be reduced for commuters, increased for residents. The demand for new parking by commuters will be dependant upon the degree to which commuters utilize HOV transportation, but such demands are not expected to be great enough to shift the parking congestion problem from the project area to other nearby streets.



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(14) <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
(a) Fire protection?	—	—	<u>X</u>
(b) Police protection?	—	<u>X</u>	—
(c) Schools?	—	—	<u>X</u>
(d) Parks or other recreational facilities?	—	—	<u>X</u>
(e) Maintenance of public facilities, including roads?	—	—	<u>X</u>
(f) Other governmental services?	—	<u>X</u>	—

Explanation:

- b: Initially, some extra effort may be required of the parking checkers. Once everyone gets used to the system, the effect on Police Dept manpower will be nill - - parking checkers already patrol the project area.
- f) An on-going program where in residential parking permits & decals need to be updated periodically, would increase the workload on the Engineering Department.

(15) <u>Energy.</u> Will the proposal result in:			
(a) Use of substantial amounts of fuel or energy?	—	—	<u>X</u>
(b) Demand upon existing sources of energy, or require the development of new sources of energy?	—	—	<u>X</u>

Explanation:

N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(16) <u>Utilities.</u> Will the proposal result in a need for new systems, or alterations to the following utilities:			
(a) Power or natural gas?	_____	_____	<u>X</u>
(b) Communications systems?	_____	_____	<u>X</u>
(c) Water?	_____	_____	<u>X</u>
(d) Sewer or septic tanks?	_____	_____	<u>X</u>
(e) Storm water drainage?	_____	_____	<u>X</u>
(f) Solid waste and disposal	_____	_____	<u>X</u>

Explanation:

N/A

(17) <u>Human Health.</u> Will the proposal result in the creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
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Explanation:

N/A

(18) <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	_____	<u>X</u>
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Explanation:

N/A

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
(19) <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	_____	<u>  X  </u>

Explanation: N/A

(20) <u>Archaeological/Historical.</u> Will the proposal result in an alteration of a significant archaeological or historical site, structure, object or building?	_____	_____	<u>  X  </u>
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Explanation:

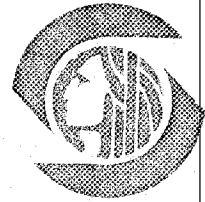
N/A

I, the undersigned, state that to the best of my knowledge the above information is true and complete. It is understood that the lead agency may withdraw any Declaration of Non-Significance that it might issue in reliance upon this checklist should there be any willful misrepresentation or willful lack of full disclosure on my part.

Proponent: NOEL F SCHONEMAN

Your  
Seattle  
Board of Public Works

Betty L. McFarlane, Executive Secretary  
Charles Royer, Mayor



Re: Residential Parking Zones  
Montlake Pilot Project

October 10, 1979

VIA: Mayor Charles Royer, Attention: OMB

RECEIVED

OCT 16 1979

OFFICE OF MANAGEMENT  
& BUDGET

City Council  
City of Seattle

Honorable Members:

The Board of Public Works had before it, in regular session today, a communication from the Director of Engineering submitting report and recommendation on implementing a Residential Parking Zone Pilot Project in the Montlake Neighborhood.

An Engineering Department representative briefed the Board and residents were present at the hearing. Residents indicated they were very much in favor of the pilot project being implemented.

The Board concurred in the recommendation of the Director of Engineering that the pilot project in the Montlake neighborhood, as submitted, should be implemented for a period of six months and herewith forwards that recommendation to your Honorable Body for consideration and necessary legislative action. Attached for your review is the report and recommendations submitted by the Director of Engineering. A report and recommendation will be forwarded to the Board after the six-month period.

Respectfully,

BOARD OF PUBLIC WORKS

Kenneth M. Lowthian  
Chairman

BLM:wb

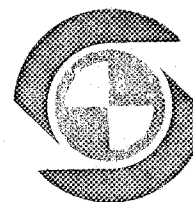
cc: Mayor Charles Royer  
OMB  
Noel Schoneman, Engineering Dept.  
Ellen Hansen, DCD  
Major Dempsey, Police Dept.

Att.

Your  
Seattle  
Engineering Department

Paul A. Wiatrak, Director of Engineering  
Charles Royer, Mayor

RECEIVED  
Oct 3 9 15 AM '79  
SECRETARY  
BOARD OF PUBLIC WORKS



October 1, 1979

The Honorable Board  
of Public Works  
City of Seattle

Subject: RESIDENTIAL PARKING ZONES - Montlake Pilot Project

We have completed our technical analysis and community involvement process for implementing a Residential Parking Zone (RPZ) Pilot Project in the Montlake neighborhood as per our commitment to the residents of that area. This letter is to transmit our report and recommendations for your processing as required by Ordinance #108354. In summary, we wish to make the following recommendations:

- 1) Initiate an RPZ Pilot Project in that part of the Montlake neighborhood bounded by E Shelby Street, E Hamlin Street, E Park Drive E and W Park Drive E.
- 2) Provide residents of this area with an RPZ permit and issue one RPZ decal for each of the motor vehicles registered to the area residents and normally parked at their Montlake address. Proof of vehicle ownership and local residency will be required. The RPZ decals will be fixed securely to the vehicles and will exempt those vehicles from the local time limit parking restrictions. (2-hour parking restrictions are presently in effect from 8 AM to 5 PM, Monday through Friday).
- 3) No visitor permits be issued.
- 4) That the potential project area be designated southward as may be warranted to E Calhoun Street, bounded by 19th Ave E and Lake Washington Boulevard E to allow a quicker response than otherwise possible should that area be impacted by commuters displaced by the pilot project in the primary study area.
- 5) That the ordinance developed to authorize the Montlake Pilot Project not preclude the City Traffic Engineer from exercising his normal authority in changing parking regulations along the project streets or from modifying the details of the RPZ to address problems that may arise. All concerned would be notified by letter of any changes to the pilot project. In the case of expansion of the RPZ project southward toward E Calhoun Street, data would be collected to verify that the RPZ Ordinance requirements were met and a petition would be circulated to ensure local support prior to our taking action. As with other changes to the demonstration system, the Board of Public Works and the Council's Transportation Committee will be kept informed.
- 6) That the pilot project period be designated as 6 months from implementation, subject to extensions as may be needed.

Attached for your information is a copy of the petition circulated in the project area, a copy of our project initiation report for this pilot project, a project environmental check list and a copy of our draft ordinance authorizing this pilot project. The petitions, which received an incomplete circulation as of this writing, show a 68% support rate from the local residents. As indicated in Ordinance #108354, a full report will be presented upon completion of the pilot project period.

Please do not hesitate to call Noel Schoneman, the project engineer, at 625-2347, if you have any questions or comments regarding our recommendations.

Sincerely yours,



PAUL A. WIATRAK, P.E.  
Director of Engineering

NFS:pma

Attachments (4)

cc: Ellen Hansen, DCD  
Major Dempsey, SPD, Traffic  
B

BOARD OF PUBLIC WORKS	
Date	10/10/79
Approved	X
Revised	
Comment or objection	
Reference	
Other	6

# The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported  
and Adopted

OCT 29 1979

Your Committee on TRANSPORTATION

to which was referred

C.B. 100781

Establishing a restricted parking zone in the Montlake Neighborhood.

*DO PASS*

*Isaiah Williams*

Chairman

Chairman

*Transportation*

Committee

Committee

**Affidavit of Publication****STATE OF WASHINGTON  
KING COUNTY—SS.**

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

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

Ordinance No. 108615

was published on November 10, 1979

*J. Moore*  
Subscribed and sworn to before me on  
November 10, 1979

*Barbara A. Lomas*  
Notary Public for the State of Washington,  
residing in Seattle.



**ORDINANCE . No. 1**

**AN ORDINANCE establishing a restricted parking zone in the Montlake Neighborhood.**

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. There is hereby established a restricted parking zone as contemplated by Ordinance 108280, Section 11.16.315, as amended by Ordinance 108354, in the area bounded by East Shelby Street, East Hamlin Street, West Park Drive and East Park Drive East; and the Director of Engineering under the direction of the Board of Public Works is authorized to reserve parking on the streets within the restricted parking zone for the exclusive use of abutting properties and/or in the discretion of the Board, residents in the zone, vehicles used by their visitors, and service vehicles of persons having business in the street, at all or only certain hours; to set time limits for parking applicable to all vehicles except vehicles owned or used by such residents, their visitors or service vehicles of persons having business in the street or with the residents; on behalf of the Board, to issue permits authorizing parking by residents, their visitors, and service vehicles of persons having business in the street or with the residents independently of parking restrictions applicable to the public generally; and to take such other action as appropriate to implement Ordinance 108354 within the restricted parking zone.

Section 2. Posting of traffic control signs and issuance of courtesy ("warning") notices to violators pursuant to the authority and prior to the effective date of this ordinance are hereby ratified and confirmed.

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

Passed by the City Council the 29th day of October, 1979, and signed by me in open session in authentication of its passage this 29th day of October, 1979.

**JOHN MILLER,**  
President of the City Council.

Approved by me this 8th day of November, 1979.

**CHARLES ROYER,**  
Mayor.

Filed by me this 8th day of November, 1979.

Attest: **E. L. KIDD,**  
City Comptroller and  
City Clerk.

By: **WAYNE ANGEVINE,**  
(Seal) Deputy Clerk.

Publication ordered by **E. L. KIDD,** Comptroller and City Clerk.

Date of official publication in the Daily Journal of Commerce, Seattle, November 15, 1979.

(C-138)