

Dear Kevin & LeAnne –

In an effort to provide more accurate information to SDOT, I have personally counted the parking spaces along the entire length of Westlake Avenue North to determine how many spaces would be lost if the Cycle Track were created down the West side of the parking lot. Here are the actual numbers:

- 635 spaces on the West-facing spaces – these are all free parking spaces.
- 621 spaces on the East-facing and parallel spaces– 453 of these are paid parking spaces, 168 are free on the north end.

Since a Cycle Track through the parking lot would eliminate all of the West-facing spaces, we are looking at loss of 635 spaces or a little over 50% of the total parking spaces and 79% of the free parking spaces now available. In addition, 10+ dumpsters and motorcycle spaces would need to be located on the East side of the parking lot reducing the spaces available even more. We were told by SDOT that they estimated about 25% of the parking being eliminated by putting the cycle track down the parking lot, but this is obviously not accurate.

Other factors to consider regarding parking space usage – these numbers are compiled from just TWO blocks of Westlake Ave. N. between 1900 and 2140:

- China Harbor Restaurant – 100+ customers daily
- China Harbor Banquet Room – up to 400+ guests on some nights and weekend days/nights
- China Harbor Offices – 18 offices – 100+ clients/day
- Safe n’ Sound Swimming – 100+ customers/day
- Energy Fitness Gym – 100+ customers/day
- Seattle Scuba – 50+ customers/dive days
- Northwest Outdoor Center Kayaks – up to 100+ customers/day
- Electric Boat Company – up to 200+ customers/day
- Westlake Deli – 100+ customers/day
- Westlake Landing – 7+ businesses – 100+ customers/day
- Westlake Marina/China Harbor Marina/Julies Landing Marina – 100+ residents / 200+ boaters
- Julie’s Landing – 15+ businesses –100+ customers/day
- 10+ other storefront businesses – 100+ clients/customers

There are 122 paid spaces facing east (including parallel spaces) and 101 free spaces facing west in this 2 block area. As you can see, this amounts to well over 1,000 customers each day vying for 223 spaces in this 2 block area. During a typical day, over 90% of the spaces in this area are occupied most of the day from 8 AM to 6 PM – SDOT parking studies can confirm this. Clients and customers frequently have to walk 2-4 blocks to find parking.

I don’t understand how/why the city can spend taxpayer money on surveying and preliminary design before fully assessing the current parking/traffic patterns on Westlake Avenue North. I personally compiled this information in under 2 hours and I am convinced from even this minimal survey that a cycle track within the parking lot is totally unfeasible unless most of the businesses move elsewhere. There is no way they could survive in this environment with such limited parking for their customers. I (and I think many other stakeholders as well) would be happy to do a more legwork (free of charge) to collect more information needed to evaluate this project before any more design work is contracted and done.

Please feel free to distribute this information within SDOT and its contractors – it can easily be verified in a few hours’ time.

Thank you,

Bill Wehrenberg  
Westlake Stakeholder Group