

**CORRECTION NOTICE RESPONSE # 1 MADISON # 3020338**

To: John Shaw, City of Seattle  
From: Matthew Palmer, PE *MJP*  
Subject: Correction Notice #1 Response  
Project: 2939 E Madison St, City of Seattle Project #3020338, GTC #16-097  
Date: July 26, 2017

This Response Memorandum provides additional information addressing Correction Notice #1, dated June 26, 2017.

**CITY CORRECTION NOTICE**

- 1. Page 6: Based on current SDOT plans to extend the Madison BRT line to ML King Jr Way, please update the description of this future service. To what extent is this terminus likely to affect both background and project-related travel behavior near the project site?*

All future versions of the TIA will include the corrected description Madison BRT extension to ML King Jr Way. The planned extension is not expected to significantly impact the TIA analysis of the site's access, because the site access does not conflict with any BRT station or BRT vehicles as the route will end west of the site. The extension of the BRT may reduce vehicular traffic in the vicinity of the project site and may increase pedestrians travelling on the sidewalk across the project frontage. As a sensitivity analysis of the BRT extension on the project's proposed E. Madison Street driveway, 25 vehicular trips were subtracted from the through movements in each direction on E. Madison Street and 50 additional pedestrians were added crossing the E. Madison Street driveway. Under the dual access scenario, these changes to the TIA assumptions resulted in an additional two seconds of delay at the site access compared to the prior analysis. Thus, GTC concludes that the BRT extension does not significantly impact the TIA analysis. Moreover, the small additional delay that may result would only affect the exiting traffic from the private driveway and would not impact the public street throughput.

- 2. Page 7: Dewey Place E at E Republican Street is an unsignalized intersection.*

This was a text error. All the analysis was performed as an unsignalized intersection.

- 3. Page 18: The text indicates that the pass-by trips for the single Dewey Place E Access option were treated as diverted link trips, which would be new trips on Dewey Place E and E Republican Street. Are the trip assignments on Figures 7 and 8 consistent with this distribution (i.e., treating the diverted link trips as new trips on Dewey and Republican)?*

Figures 7 and 8 shows only the new development trips. The diverted links trips were added in for the future With-Development analysis and are shown in the turning movement calculations in attachment I of the May 26, 2017 TIA as well as the summary turning movements for the level of service analysis.

4. *Page 31: Given the expected LOS F at the E Madison Street site access during the PM peak-hour, to what extent would exiting traffic be likely to turn right and circulate on Lake Washington Blvd E and local streets to eventually head south or west on E Madison Street? What would be the expected impact of this traffic circulation?*

The difficulty and additional time it would take a vehicle to turn right onto E. Madison, then left or right onto Lake Washington Boulevard, and then travel south/west on side-streets to navigate westbound on E Madison Street makes it unlikely that vehicles would use this circuitous route. Additionally, the applicant supports a two-way left-turn lane restripe on E Madison Street at the access driveway. If the City supports the proposed two-way left turn lane, it would reduce the level of service for exiting traffic onto Madison from LOS F to LOS D for both the Madison Only and Dual Access scenarios, which would make the Lake Washington Boulevard travel option even less attractive to exiting vehicles.

5. *Page 38: The E Madison Street site access LOS seconds of delay (73.5 and 61.0, for sole access and dual access, respectively) don't seem consistent with numbers presented earlier in the analysis (92.7 and 75.8, from Table 10). Please clarify.*

The LOS delay reported in the first and third paragraphs of the TIA Conclusion (TIA p. 38) was a text error. The level of service delays reported on Table 10, TIA p. 34, are the correct values at LOS F with 92.7 seconds of delay and LOS F with 75.8 seconds of delay in the Madison Only access scenarios and Dual Access scenarios respectively. Note: As stated previously, providing a two-way left-turn lane through restriping at the E Madison Street access would significantly reduce the exiting delay down to LOS D. It should also be noted that the reported LOS assumes a worst-case scenario based upon a trip-generation rate that is almost double the ITE grocery store rate. The analysis also does not include any reduction for vehicles that might park along E Madison Street instead of entering the parking garage.

6. *Truck Loading: Please provide estimates of daily truck deliveries to the PCC for a typical week. What is the peak delivery time during the weeks, and how many trucks would arrive during that time? Considering expected dwell times, will the loading docks accommodate all delivery trucks during peak times? If not, where will the additional trucks park and/or load?*

GTC supervised the collection of commercial vehicle data at three Seattle PCC locations. Commercial vehicle counts were performed at the Columbia City PCC for two days, one day at Wedgewood and one day at Green Lake. These counts collected the number of vans, single unit trucks, semis and garbage trucks (“commercial vehicles”) at each site during the peak-hours for commercial vehicles, which were from 7:30 AM to 11:30 AM. GTC established this peak hour range from a 24-hour count at the Columbia City PCC. GTC made a pro-rata adjustment to the existing store counts for the varying sizes of the existing PCC developments compared to the Proposed Development (retail square footage/number of residential). GTC concludes that the Proposed Development would expect a maximum of 5 trucks at any point in time during the commercial vehicle peak hours. GTC expects 3 or 4 commercial vehicles to be the typical number during the commercial vehicle peak hours. Over all four counts/sites, there was only one instance where 6 vehicles were on a site, which occurred for 3 minutes. Four trucks occurred 10 times with an average duration of 8.4 minutes. Three trucks occurred 11 times with an average duration of 8.27 minutes, and two trucks occurred 8 times with an average duration of 15.5 minutes. It is important to note that both the Columbia City and Green Lake locations are larger than the Proposed Development, have more apartment units and have more retail located near the ground floor. The commercial vehicle peak at all sites occurred near 10 am and dropped off to typically only a maximum of two commercial vehicles after 11 am

Per the applicant, the site can accommodate up to three commercial vehicles simultaneously in the loading bay. If the loading bay is fully occupied, the site frontage can accommodate up to five additional commercial delivery vehicles. GTC recommends that the site frontage be signed/striped to provide one commercial vehicle loading space from 7 am to 3 pm and a second commercial vehicle-only loading from 7 am to noon. Note: there is additional space along the site frontage to add another three-commercial vehicle loading zones in the future if there was a need for additional loading area. It should also be noted that the parking demand forecast showed that the site’s automobile parking demand would be fully accommodated on site without a need for the frontage parking.

Correction Notice                      A – A  
Truck Information                      B – B

# Correction Notice



**City of Seattle**  
**Department of Construction and Inspections**  
**Land Use Review**

CHRIS DAVIDSON  
 2001 Western Avenue, Ste 200  
 Seattle, WA 98121  
 Attn: Gibson Traffic Consultants  
**Re: Project# 3020338**

**Correction Notice #1**

<b>Review Type</b>	TRANSPORT	<b>Date</b>	June 26, 2017
<b>Project Address</b>	2925 E Madison St	<b>Contact Phone</b>	(206) 587-3797
<b>Contact Email</b>	cdavidson@studioms.com	<b>Contact Fax</b>	(206) 587-0588
<b>SDCI Reviewer</b>	John G Shaw	<b>Address</b>	Seattle Department of Construction and Inspections 700 5th Ave Suite 2000 PO Box 34019 Seattle, WA 98124-4019
<b>Reviewer Phone</b>	(206) 684-5837		
<b>Reviewer Fax</b>			
<b>Reviewer Email</b>	John.Shaw@seattle.gov		
<b>Owner</b>	LEAP ASSOCIATES		

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time? Considering expected dwell times, will the loading docks accommodate all delivery trucks during peak times? If not, where will the additional trucks park and/or load?

# **Truck Information**

**Overall**

# of Vehicles	Vehicle Type				Duration (Min)	Average Time (Min)
	Van	Single	Semi	Garbage		
6	1	4	0	1	3	3
4	1	2	1	0	20	8.4
	1	2	1	0	8	
	2	1	1	0	11	
	1	1	1	1	2	
	0	3	1	0	18	
	0	3	1	0	2	
	1	2	1	0	9	
	0	3	1	0	8	
	2	1	1	0	5	
3	0	3	1	0	1	8.272727273
	1	1	1	0	26	
	1	2	0	0	8	
	0	2	1	0	4	
	1	1	1	0	2	
	0	2	1	0	14	
	0	2	1	0	3	
	2	1	0	0	9	
	0	3	0	0	4	
	0	2	1	0	13	
	0	2	1	0	5	
2	0	2	1	0	3	15.5
	1	1	0	0	16	
	1	1	0	0	16	
	1	1	0	0	15	
	1	0	1	0	25	
	1	1	0	0	1	
	1	0	1	0	27	
	0	2	0	0	15	
1	0	1	0	9		