

November 28th, 2017

Seattle Department of Construction & Inspections
 700 Fifth Ave., Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

RE: Permit Correction Response #5 – 3020114
 6726 Greenwood Ave N | Seattle, WA

Please see the written response to your corrections below.
 Feel free to call with any questions.
 Thank you.

Zoning

Correction Notice #4
 Lori L Swallow
 August 18th, 2017

Corresponding Correction item #	Applicant Response
1) Hearing Examiner Decision	Revised plans that reflect changes made in response to the decision of the Deputy Hearing Examiner dated July 24, 2017 are provided.
2) Conclusion 3: Upper level setbacks	Per the hearing examiner's decision, the building has been modified to provide a minimum 15'-0" upper level setback along the east property line. <i>See sheet A2.12 for the updated upper level plan, revised elevations on A3.03 & A3.04, and building sections on A3.22.</i>
3) Conclusion 4: Clerestory windows	The clerestory in the northwest corner of the roof has been removed, and the clerestory along Greenwood Ave N has had windows added to both the east & north facades. Windows were already present in the West & South facades of the clerestory. <i>See sheet A2.20.</i>
4) Conclusion 5: Clerestory shadows	The building has been re-designed to remove all of the Rooftop Features outlined in SMC 23.47A.012.C.7, including clerestories, from the northern 10'-0" feet of the roof. As such, a shadow study is no longer required, and the shadow studies have been removed from sheet G0.02B.
5) Conclusion 6: Frequent Transit	Updated Frequent Transit calculations and information is provided on sheet A1.00, as well as in the attached response from Gibson Traffic Consultants dated 11/27/2017.

LU Report

Correction Notice #1

APPROVED ON 11/08/2017.

If there are any remaining issues that we need to resolve, please don't hesitate to contact me directly to resolve over the phone or email *in lieu of another review cycle.*

Respectfully,


 Jay Janette
 Skidmore Janette APD



CORRECTION NOTICE RESPONSE

To: John Shaw, City of Seattle
From: Matthew Palmer, PE *MJP*
Subject: Frequent Transit Service Additional Information
Project: 6726 Greenwood Ave N, City of Seattle Project #3020114, GTC #15-179
Date: November 27, 2017

This response memorandum is to provide additional information to address the comments in the Correction Notice #5 dated August 18, 2017.

CITY CORRECTION NOTICE

- 5. Per Conclusion 6, it is clear that additional information addressing compliance with frequent transit service is required. SDCI will conduct its own research into whether the frequent transit service parking exemption may still apply to this project in light of actual headway data available, but you may wish to consider providing additional information as well.*

The Hearing Examiner remanded the question of whether the project at 6726 Greenwood Avenue North meets frequent transit service under SMC 23.84A.038 to the City of Seattle. Frequent Transit Service is defined as “transit service headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and transit service headways of 30 minutes or less for at least 18 hours every day.” SMC 23.84A.038. The City currently utilizes King County bus schedules to determine whether a site meets frequent transit service.

The Hearing Examiner asked the City to consider both the schedule and the stop data provided from King County Metro on the bus arrival times in the area in making its determination for this project. “Headways” are not defined in the Land Use Code, and the Code does not specify whether to utilize scheduled headways or data from bus arrival times.

As shown in the revised Plansheet A1.00, the Project meets scheduled frequent transit service headways per the definition in SMC 23.84A.038 based on schedules provided on OneBusAway collected on November 20, 2017.

Gibson reviewed the stop data from King County Metro stop 5875, generally located at N 67th Street and Greenwood Avenue N/Phinney Avenue N for the southbound direction, from August 2016–July 2017. Additional bus service was added in March 2017, so this stop data includes several months showing arrival times of the buses before and after the addition of additional bus service. The King County stop data shows that the buses at these stops are sometimes early, sometimes on-time, and sometimes late. King County Metro defines a bus being “on-time” if a bus’s arrival at a designated timepoint is between 1.5 minutes earlier than the scheduled time and 5.5 minutes later than the scheduled time. This industry standard practice is designed to account for the natural variability associated with operating in mixed traffic. “On-time performance” is the proportion of all arrivals that were determined to be “on-time”. Metro has a city-wide goal that buses should arrive “on-time” 80% of the time (all-day for weekdays/weekends), and “on-time” 65% of the time in the PM peak period.

Schedules are determinative of people’s behavior. Accordingly, we believe it is appropriate to utilize King County Metro’s determination of schedules + “on-time” performance when reviewing any stop data of actual arrival times. Gibson reviewed the actual arrival times of Route 5 and Route 5 express in the southbound direction at the bus stops within the project’s walking distance (1,320 ft.). Actual arrival times for stop 5875 were reviewed for the entire year from August 1, 2016 to July 31, 2017 for the Weekday, Weekday PM peak-hour (3-6 PM), and Weekend and compared against the published bus schedules for Route 5 and Route 5 Express.

This data reveals that the Route 5 and Route 5 express, at stop 5875, are considered “on-time” 82% of the time on weekdays, 80% on weekdays during the PM peak-hour, and 81% of the time on weekends. Therefore, all arrival times for the Route 5 and Route 5 Express meet or exceed Metro’s citywide goals for “on-time” transit service. In other words, the routes meet the scheduled headways 82%, 80%, and 81% of the time, respectively. Because the schedule shows that the project site meets frequent transit service headways as defined by SMC 23.84A.038, the actual stop data demonstrates that the project corroborates the reliability of using the published bus schedules to determining frequent transit. The frequency of the bus service at the site accordingly meets the expectation of the City and King County Metro for frequent transit service.

These individual stop conclusions align with King County’s conclusions for the performance of the Route 5 and Route 5 Express bus lines. According to the 2016 System Evaluation for King County Metro, the 5 Express was on time 81% of the time, while the 5 was on time 79% of the time for 2015-2016. Based on the countywide goal of an 80% performance rate, these bus routes fall within the range of desired bus performance for frequent transit routes. Indeed, King County considers Route 5 as a very frequent route—meaning that the bus headways will be scheduled to be less than 15 minutes during peak times—and a top-performing commuter route—meaning it is a well-traveled bus line for commuters.

The analysis of the bus stop data results in the following conclusions:

1. The schedules for the Route 5 and Route 5 Express bus lines for the stops within 1,320 feet of the project site show that the buses are considered frequent transit under the City's definition.
2. According to King County analysis of its 2015-2016 data, the Route 5 and Route 5 Express bus lines are "on-time" approximately 80% of the time all day, which is King County Metro's goal for service reliability. (79% for Route 5 and 81% for Route 5 Express)
3. At the particular stop 5875 in question in the southbound direction, the Route 5 and 5 Express bus lines are "on-time" approximately 80% of the time over the course of an entire year. (82% weekday, 81% weekend, and 80% weekday PM peak-hour)
4. Arrival times vary by day and month, and can present inconsistent results; therefore, it is impractical to require 100% real on time performance to satisfy planning level frequent transit headway definitions.

We believe based on the past practices and coordinated efforts of scheduling frequent transit service between the City and Metro, only the scheduled headways should be utilized to determine frequent transit service. However, if a measure of real time performance is to be included, Metro's definitions of "on time" performance shows that the Route 5 and Route 5 Express are well within the citywide goals for transit service performance and corroborate that the scheduled headways for these routes is reliable and accurate to use. Therefore, this site is in a frequent transit service area.