


TECHNICAL MEMORANDUM

Project: 2nd & Bell Mixed-Use Project SDCI #3033991-LU
Subject: Correction Notice Response
Date: September 9, 2020
Author: Tod S. McBryan, P.E., Principal 

This memorandum responds to two Correction Notices issued by the City of Seattle's Department of Construction and Inspections (SDCI). One was issued by SDCI's Transportation reviewer John Shaw (dated June 10, 2020) and included three transportation-related comments. SDCI's zoning reviewer Emily Lofstedt also issued Correction Notice #2 (dated May 26, 2020), which included one transportation-related comment. The comments all relate to the technical memorandum titled *2nd & Bell Mixed-Use Project – Transportation Impact Analysis* (Heffron Transportation, Inc., May 15, 2020). The subject comments from each correction notice are restated below, followed by the responses.

1. Transportation Review – Correction Notice #1

Comment 1: Please note that the Master Use Permit for this project is #3033991.

Response: Comment noted. The correct permit number is referenced above.

Comment 2: Page 5: Commercial uses (both existing and proposed) at this site were assumed to have an auto mode split of 45%. This seems high, given both the location (downtown) and the uses (probably drawing primarily from the local area). Please provide supporting documentation for this percentage, or consider using a lower percentage.

Response: As described in the referenced technical memorandum, estimates for the restaurant space mode-of-travel data were based on the percentages of walking, biking, and transit usage for residents in the area from the 2010 Census. We agree that this assumption likely over estimates the vehicular-based trips generated by the existing site's uses as well as the proposed commercial spaces. As a result, the trip generation estimates were updated to reflect the Drive Alone Rates (DAR) included for the Belltown & Denny Triangle neighborhood in *Seattle's 2019 – 2023 CTR Strategic Plan* (adopted by City Council on July 30th, 2019). The 2017/2018 DAR rate (which reflects the most recent survey results, adjusted to account for redrawn network boundaries for the 2019/2023 Strategic Plan) is listed at 21.1%; the 2019/2020 DAR goal is listed at 20%, and the long-term goal for 2035/36 is 14.1%. Therefore, the trip generation estimates for existing and proposed commercial uses on the site were revised to reflect the 20% of trips by vehicle, which would include drive-alone, carpool, and taxi/transportation network company (TNC) trips such as Uber and Lyft.

Table 1 summarizes the proposed project’s updated person trips by mode of travel and vehicle trip estimates; Table 2 summarizes the updated person trips by mode of travel and vehicle trips for the existing site uses; and Table 3 presents the updated net change in estimated vehicle trips. As shown, with the revised mode-of travel assumptions, the project is estimated to generate a net increase of about 110 trips per day, 17 trips in the morning peak hour, and 7 trips in the PM peak hour.

No changes or updates to the mode-of-travel assumptions were included for the residential component of the project. However, if similar mode-share occurs (20% by auto instead of 39%), the total PM peak hour vehicular trip estimate would decrease from 50 (as estimated in the table below) to 33, and would result in a net decrease of 10 PM peak hour trips compared to the existing uses (instead of an increase of 7 trips estimated in Table 3 below).

Table 1. Mode Shares and Updated Vehicle Trip Estimates for 2nd & Bell Mixed Use Project

Type of Trip by Mode	% of Trips	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
PERSON TRIPS								
Residential								
Walk, Bike, & Other Trips	44.4%	500	7	23	30	25	16	41
Transit Trips	16.5%	180	3	8	11	9	6	15
Person Trips by Vehicle	39%	430	7	19	26	22	14	36
Total Person Trips	100%	1,110	17	50	67	56	36	92
Restaurant								
Walk, Bike, & Other Trips	65%	830	4	3	7	44	28	72
Transit Trips	15%	190	1	1	2	11	6	17
Person Trips by Vehicle	20%	250	1	1	2	14	8	22
Total Person Trips	100%	1,270	6	5	11	69	42	111
Total Person Trips								
Walk, Bike, & Other Trips	53%	1,330	11	26	37	69	44	113
Transit Trips	16%	370	4	9	13	20	12	32
Person Trips by Vehicle	31%	680	8	20	28	36	22	58
Total Person Trips	100%	2,380	23	55	78	125	78	203
VEHICLE TRIPS ¹								
Residential	175 units	390	6	17	23	20	13	33
Restaurant	8,500 sfgfa	190	1	1	2	11	6	17
Total Vehicle Trips		580	7	18	25	31	19	50

Source: Heffron Transportation, Inc., July 2020.

1. Vehicle trips calculated by applying the local AVO for each land use to the person trips by vehicle. Local residential AVO of 1.11 was derived from PSRC Journey-to-Work data; restaurant local AVOs were assumed to be the same as baseline AVOs.

Table 2. Mode Shares and **Updated Vehicle Trip Estimates** for Existing Uses to be Removed

Type of Trip by Mode	% of Trips	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
PERSON TRIPS								
Residential								
Walk, Bike, & Other Trips	44.4%	30	1	2	3	3	2	5
Transit Trips	16.5%	10	0	1	1	1	1	2
Person Trips by Vehicle	39%	20	1	2	3	3	1	4
Total Person Trips	100%	60	2	5	7	7	4	11
Restaurant								
Walk, Bike, & Other Trips	65%	1,870	9	7	16	101	62	163
Transit Trips	15%	430	2	2	4	24	14	38
Person Trips by Vehicle	20%	580	3	2	5	31	19	50
Total Person Trips	100%	2,880	14	11	25	156	95	251
Office								
Walk, Bike, & Other Trips	30%	20	2	1	3	1	2	3
Transit Trips	50%	50	5	1	6	1	5	6
Person Trips by Vehicle	20%	20	2	0	2	0	2	2
Total Person Trips	100%	90	9	2	11	2	9	11
Total Person Trips								
Walk, Bike, & Other Trips	63%	1,920	12	10	22	105	66	171
Transit Trips	16%	490	7	4	11	26	20	46
Person Trips by Vehicle	21%	620	6	4	10	34	22	56
Total Person Trips	100%	3,030	25	18	43	165	108	273
VEHICLE TRIPS¹								
Residential	12 units	20	1	2	3	3	1	4
Restaurant	19,240 sfgfa	430	2	1	3	23	14	37
Office	8,500 sfgfa	20	2	0	2	0	2	2
Total Vehicle Trips		470	5	3	8	26	17	43

Source: Heffron Transportation, Inc., July 2020.

1. Vehicle trips calculated by applying the local AVO for each land use to the person trips by vehicle. Local residential and office AVOs of 1.11 and 1.12, respectively, were derived from PSRC Journey-to-Work data; restaurant local AVOs were assumed to be the same as baseline AVOs.

Table 3. **Updated Net New Vehicle Trip Estimate** for 2nd & Bell Mixed Use Project

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project	580	7	18	25	31	19	50
Existing Uses (To Be Removed)	470	5	3	8	26	17	43
Net Change in Site Generated Trips	110	2	15	17	5	2	7

Source: Heffron Transportation, Inc., July 2020.

Comment 3: Please provide information regarding truck trips generated by the project, including move-in/move-out, solid waste, delivery, and other trips. Identify the expected frequency and times of day of these trips, and the extent to which they are likely to overlap. What impact to the alley and adjacent street network are these trips likely to have?

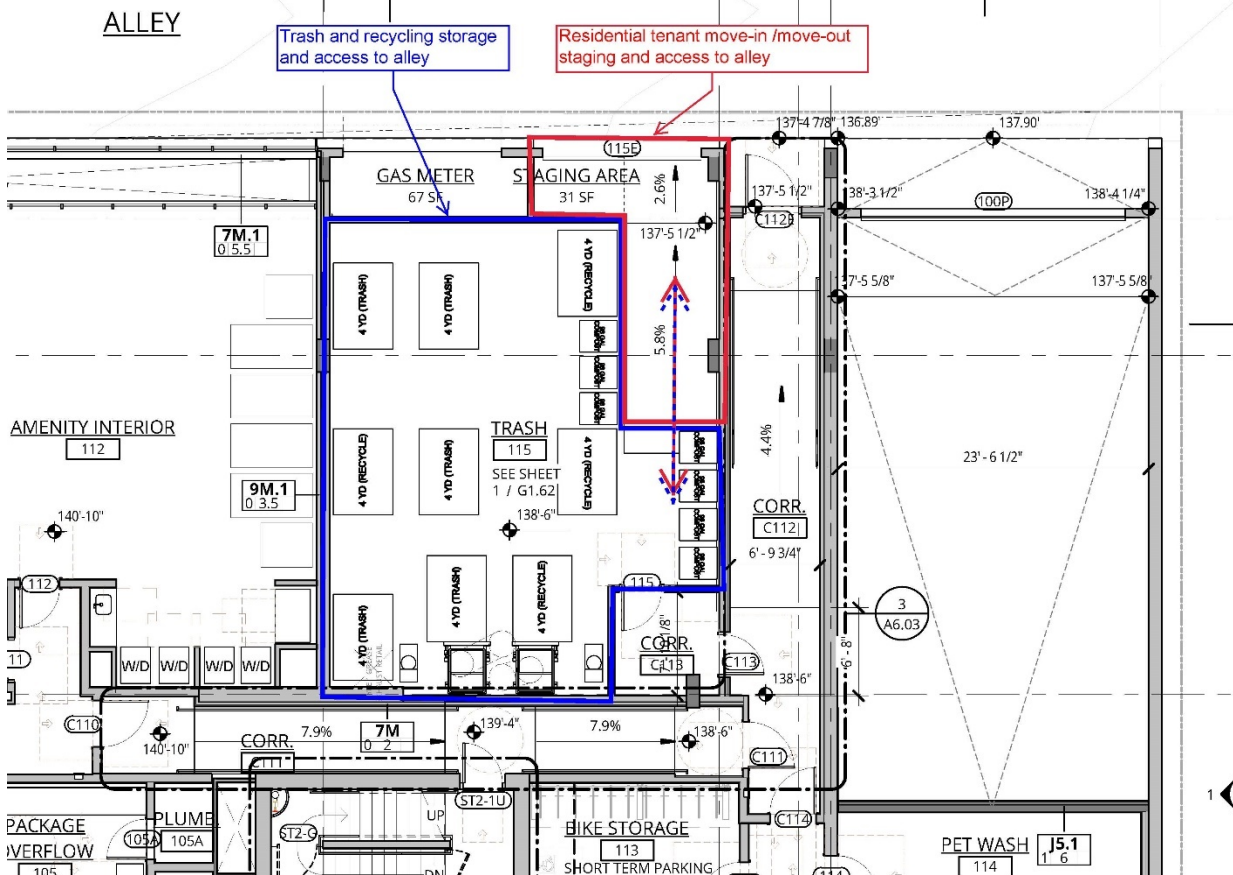
Response: Information about potential truck trip generation was provided by the applicant based on experience with other residential and mixed-use buildings in Seattle as well as the program and design of the 2nd & Bell project. The following describes the anticipated truck trip activity.

Resident Move-in/Move-out – Based on historical experience of the applicant, residential buildings typically have about 50% turnover per year (i.e. about half of the units change tenants each year). Turn-over occurs year-round, but can be somewhat higher in summer months. Based on these trends, about 88 of the 175 proposed units could turn-over each year, with an average of about 7 per month—7 move-in and 7 move-out. Building management would work with existing and new tenants to schedule move-in and move-out. This is generally limited to one move on weekday mornings (after 9:00 A.M.) and two on weekend days (one morning and one afternoon).

Nearly all of the proposed residential units are small studio or one-bedroom units. As a result, tenants often use (or are encouraged to use) the 10-foot or 15-foot U-Haul trucks, which are listed as appropriate for studio and one-bedroom moves. The 10-foot ‘Studio’ truck is listed at just over 19-feet long, and about 6.5 feet wide; the 15-foot truck is 22.5 feet long and just under 8 feet wide. The proposed building would include a move-in/move-out staging area with access from roll up garage doors on the alley (see Figure 1). This space would be used by tenants to temporarily store their belongings before being brought up to the unit or out to the truck. Moving trucks would be loaded and unloaded from the alley. Seattle Municipal Code (SMC) Section 11.74.010 addresses loading in alleys and limits stops for expeditious unloading and delivery or pickup to 30 minutes.

Solid waste – The applicant indicated that the building would have trash compacted in to dumpsters that would be stored inside the building in an area with access to the alley (see Figure 1). Building maintenance staff would move dumpster(s) in and out for pick-up by solid-waste services. The applicant’s experience with residential buildings in the Downtown and Belltown neighborhoods of Seattle suggests that garbage and recycling pickup could occur twice per week, usually in evenings, overnight, or early morning hours.

Figure 1. Residential Tenant Move-in/Move-out Staging and Trash/Recycling Area



Deliveries – Deliveries to commercial spaces would vary depending on the type of space leased. The applicant expects the commercial spaces to consist of a restaurant, café, and/or pub use as well as a mercantile retail space. The retail space may have one or two truck deliveries per week—with times that may vary based on retail hours and staffing. Restaurants and café spaces typically have one or two deliveries per day, usually in the early morning (between 5:00 and 8:00 A.M.). These deliveries are mostly expected to occur from the alley, where access to the commercial spaces can occur. Residential and commercial tenants would also receive mail and package deliveries from UPS, FedEx, Prime, and US Postal Service. These delivery vehicles, which would already be operating in the vicinity without or with the proposed project, are expected to use either the alley or an on-street commercial load zone in the vicinity. The applicant intends to request a commercial load zone space along the site frontage of 2nd Avenue to facilitate these deliveries.

Summary – Based on the information described above, the building is estimated generate six to ten truck trips per day (an in and out trip each by three to five trucks). The truck trips are not generally expected to overlap due to the typical schedules for deliveries, waste pickup, and move-in/move-out activities. With the project, the alley would be widened to 20 feet after a 2-foot dedication. The level of truck activity is not expected to cause adverse impacts to alley operations, access, and the adjacent street network.

2. Zoning Review – Correction Notice #2

Comment 3: *Transportation Management Program. Original Correction still applies. A multifamily development that is expected to generate 50 or more vehicle trips in any one p.m. hour or demand for 25 or more vehicles parking on the street overnight shall prepare and implement a Transportation Management Program (TMP) per SMC 23.49.019.J.2. The TMP must be consistent with the requirements of Director’s rule 27-2015.*

Please provide if required and this will be reviewed by our Transportation reviewer when you resubmit your plans.

Response: As shown in Table 1, the proposed residential component of the development is estimated to generate a total of 33 PM peak hour trips. A parking analysis was presented in the referenced technical memorandum and determined the proposed 175 apartment units would have a peak parking demand of 58 to 70 vehicles overnight, all of which could be accommodated by the proposed on-site parking supply. The proposed commercial space is about 30% of the size of existing commercial uses on the site with similar tenants, and is expected to reduce use of on-street parking in the vicinity.

Since the residential component of the project would not generate more than 50 trips and would have no overspill parking impact, neither of the thresholds would be exceeded by the project, and no TMP would be required.

TSM/tsm