JGM
LANDSCAPE ARCHITECTS

12610 N.E. 104th Street
Kirkland, WA 98033
Tel. 425-454-5723

Date: June 26, 2018

TO:
Pecos Pit International Franchise, LLC
Attn: Caun Knapp
7681 S 180th St.
Kent, WA 98032

PROJECT:
Pecos Pit Barbeque -West Seattle
4400 35th Ave SW
Seattle, WA 98126

RE: Rezone Application Submittal Information

Please provide the following information with your rezone application at the time of your appointment:

1. **Project number. 3029960**

2. **Subject property address(es).** Parcel numbers 9297301810 and 9297301805– Street Address: 3243 SW Genesee Street

3. **Existing zoning classification(s) and proposed change(s).**
Existing Classification: SF5000
Proposed change to NC3-65 (same zoning as the abutting lot to the west and the lot to the south across the alley).

4. **Approximate size of property/area to be rezoned.**
Parcel number 9297301810; 40 feet by 120 feet = 4800 S.F.
Parcel number 9297301805; 40 feet by 120 feet = 4800 S.F.

5. **If the site contains or is within 25 feet of an environmentally critical area, provide information if required pursuant to SMC 25.09.330 and CAM 103B, Environmentally Critical Area Site Plan Requirements.**
Not applicable for this property. No environmentally critical areas identified.

6. **Applicant information: a. Property owner or owner's representative or b. Other? (Explain)**
a. Property Owner City of Seattle, Seattle City Light, 700 5TH AVE STE 3200-AP, PO BOX 34023 SEATTLE WA 98124
b. Tenant/financially responsible party – Pecos Pit International Franchise LLC
Contact: Caun Knapp
425.417.0671
caun@pecospit.com

7. **Legal description of property(s) to be rezoned (also include on plans – see #16, below.**
Parcel #1 number 9297301810 - WESTHOLME ADD **Plat Block:** 12 **Plat Lot:** 13
Parcel #2 number 9297301805 - WESTHOLME ADD **Plat Block:** 12 **Plat Lot:** 12

JGM
LANDSCAPE ARCHITECTS

12610 N.E. 104th Street
Kirkland, WA 98033
Tel. 425-454-5723

8. Present use(s) of property.
The southern portion of the property is currently used as temporary parking by the adjacent Pecos Pit Barbeque restaurant. The remaining northern portion of the property contains a Seattle City Light concrete substation building.

9. What structures, if any, will be demolished or removed?
The existing Seattle City Light concrete substation building is scheduled for future removal and remediation of any identified toxic materials.

10. What are the planned uses for the property if a rezone is approved?
Permanent parking for use by the neighboring Pecos Pit Barbeque restaurant is planned including a landscaped buffer on the eastern boundary of the property.

Phase 1 will be to use the site as a parking lot with landscape buffers as it currently exists and has been established in the temporary parking uses as Pecos Pit Barbeque is currently approved for.

Phase 2 is pending the demolition by Seattle City Light of the current substation building. This schedule is dependent upon SCL's mitigation and demolition schedule and is beyond Pecos Pit Barbeque's control. Once the substation is removed and the soils are mitigated, a parking lot permit will be applied for and drainage, landscape buffers etc. will be brought up to code.

11. Does a specific development proposal accompany the rezone application? If yes, please provide plans.
The development proposal is to limit the rezoned parcels to parking for the adjacent Pecos Pit Barbeque restaurant, together with associated landscaping. As noted above, Phase 1 of the development is to maintain the existing parking and Phase 2 is to create new parking and landscaping per the attached conceptual plan after the Seattle City Light concrete substation building is removed and the site is remediated. Applicant will enter into a Property Use and Development Agreement to confirm this limitation and development plan.

12. Reason for the requested change in zoning classification and/or new use.
The current zoning classification does not authorize permanent parking serving the adjacent Pecos Pit Barbeque restaurant.

JGM
LANDSCAPE ARCHITECTS

12610 N.E. 104th Street
Kirkland, WA 98033
Tel. 425-454-5723

13. Anticipated benefits the proposal will provide.
Proposal will provide off-street parking for Pecos Pit Barbeque restaurant patrons, restaurant employees and help reduce on-street parking in residential neighborhood areas. Proposal will provide a landscaped buffer and transitional area between commercial development and residential neighborhood areas. Proposal will also help reduce the number of cars traveling into the residential neighborhoods to the east via SW Genesee Street (a one-way street) by providing a one-way entrance into the parking area from SW Genesee Street so vehicles can exit into the alley and immediately connect to 35th Avenue SW.

14. Summary of potential negative impacts of the proposal on the surrounding area.
Some additional vehicle trips may be generated during peak lunch time hours, however, the current on-street short-term parking by patrons will be reduced. Multiple traffic analyses for the neighboring Pecos Pit Barbeque restaurant have been completed and are available for review.

15. List other permits or approvals being requested in conjunction with this proposal (e.g., street vacation, design review).
No other permits or approvals are being requested at this time.

16. Submit a written analysis of rezone criteria (see SMC 23.34.008 and applicable sections of 23.34.009-128). Include applicable analysis locational criteria of 23.60.220 if a shoreline environment re-designation is proposed.
See Pages 3-4 of this document.

17. Provide six copies of scale drawings with all dimensions shown that include, at a minimum, existing site conditions, right- of-way information, easements, vicinity map, and legal description. See SMC 23.76.040.D, Application for Council Land Use Decisions for other application materials that may be pertinent. Plans must be accompanied by SDCI plans coversheet.
See Attachments E and F.

Written Analysis of Rezone Criteria per SMC 23.34.008

Criteria A.1 and A.2: Current existing use of the parcels proposed for rezone include a vacant concrete substation building and gravel parking area. Proposed rezone will not affect the zoned capacity or growth estimates adopted in the Comp. Plan.

Criterion B - Zone Criteria and Area Characteristics: The properties directly adjacent to the south and west of the parcels proposed for rezone are all zoned NC3-65.

JGM
LANDSCAPE ARCHITECTS

12610 N.E. 104th Street
Kirkland, WA 98033
Tel. 425-454-5723

Criterion C - Zoning History and Precedential Effect: Under the City's Mandatory Housing Affordability Draft Environmental Impact Statement (DEIS), the City is proposing to rezone the properties abutting the east and northern boundary of the property from Single Family (SF) to Lowrise 1 (LR1). See Attachments A, B and C (showing the property and rezone Alternatives 2 and 3 from the DEIS). There is no analysis available of parcels with commercial uses requiring parking that are adjacent to vacant City Light properties in SF zones. This appears to be a unique circumstance.

Criterion D: West Seattle Junction HUB Urban Village Neighborhood Plan January 1999.
These two parcels are located within the urban village boundary, but they are outside of the commercial core area identified in the neighborhood plan.

The following statements were selected from the neighborhood plan:
Economic Development Vision: "The West Seattle Junction business district as a safe, attractive and inviting commercial district that supports a balance of retail and professional jobs, daytime and evening activities, and provides quality goods and services that meet the everyday needs of the community."

Economic Development Goal 10: "Encourage the provision of parking for both shoppers and employees."

Parking
"Repeatedly, parking has been noted as an issue within the community. On-street employee parking has been identified as a top priority in the neighborhood plan. Increasingly, employees must park on the street in neighboring residential areas and not in front of the business. This often causes conflicts with residents."

Inadequate public parking for commercial business patrons is a current concern in this area. The proposed rezone is intended to provide adequate off-street parking for both business patrons and employees while providing a physical and greenspace buffer separation between commercial uses and residential areas.

Criterion E – Zoning Principles: Currently commercial uses directly border the residential neighborhood and on-street parking spills into the residential neighborhood during peak use times. The two parcels proposed for rezone are not currently used for residential purposes and the proposed rezone will not eliminate any housing.

Criterion F – Impact Evaluation: Currently the neighboring Pecos Pit Barbeque restaurant drive-through traffic must exit to the north and can only turn right onto SW Genesee Street. Minimal impacts to traffic access and capacity for local streets are anticipated as the trips may occur during the middle of the day and not during heavy traffic times. Proposal will also help reduce the number of cars traveling into the residential neighborhoods to the east via SW Genesee Street by providing a one-way entrance into the

JGM
LANDSCAPE ARCHITECTS

12610 N.E. 104th Street
Kirkland, WA 98033
Tel. 425-454-5723

proposed parking area from SW Genesee Street so vehicles can exit into the alley and immediately connect to 35th Avenue SW. On-street short-term parking by patrons and employees will be reduced or eliminated as adequate parking will be available. Existing transit service to the immediate area will not be impacted by the proposed rezone. Multiple traffic analyses for the neighboring Pecos Pit Barbeque restaurant have been completed and are attached for review. See Attachment D. There is currently a narrow, planted buffer and visual screen that was recently installed by Pecos Pit Barbeque along the east side of Parcel 9297301805 as part of the temporary parking improvements. There are no existing storm-water treatment facilities between the existing Seattle City Light concrete substation building and the neighboring residential neighborhood. This building is scheduled for future removal and remediation of any identified toxic materials. When this building is removed the residential neighborhood will be more exposed to impacts from the commercial areas. The proposed solid screen fence and wider landscaped buffer will help protect neighbors from light, glare and noise from existing commercial uses to the west. The completed parking area will incorporate current storm-water treatment measures to mitigate potential storm-water runoff impacts.

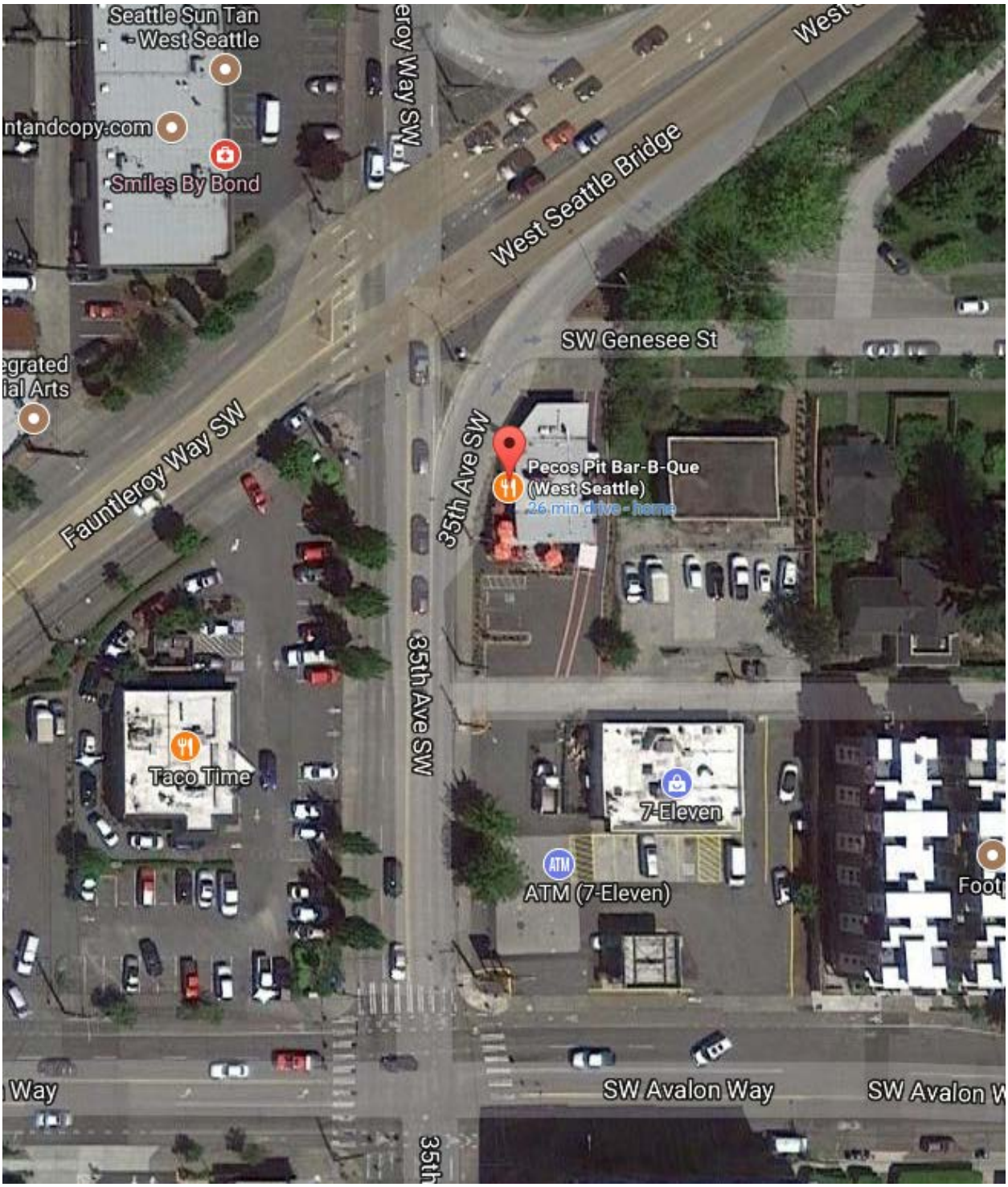
End of Written Analysis

Attachments:
A-Aerial Photograph
B-Current Zoning Map
C-Mandatory Housing Affordability (MHA DEIS) Alternatives 2 and 3
D-Traffic Analyses
E-Schematic Plan - Existing Conditions-Phase 1
F-Proposed Plan- Phase 2
G-Cover Sheet

Attachment A

Pecos Pit Bar-B-Que

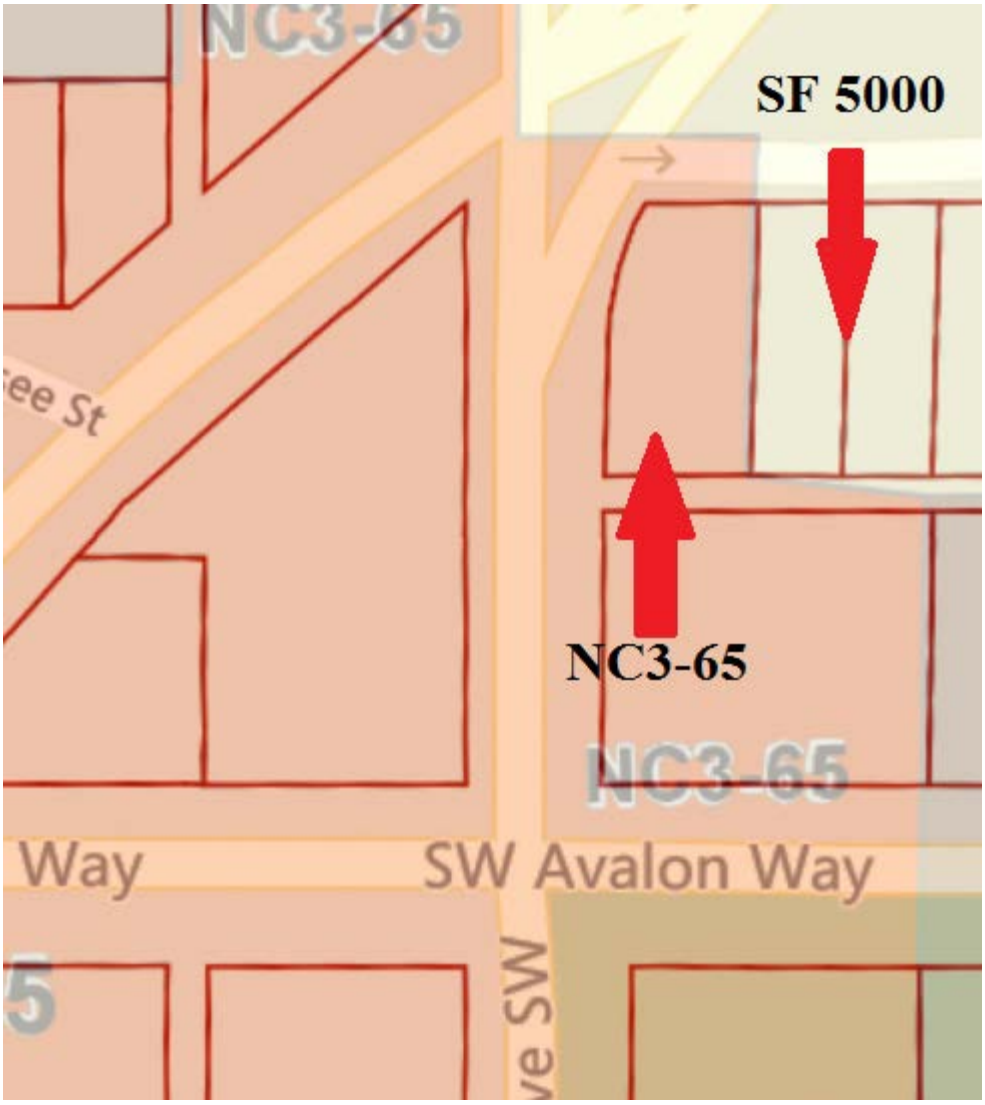
Aerial Photo



Attachment B

Pecos Pit Bar-B-Que

Current Zoning



Attachment C

Pecos Pit Bar-B-Que

MHA DEIS Alternatives 2 and 3

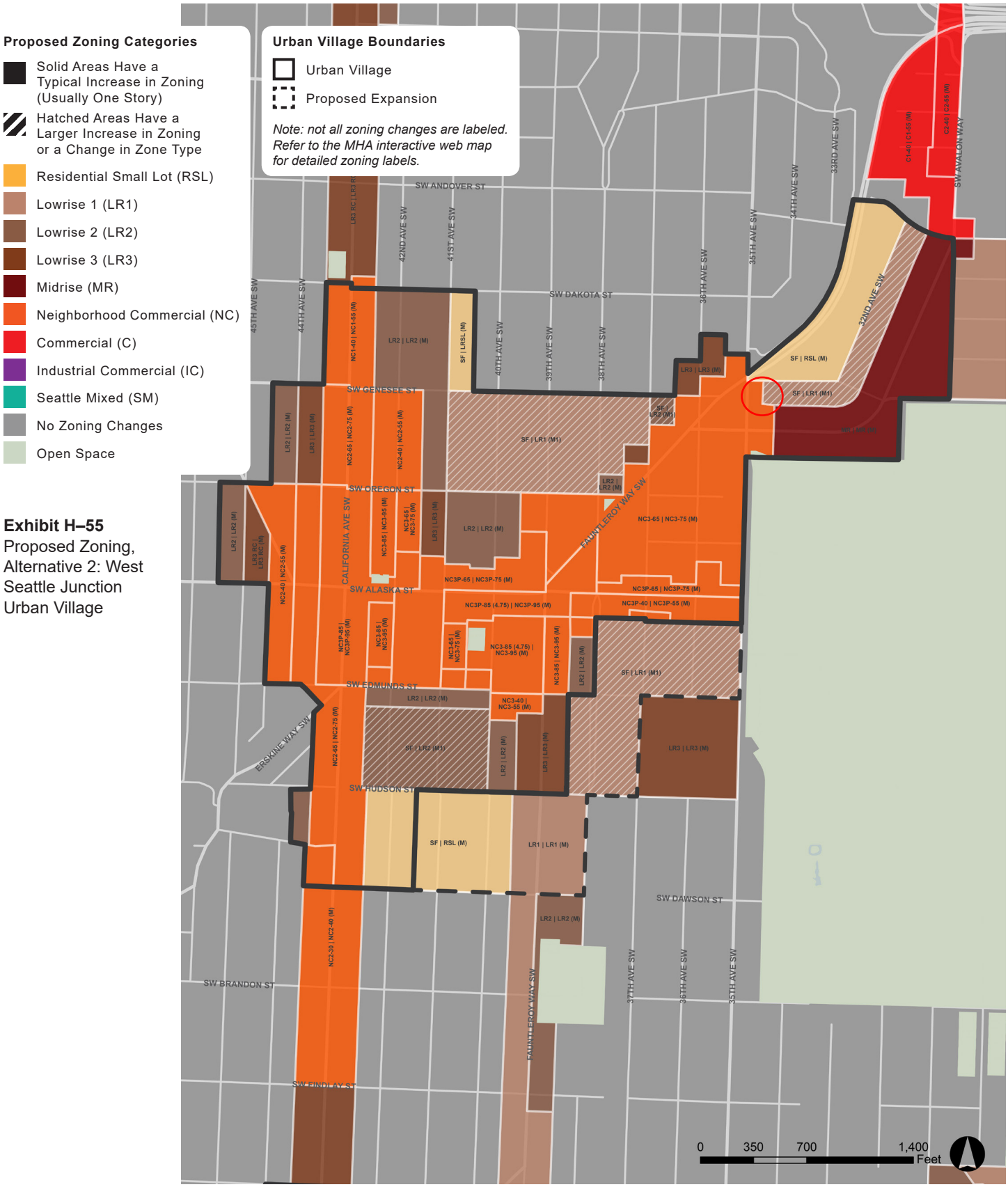


Exhibit H–55
Proposed Zoning, Alternative 2: West Seattle Junction Urban Village

Source: City of Seattle, 2017.

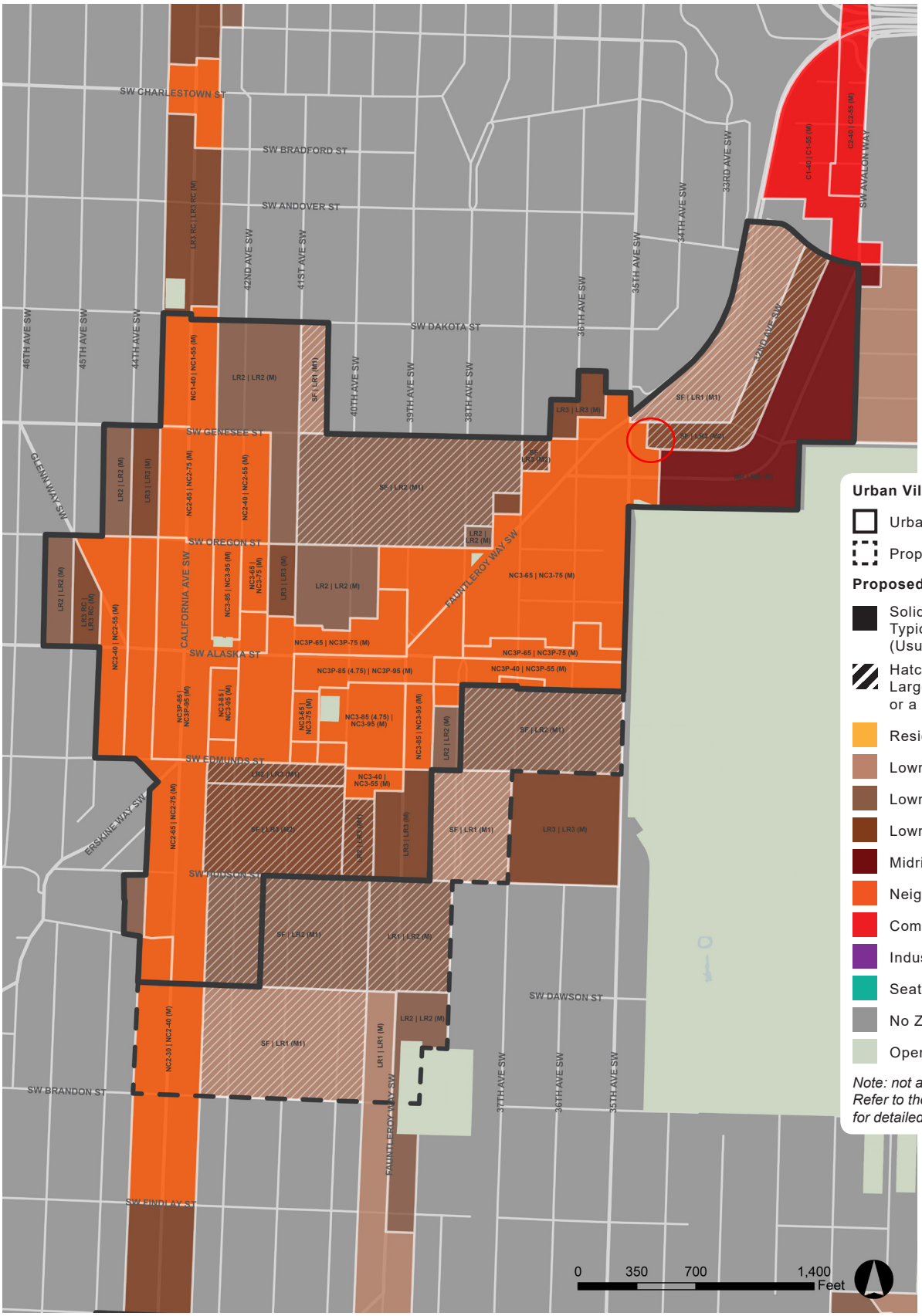


Exhibit H–56
Proposed Zoning, Alternative 3: West Seattle Junction Urban Village

Urban Village Boundaries

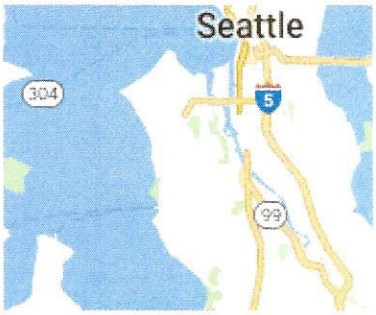
- Urban Village
- Proposed Expansion

Proposed Zoning Categories

- Solid Areas Have a Typical Increase in Zoning (Usually One Story)
- Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
- Residential Small Lot (RSL)
- Lowrise 1 (LR1)
- Lowrise 2 (LR2)
- Lowrise 3 (LR3)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Commercial (C)
- Industrial Commercial (IC)
- Seattle Mixed (SM)
- No Zoning Changes
- Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

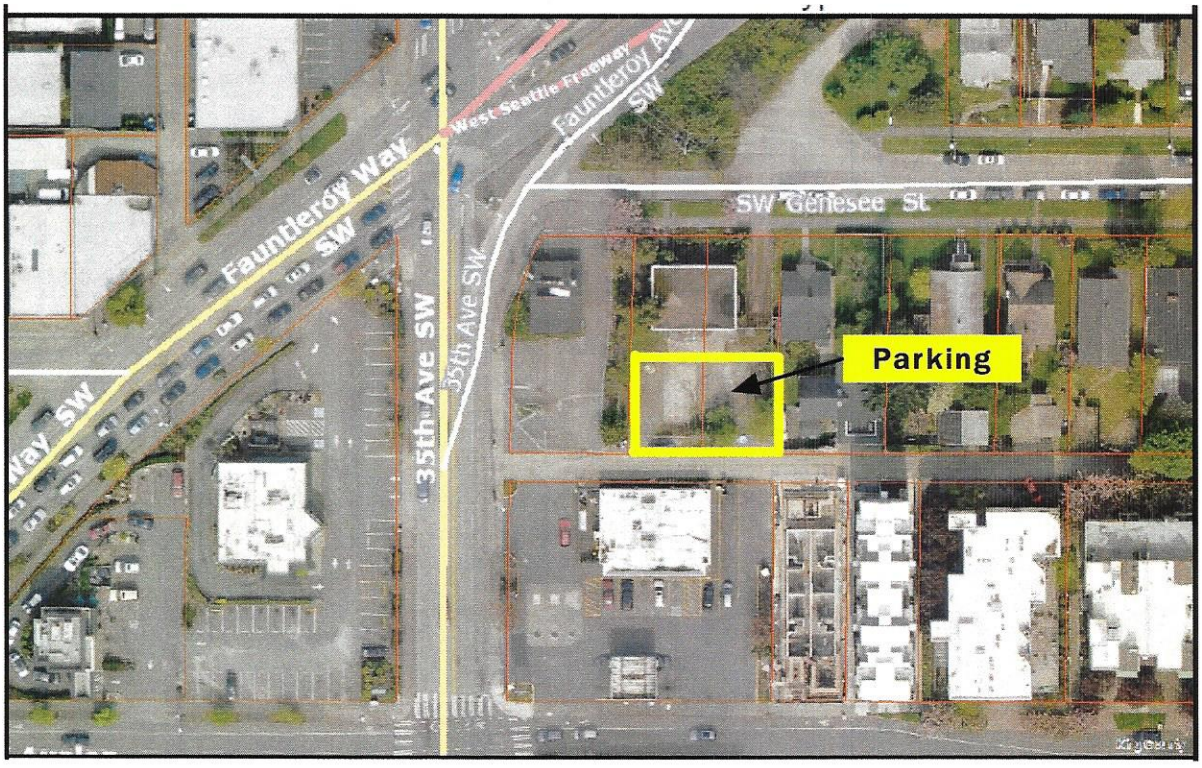
Source: City of Seattle, 2017.



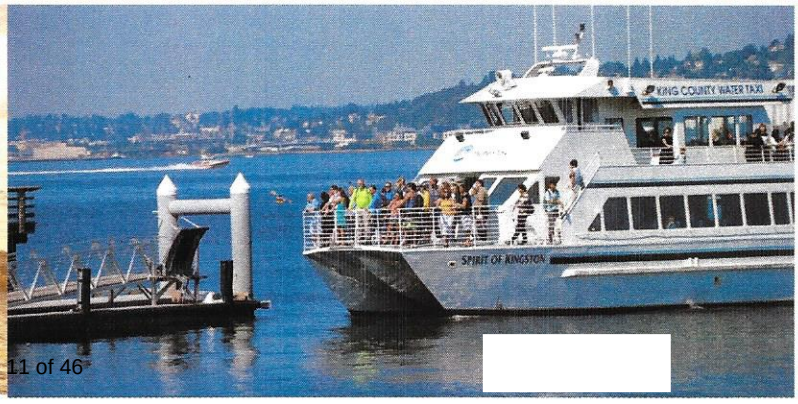
Seattle

3243 SW GENESEE STREET (#3026332)
CORRECTION NOTICE #1 – LAND USE TYPE II PARKING PERMIT

January 19, 2017



JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE (OR and WA), PTOE, President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net



JTE . Jake Traffic Engineering, Inc. .

Mark J. Jacobs, PE, PTOE
President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

January 19, 2017

CITY OF SEATTLE
Attn: William Mills
700 5th Avenue, Suite 2000
Seattle, WA 98124-4019

Re: 3243 SW Genesee (#3026332) - Seattle
Correction Notice #1 – Land Use Type II Parking Permit

Dear Mr. Mills,

I am pleased to provide this response to the City of Seattle Correction Notice #1 dated December 22, 2016 Land Use. The notice regards the use of eight parking stalls at 3243 SW Genesee Street. Access to the parking is via an alley.

My responses are to the Traffic Comments noted below:

3 Transportation item: Please provide an estimate of the daily and peak hour trip volumes to and from the parking area.

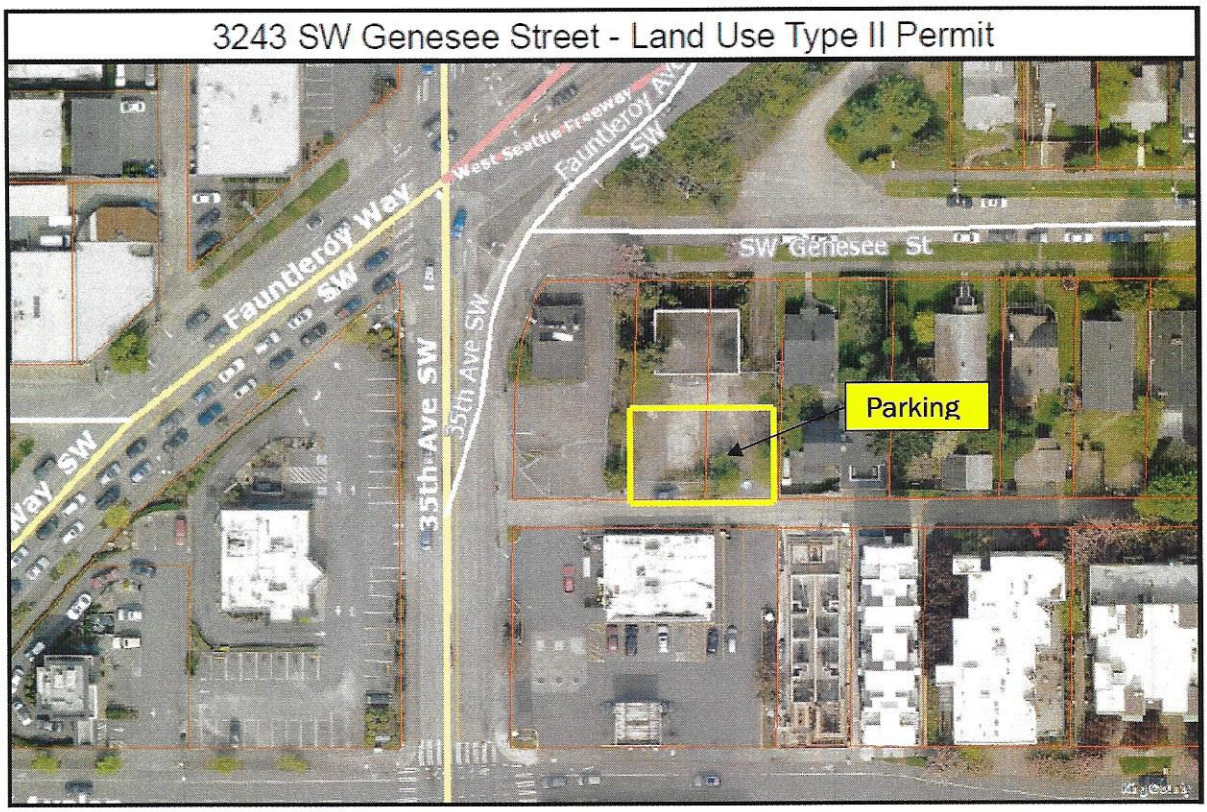
4 Transportation item: Please provide a distribution of the trips made to and from the parking area. How many trips are expected to use the alley to the east of the site?

5 Transportation item: Please provide a traffic operations and safety analysis of the intersection of the alley with 35th Avenue SW.

I have reviewed the site and surrounding street system and have prepared this report based on the above comments, our correspondence and my extensive Traffic Engineering work experience.

PROJECT INFORMATION

An aerial view of the site obtained from King County IMap is depicted below:



EXISTING CONDITIONS

The subject site has eight parking stalls located on the south half of King County parcel #'s 9297301805 and 9297301810 that are accessed via the alley. These eight parking stalls are the subject of a pending Type II Permit

Pedestrian/Bike Facilities

Curb, gutter and sidewalks exist on the streets in the site vicinity.

Bike lanes exist on Southwest Avalon Way.

Other Uses in the Site Vicinity

Residential, commercial retail, restaurants and other activities exist within walking/biking distance of the site.

3243 SW
Genesee Street

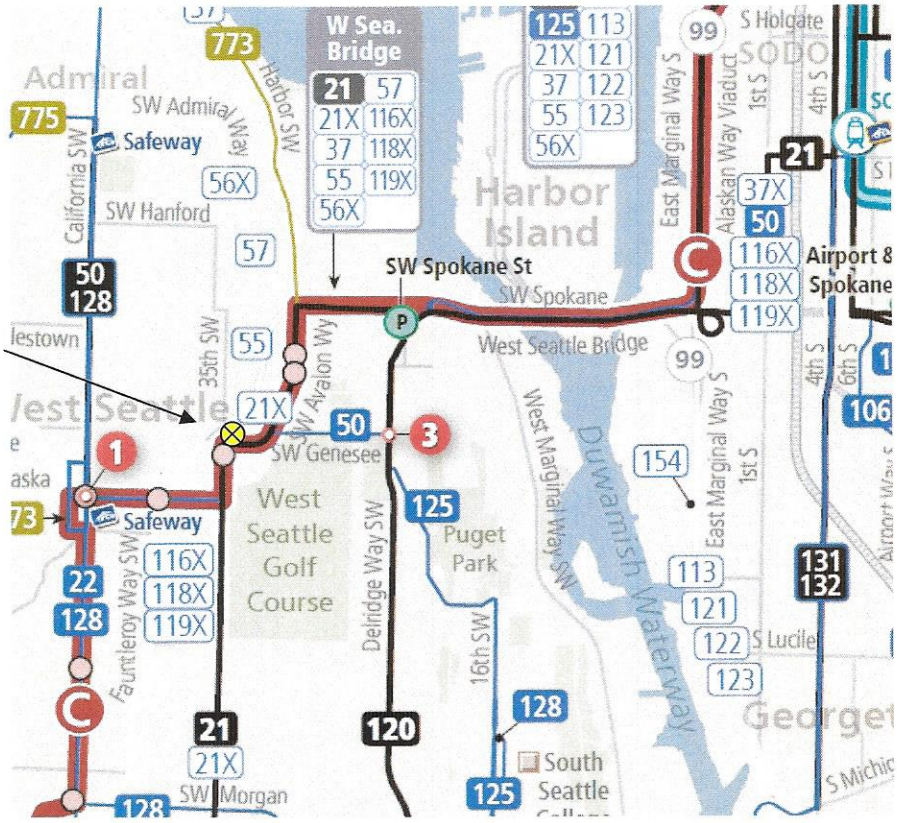
Street Classifications

The City of Seattle classifies 35th Ave. SW Fauntleroy Way SW as Principal Arterials per the Seattle Arterial Classifications Planning Map. Southwest Genesee Street is a Collector Arterial east of SW Avalon Way and west of California Avenue Southwest. Between 35th Ave. SW and SW Avalon Way SW Genesee St. functions as a neighborhood collector and is signalized at SW Avalon Way that further promotes this function. The germane section of the map is depicted to the right:

Transit

I have reviewed the King County Metro Transit System Map for routes that serve the site vicinity. As depicted on Transit System Map below the site is well served by transit. Additional, information on transit service can be obtained from the King County Metro website.

3243 SW
Genesee Street



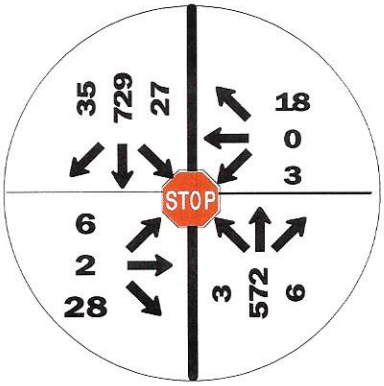
Other

In addition to transit service in the site vicinity, Seattle is served by a number of car sharing services.

Street parking exists on SW Genesee St., east of SW 35th Avenue Southwest. No street parking is available on 35th Ave. SW or on Fauntleroy Way SW in the site vicinity.

Traffic Data

I had a Turning Movement Count conducted at the Alley-Taco Time/35th Ave. SW intersection on Thursday January 5, 2017, see data to the right. The TMC was conducted by Traffic Count Consultants a firm specializing in the collection of traffic data. TC2 also tracked in and out traffic at the Pecos Pit BBQ accesses and the 7-11 north driveway on 35th Ave. SW and the access to the alley. The TC2 data is attached.



35th Ave. SW/Alley Access - Taco Time
Thursday 01.05.2017
1715 to 1815

The 7-11 north driveway data on 35th Avenue SW was assigned to the alley access to 35th to incorporate the data into the analysis.

The site trips enter the site via the alley. The field data collected showed two customers entering the 3243 SW Genesee offsite parking between between 1715 and 1815. During the two hour of data collection eight customers entered the parking area and one left. The collected data indicates that the parking area generated little traffic. I project that during warmer weather more customers would park and eat in the restaurant.

The Institute of Transportation Engineers (ITE) Parking Generation 4th Edition provides parking demand information for a variety of land use codes including restaurants. Using the collected data, national ITE information and my 30+ years of experience I project that the parking area on a typical PM peak period would generate about 12 PMPHT's with seven entering and five exiting.

3 Transportation item: Please provide an estimate of the daily and peak hour trip volumes to and from the parking area.

During the PM street peak hour I project that the parking are generates about 12 trips, thus each stall 1.5 PM peak hour trips. On a daily basis I project 154 trips would be associated

with the eight parking stalls using national ITE data via the ratio of the daily (w/o AM data) to PM peak hour traffic data for restaurant use.

4 Transportation item: Please provide a distribution of the trips made to and from the parking area. How many trips are expected to use the alley to the east of the site?

Site parking lot traffic to and from the east via the alley would be nominal. Parking lot traffic from the east on the alley is limited to the neighborhood generally bounded to the east by SW Avalon Way and SW Andover Street to the north, well less than 5 percent of site traffic. A slightly greater number of customers leaving the parking area may elect to use the alley to due to PM peak hour left turning restriction (very appropriate) from 35th Ave. SW onto SW Avalon St, thus 10% is determined. This would correlate into the parking area generating one trip from the east and sending two trips to the east during the PM street peak period.

ACCESS REVIEW

Access to the site parking is via an alley that connects with 35th Ave. SW to the west and SW Genesee St to the northeast. Good sight lines exist at the alley intersection with 35th Avenue Southwest. Sight lines at the alley access intersection with SW Genesee St. are impacted by vehicles parked on SW Genesee Street. The City could consider painting the curb on SW Genesee Street yellow 5' to the west and east to discourage people from parking right at the alley access.

Traffic using the alley east of the parking area is primarily by residents of the apartments and the single family homes that abut the alley.

Traffic Operations

The LOS of the study intersections were calculated using the Synchro software program. Results of the calculations indicate that during the PM peak period the westbound alley approach motorists to 35th Ave. SW would incur an average delay of about 14 seconds (13.7 seconds per calculation) with the eight stall parking lot. Westbound queuing approaching 35th Ave. SW is typically the waiting motorist with a second motorist occasionally behind them per the traffic simulation.

I also conducted a traffic review presuming a 20% growth in traffic. The WB alley traffic approaching 35th would incur average delay of about 17 seconds (16.5 per calculation)

Safety

Accident data was provided by WSDOT staff electronically (electronic file available upon request; refn. #2016.075 jaketraffic@comcast.net) for a three year time period (01.01.13 to -12.31.15 the streets and alley in the site vicinity, see attached WSDOT cover letter.

Review of the data indicates two recorded incidents at the 35th Ave. SW/Alley-Taco Time intersection. One involved a pedestrian and backing vehicle with a possible injury and the

other was property damage only. Thirty fifth Avenue Southwest is a high volume street and the alley-Taco Time intersection experiences less than one incident a year. Good sight lines exist at this intersection and from my review the intersection operates satisfactorily

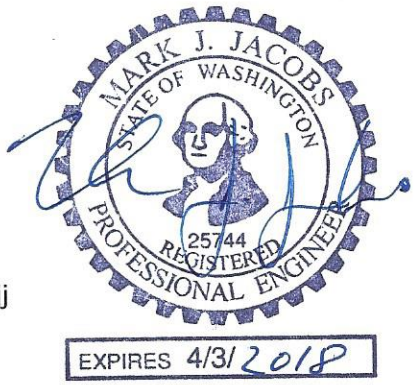
5 Transportation item: Please provide a traffic operations and safety analysis of the intersection of the alley with 35th Avenue SW.

The traffic operation and safety review of the 35th Ave. SW/Alley-Taco Time intersection show that it operates satisfactorily.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This letter responds to the City of Seattle Correction Notice #1 Comments concerning traffic and parking associated with eight parking stalls located at 3243 SW Genesee Street. Based on my review I have determined that allowing the use of the eight parking stalls has minimal traffic/safety effect.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

01.19.2017

MJJ: mjj

Prepared for: **Jake Traffic Engineering, Inc.**

Traffic Count Consultants, Inc.

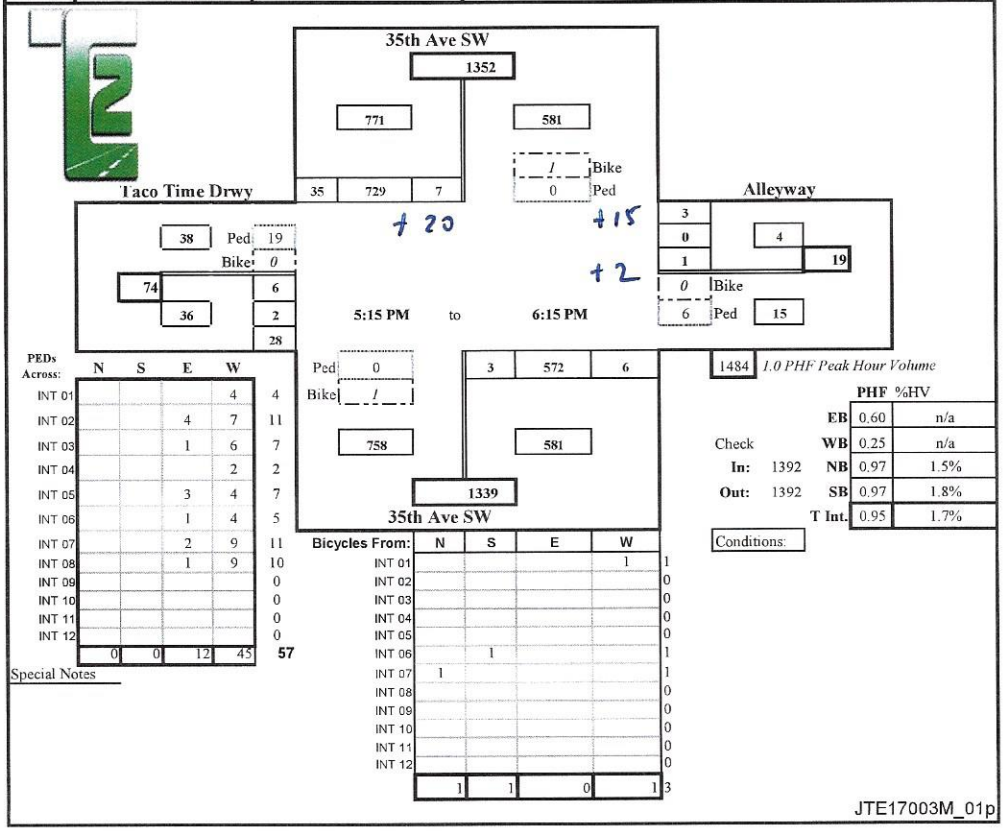
Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: 35th Ave SW & Alleyway/Taco Time Drwy **Date of Count:** Thurs 1/05/2017

Location: West Seattle, Washington **Checked By:** Jess

Time Interval	From North on (SB) 35th Ave SW				From South on (NB) 35th Ave SW				From East on (WB) Alleyway				From West on (EB) Taco Time Drwy				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:45 P	4	2	193	15	3	2	143	0	0	0	0	1	0	2	0	13	371
5:00 P	3	3	170	4	2	0	122	1	0	0	0	1	0	0	0	12	313
5:15 P	4	0	170	8	2	0	125	1	0	0	0	0	0	3	0	8	315
5:30 P	4	0	185	9	3	0	145	3	0	0	0	0	0	1	0	8	351
5:45 P	3	1	182	6	3	2	137	2	0	0	0	0	0	1	0	6	337
6:00 P	4	3	180	6	1	1	142	0	0	0	0	0	0	1	0	4	337
6:15 P	3	3	182	14	2	0	148	1	0	1	0	3	0	3	2	10	367
6:30 P	2	8	177	9	0	1	121	1	0	0	0	3	0	1	0	7	328
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	27	20	1439	71	16	6	1083	9	0	1	0	8	0	12	2	68	2719
Peak Hour: 5:15 PM to 6:15 PM																	
Total	14	7	729	35	9	3	572	6	0	1	0	3	0	6	2	28	1392
Approach	771				581				4				36				1392
%HV	1.8%				1.5%				n/a				n/a				1.7%
PHF	0.97				0.97				0.25				0.60				0.95



PEDs Across:	N	S	E	W	
INT 01				4	4
INT 02			4	7	11
INT 03			1	6	7
INT 04				2	2
INT 05			3	4	7
INT 06			1	4	5
INT 07			2	9	11
INT 08			1	9	10
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	12	45	57

Bicycles From:	N	S	E	W	
INT 01				1	1
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06		1			1
INT 07	1				1
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	1	1	0	1	3

		PHF	%HV
	EB	0.60	n/a
Check	WB	0.25	n/a
In: 1392	NB	0.97	1.5%
Out: 1392	SB	0.97	1.8%
	T Int.	0.95	1.7%

Conditions:

Special Notes

JTE17003M_01p

West Seattle, Washington
JTE17003M

Pecos Pit/7-11 Driveways
In Out Counts

Thursday, January 5th 2017
4:30-6:30 PM
Collected By: Traffic Count Consultants, Inc.

Pecos Pit Drwy from Alley		
TIME	IN	OUT
16:30	1	1
16:45	0	0
17:00	1	0
17:15	2	0
17:30	3	0
17:45	2	1
18:00	4	0
18:15	7	0
TOTAL:	20	2

Pecos Pit Parking Lot Drwy		
TIME	IN	OUT
16:30	1	0
16:45	3	0
17:00	0	1
17:15	0	0
17:30	0	0
17:45	2	0
18:00	0	0
18:15	2	0
TOTAL:	8	1

7-11 Drwy from Alley		
TIME	IN	OUT
16:30	1	3
16:45	1	4
17:00	0	2
17:15	0	0
17:30	0	3
17:45	1	3
18:00	0	3
18:15	1	5
TOTAL:	4	23

7-11 Drwy from 35th (North)		
TIME	IN	OUT
16:30	4	7
16:45	3	5
17:00	1	6
17:15	1	7
17:30	4	3
17:45	7	4
18:00	8	3
18:15	3	8
TOTAL:	31	43

↑
added to May approach to 35th

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	2	28	3	0	18	3	572	6	27	729	35
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	2	30	3	0	20	3	622	7	29	792	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1207	1525	435	1108	1541	334	840	0	0	638	0	0
Stage 1	880	880	-	642	642	-	-	-	-	-	-	-
Stage 2	327	645	-	466	899	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	119	575	167	116	668	804	-	-	956	-	-
Stage 1	312	368	-	434	472	-	-	-	-	-	-	-
Stage 2	665	471	-	551	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	110	565	146	107	657	797	-	-	948	-	-
Mov Cap-2 Maneuver	128	110	-	146	107	-	-	-	-	-	-	-
Stage 1	308	344	-	428	465	-	-	-	-	-	-	-
Stage 2	636	464	-	484	337	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	13.7	0	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	314	438	948	-	-
HCM Lane V/C Ratio	0.004	-	-	0.125	0.052	0.031	-	-
HCM Control Delay (s)	9.5	0	-	18.1	13.7	8.9	0.2	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	2	28	3	0	18	3	572	6	27	729	35
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	2	30	3	0	20	3	622	7	29	792	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1207	1525	435	1108	1541	334	840	0	0	638	0	0
Stage 1	880	880	-	642	642	-	-	-	-	-	-	-
Stage 2	327	645	-	466	899	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	119	575	167	116	668	804	-	-	956	-	-
Stage 1	312	368	-	434	472	-	-	-	-	-	-	-
Stage 2	665	471	-	551	360	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	110	565	146	107	657	797	-	-	948	-	-
Mov Cap-2 Maneuver	128	110	-	146	107	-	-	-	-	-	-	-
Stage 1	308	344	-	428	465	-	-	-	-	-	-	-
Stage 2	636	464	-	484	337	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	13.7	0	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	314	438	948	-	-
HCM Lane V/C Ratio	0.004	-	-	0.125	0.052	0.031	-	-
HCM Control Delay (s)	9.5	0	-	18.1	13.7	8.9	0.2	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	2	28	3	0	18	3	572	6	27	729	35
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	8	3	37	4	0	23	4	746	8	35	951	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1445	1826	518	1325	1845	397	1007	0	0	764	0	0
Stage 1	1054	1054	-	768	768	-	-	-	-	-	-	-
Stage 2	391	772	-	557	1077	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	94	78	508	116	76	608	696	-	-	858	-	-
Stage 1	245	305	-	365	414	-	-	-	-	-	-	-
Stage 2	610	412	-	487	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	69	500	95	67	598	690	-	-	851	-	-
Mov Cap-2 Maneuver	82	69	-	95	67	-	-	-	-	-	-	-
Stage 1	241	274	-	358	406	-	-	-	-	-	-	-
Stage 2	575	404	-	402	268	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.8	16.5	0.2	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	228	340	851	-	-
HCM Lane V/C Ratio	0.006	-	-	0.206	0.081	0.041	-	-
HCM Control Delay (s)	10.2	0.1	-	24.8	16.5	9.4	0.4	-
HCM Lane LOS	B	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0.1	-	-

Washington State Department of Transportation

Transportation Data and GIS Office
7345 Linderson Way Sw, Fl 1
Tumwater, WA 98501

360-570-2464 / Fax 360-570-2449
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 23, 2016

Mark J. Jacobs
JTE, Inc.
2614 39th Ave, SW
Seattle WA 98116

Dear Mr. Jacobs:

In accordance with the Public Records Act, RCW 42.56, this letter acknowledges receipt of your request for records dated December 21, 2016 (Request Number PDR-16-3630).

We have prepared a history of officer reported crashes that occurred *on* or *in the vicinity of* the following road segments in the City of Seattle for the period of 1/1/2013 – 12/31/2015.

- 35th Ave Avalon St to 500 ft. north of Fauntleroy Way / West Seattle Bridge
- Genesee St from 35th Ave to Avalon St
- Alleyway from 35th Ave to Genesee St
- Fauntleroy Way / West Seattle Bridge from Avalon St to 500 ft. east of 35th Ave

Federal law 23 United States Code Section 409 governs use of the data you requested. Under this law, data maintained for purposes of evaluating potential highway safety enhancements:

"*. . . shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*" [Emphasis added.]

The Washington State Department of Transportation (WSDOT) is releasing this data to you with the understanding that you will not use this data contrary to the restrictions in Section 409, which means you will not use this data in discovery or as evidence at trial in any action for damages against the WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. If you should attempt to use this data in an action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

With this package, your request for records is complete and closed.

If you have any further questions you may contact me at 360-570-2464.

Sincerely,

Julie Brown

Julie Brown
Transportation Planning Technician 3
Transportation Data and GIS Office

JTE . Jake Traffic Engineering, Inc. .

Mark J. Jacobs, PE, PTOE

President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

May 7, 2017

CITY OF SEATTLE
Attn: William Mills
700 5th Avenue, Suite 2000
Seattle, WA 98124-4019

Re: 3243 SW Genesee (#3026332) - Seattle
Correction Notice #1 – Land Use Type II Parking Permit - Addendum

Dear Mr. Mills,

I am pleased to provide this Addendum to my 3243 SW Genesee (#3026332) - Seattle Correction Notice #1 – Land Use Type II Parking Permit dated January 19, 2017. The January report was prepared in response to the City of Seattle Correction Notice #1 dated December 22, 2016 Land Use. The Notice regards the use of eight parking stalls at 3243 SW Genesee Street. Access to the parking is via an alley.

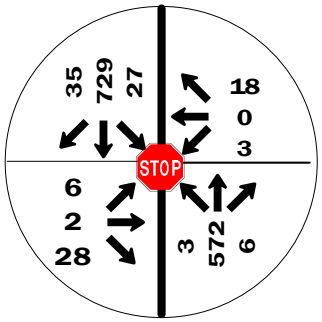
Traffic data conducted for my 3243 SW Genesee (#3026332) – Seattle Correction Notice #1 – Land Use Type II Parking Permit was conducted in early January. During a Public Meeting comment was made about seasonality of the site use. I accounted for this in my analysis. In order to better quantify seasonal effect on the use of the site parking area I retained Traffic Count Consultants to conduct additional data collection. TC2 conducted three hours, 1600 to 1900, of data collection on Wednesday May 3, 2017 with nice weather conditions. The data was conducted at the 35th Ave. SW/Alley – Taco Time intersection and at the Pecos Pit parking lot.

This Addendum letter reviews and discusses the May 2017 traffic as compared to the data presented in 3243 SW Genesee (#3026332) – Seattle Correction Notice #1 – Land Use Type II Parking Permit. The new traffic data collected for this Addendum confirm my prior projections that the Parking Lot generates minimal traffic.

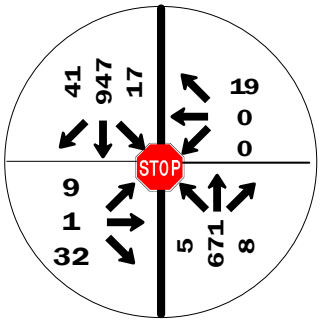
Traffic Data

I had a Turning Movement Count conducted at the Alley-Taco Time/35th Ave. SW intersection on Thursday January 5, 2017 and on May 3, 2017. The TMC was conducted by Traffic Count Consultants (TC2) a firm specializing in the collection of traffic data. TC2 also tracked in and out traffic at the Pecos Pit BBQ parking access by direction and the 7-11 north driveway on 35th Avenue Southwest. The May TC2 data is attached to this Addendum and the January data is contained in 3243 SW Genesee (#3026332) – Seattle Correction Notice #1 – Land Use Type II Parking Permit.

The 7-11 north driveway data on 35th Avenue SW was assigned to the alley access to 35th to incorporate the data into the analysis, consistent with my prior study. The resultant TMC data during the peak one hour of the counted traffic are depicted below:



35th Ave. SW/Alley Access - Taco Time
Thursday 01.05.2017
1715 to 1815



35th Ave. SW/Alley Access - Taco Time
Wednesday 05.03.2017
1700 to 1800

Review of above data does show an increase in northbound and southbound traffic on 35th Avenue Southwest. Traffic on 35th Ave. SW does fluctuate; City data conducted in 2014 as part of the City of Seattle Fauntleroy Way SW Boulevard Project Traffic Analysis Report dated October 17, 2014 identified 818 and 655 southbound and northbound vehicle trips on 35th Ave. SW, respectively.

The pertinent data for the Pecos Pit parking lot is traffic using the alley. The data obtained in January 2017 identified 56 vehicular trips turning into or from the alley versus 43 in May 2017.

Pecos Pit Parking Lot Trips

TC2 counted traffic entering and exiting the Pecos Pit parking area from 1600 to 1900. During this time period a total of 16 trips were observed entering and exiting the parking area. During the peak one hour 13 vehicles were observed with seven entering and six exiting. I had projected that during the typical PM peak period there would be 12 trips generated, based on the data collected in January, national ITE information and my 30+ years of experience.

The May 2017 data further substantiates my analysis in 3243 SW Genesee (#3026332) – Seattle Correction Notice #1 – Land Use Type II Parking Permit. The parking lot generates minimal traffic.

Alley Trips

Site parking lot traffic to and from the east via the alley was projected to be nominal in my January report. I had projected the parking area generating one trip from the east and sending two trips to the east during the PM street peak period. During the three hours of data collected at the Pecos Pit parking lot only one trip was observed using the Alley leaving the parking area to the east.

Traffic Operations

Traffic operation of the 35th Ave. SW/Alley-Taco time access was reviewed using updated traffic data. My analysis based on January data indicated that during the PM peak period the westbound alley approach motorists to 35th Ave. SW would incur an average delay of about 14 seconds (13.7 seconds per calculation) with the eight stall parking lot.

The average westbound delay noted based on the May data were less than those noted in 3243 SW Genesee (#3026332) – Seattle Correction Notice #1 – Land Use Type II Parking Permit. The average delay is affected by left turning traffic. The January count counted three egress left turn motorists from the alley to southbound 35th Ave. SW and in May none were observed. This is a low volume traffic movement.

Summary

This Addendum Letter conducted additional review of the eight stall parking lot at 3243 SW Genesee Street. Access to the parking is via an alley. My initial analysis had collected Traffic Data in January 2017. I adjusted this January data based on national data and my 30+ years of Traffic Engineering experience. During Public Meeting Based regarding the projects comments were received regarding seasonality of the use of the parking lot. Per this comment I had Traffic Data collected for a three hour time period, 1600 to 1900, in May 2017.

I reviewed the new data against my prior analysis and projections and determined that my initial projections and analysis were appropriate. Allowing the use of the eight parking stalls has minimal traffic/safety effect. The Parking Lot generates little traffic with a negligible amount to and from the east on the Alley.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.

Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

MJJ: mjj

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: November 1, 2017

TO: Jeannie Hammock
Pecos Pit Int'l Franchise, LLC

FROM: Curtis Chin, P.E. / Jeff Schramm
TENW

SUBJECT: West Seattle Parking Lot Utilization Study
TENW Project No. 5541

This memorandum summarizes the traffic counts collected and travel patterns observed in the summer of 2017 at the existing parking lot serving the adjacent Pecos Pit restaurant in West Seattle. This document describes the parking lot utilization, traffic counts collected at the parking lot, and the potential changes in traffic flow in the project vicinity with the potential removal of the parking lot.

Project Site Description

The existing parking lot is used by customers for the Pecos Pit restaurant and is located on the east side of the restaurant. There is enough storage for approximately 9 vehicles within the lot. Vehicles can access the parking lot through an existing east-west alley between SW Genesee Street and SW Avalon Way. The parking lot is shown in the exhibit below.

Existing Traffic Counts

Existing traffic counts were collected at the parking lot to identify highest usage during peak times in the summer; counts were collected by All Traffic Data at the two driveways serving the parking lot. Traffic counts were collected during the following time periods to capture the peak hour of the adjacent restaurant:

- Saturday, September 16, 2017 between 11:00 AM and 2:00 PM
- Tuesday, September 19, 2017 between 4:00 PM and 7:00 PM

The parking lot's weekday and Saturday peak hour trip generation is summarized below in Table 1. Attachment A includes the existing peak hour traffic count sheets.

Table 1
Parking Lot for Pecos Pit
2017 Summer Peak Hour Trip Summary

	Peak Hour Trips		
Time Period	In	Out	Total
Weekday (4:30 PM – 5:30 PM)	5	5	10
Saturday (12:15 PM – 1:15 PM)	13	7	20

As shown in Table 1, during the weekday peak hour (4:30 PM – 5:30 PM) a total of 10 trips were observed entering and exiting the parking lot, and a total of 20 trips were observed during the Saturday peak hour (12:15 PM – 1:15 PM). Figures showing the weekday PM peak hour and Saturday peak hour turning movements at the driveways to the parking lot are included in Attachment B.

Potential Changes to Traffic Flow

If the parking lot were not available for Pecos Pit restaurant customer parking, customers would use other nearby parking lots and public street parking. With removal of the parking lot, potential changes to traffic flow in the project vicinity is likely to include:

- Potential increase in traffic on SW Genesee Street due to increased use of restaurant drive-thru. If all trips currently using the parking lot were to use the drive-thru, this is expected to result in increased traffic to the neighborhood including SW Genesee Street.
- Potential increase in use of on-street parking in the project vicinity. The nearest on-street parking adjacent to the site is along SW Genesee Street.
- Potentially fewer trips on the alley in the eastbound direction trips (3 fewer trips during the weekday PM peak hour and 2 fewer trips during the Saturday peak hour).

In general, it is expected that there would be in increase in traffic on SW Genesee Street if the existing parking lot were to be removed.

If you have any questions regarding the information presented in this memo, please contact Curtis at (425) 250-5003 or chin@tenw.com.

Attachment

ATTACHMENT A

Peak Hour Turning Movement Count Summaries

West Seattle Parking Lot
Existing Weekday PM Peak Hour Trip Generation
Tuesday - September 19, 2017

Interval Begin	1 West Dwy / Alley		2 East Dwy / Alley		Total Trips			Hourly Totals	
	In	Out	In	Out	In	Out	Total		
4:00 PM	2	0	0	0	**2**	**0**	**2**		
4:15 PM	0	0	0	0	**0**	**0**	**0**		
4:30 PM	0	1	0	1	**0**	**2**	**2**		
4:45 PM	0	1	1	0	**1**	**1**	**2**	**6**	**4:00 pm - 5:00 pm**
5:00 PM	4	0	0	0	**4**	**0**	**4**	**8**	**4:15 pm - 5:15 pm**
5:15 PM	0	2	0	0	**0**	**2**	**2**	**10**	**4:30 pm - 5:30 pm**
5:30 PM	0	0	0	0	**0**	**0**	**0**	**8**	**4:45 pm - 5:45 pm**
5:45 PM	0	1	0	0	**0**	**1**	**1**	**7**	**5:00 pm - 6:00 pm**
6:00 PM	1	0	0	0	**1**	**0**	**1**	**4**	**5:15 pm - 6:15 pm**
6:15 PM	2	1	0	0	**2**	**1**	**3**	**5**	**5:30 pm - 6:30 pm**
6:30 PM	2	0	1	0	**3**	**0**	**3**	**8**	**5:45 pm - 6:45 pm**
6:45 PM	1	1	0	0	**1**	**1**	**2**	**9**	**6:00 pm - 7:00 pm**
Peak Hour	4	4	1	1	**5**	**5**	**10**	**Peak Hour is 4:30 pm - 5:30 pm**	
	8		2						

1. West Driveway / Alley

EBL	WBR	SBL	SBR
2	0	0	0
0	0	0	0
0	0	0	1
0	0	1	0
4	0	0	0
0	0	2	0
0	0	0	0
0	0	1	0
1	0	0	0
2	0	0	1
2	0	0	0
1	0	0	1
12	0	4	3

2. East Driveway / Alley

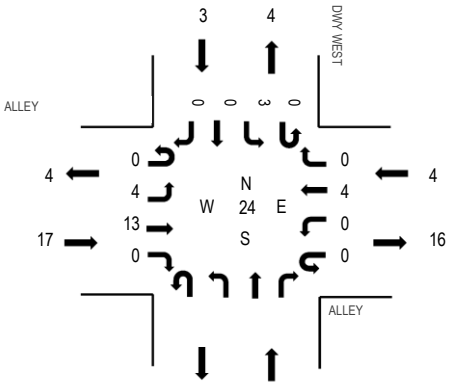
EBL	WBR	SBL	SBR
0	0	0	0
0	0	0	0
0	0	0	1
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	1	0	1

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

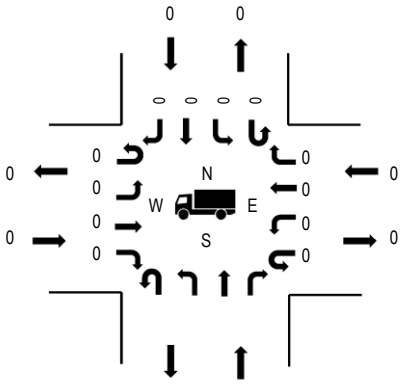
Location: 1 DWY WEST & ALLEY PM
Date and Start Time: Tuesday, September 19, 2017
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

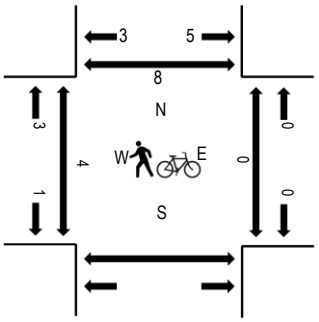
All Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.71
WB	0.0%	1.00
NB		
SB	0.0%	0.38
All	0.0%	0.75

Traffic Counts - All Vehicles

Interval Start Time	ALLEY Eastbound				ALLEY Westbound				Northbound				DWY WEST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	3	0	0	0	2	0					0	0	0	0	7	17
4:15 PM	0	0	2	0	0	0	1	0					0	0	0	0	3	18
4:30 PM	0	0	1	0	0	0	1	0					0	0	0	1	3	21
4:45 PM	0	0	3	0	0	0	0	0					0	1	0	0	4	22
5:00 PM	0	4	3	0	0	0	1	0					0	0	0	0	8	24
5:15 PM	0	0	3	0	0	0	1	0					0	2	0	0	6	22
5:30 PM	0	0	3	0	0	0	1	0					0	0	0	0	4	22
5:45 PM	0	0	4	0	0	0	1	0					0	1	0	0	6	24
6:00 PM	0	1	4	0	0	0	1	0					0	0	0	0	6	23
6:15 PM	0	2	3	0	0	0	0	0					0	0	0	1	6	
6:30 PM	0	2	4	0	0	0	0	0					0	0	0	0	6	
6:45 PM	0	1	2	0	0	0	1	0					0	0	0	1	5	
Count Total	0	12	35	0	0	0	10	0					0	4	0	3	64	
Peak Hour	0	4	13	0	0	0	4	0					0	3	0	0	24	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0		0	0	0	4:00 PM	0		0	1	1
4:15 PM	0		0	0	0	4:15 PM	0		0	0	0
4:30 PM	0		0	0	0	4:30 PM	0		0	1	1
4:45 PM	0		0	0	0	4:45 PM	0		0	0	0
5:00 PM	0		0	0	0	5:00 PM	2		0	1	3
5:15 PM	0		0	0	0	5:15 PM	0		0	2	2
5:30 PM	0		0	0	0	5:30 PM	2		0	2	4
5:45 PM	0		0	0	0	5:45 PM	0		0	3	3
6:00 PM	0		0	0	0	6:00 PM	0		0	2	2

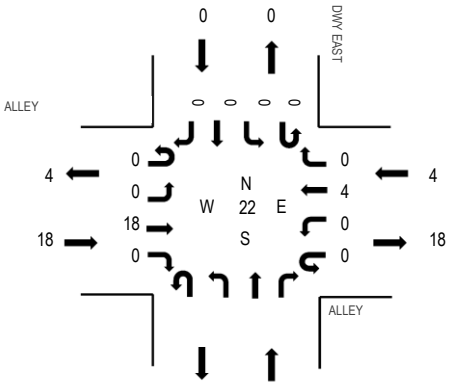
6:15 PM	0	0	0	0	6:15 PM	2	0	4	6
6:30 PM	0	0	0	0	6:30 PM	0	0	6	6
6:45 PM	0	0	0	0	6:45 PM	0	0	2	2
Count Total	0	0	0	0	Count Total	6	0	24	30
Peak Hour	0	0	0	0	Peak Hour	4	0	8	12

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

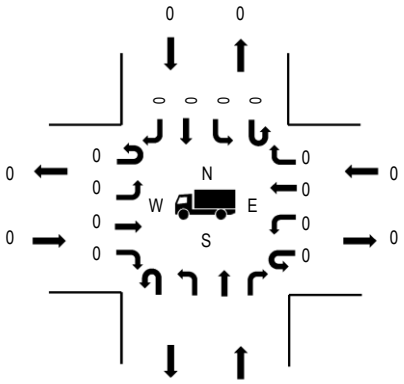
Location: 2 DWY EAST & ALLEY PM
Date and Start Time: Tuesday, September 19, 2017
Peak Hour: 05:15 PM - 06:15 PM

Peak Hour

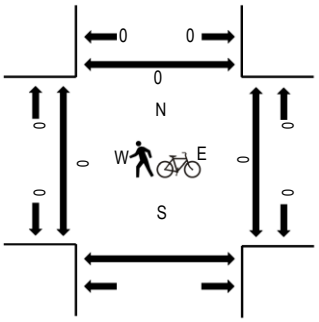
All Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.75
WB	0.0%	1.00
NB		
SB	0.0%	0.00
All	0.0%	0.79

Traffic Counts - All Vehicles

Interval Start Time	ALLEY Eastbound				ALLEY Westbound				Northbound				DWY EAST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	3	0	0	0	2	0					0	0	0	0	5	15
4:15 PM	0	0	2	0	0	0	1	0					0	0	0	0	3	13
4:30 PM	0	0	0	0	0	0	0	0					0	0	0	1	1	17
4:45 PM	0	0	5	0	0	0	0	1					0	0	0	0	6	19
5:00 PM	0	0	3	0	0	0	0	0					0	0	0	0	3	20
5:15 PM	0	0	6	0	0	0	1	0					0	0	0	0	7	22
5:30 PM	0	0	2	0	0	0	1	0					0	0	0	0	3	16
5:45 PM	0	0	6	0	0	0	1	0					0	0	0	0	7	19
6:00 PM	0	0	4	0	0	0	1	0					0	0	0	0	5	15
6:15 PM	0	0	1	0	0	0	0	0					0	0	0	0	1	
6:30 PM	0	1	5	0	0	0	0	0					0	0	0	0	6	
6:45 PM	0	0	2	0	0	0	1	0					0	0	0	0	3	
Count Total	0	1	39	0	0	0	8	1					0	0	0	1	50	
Peak Hour	0	0	18	0	0	0	4	0					0	0	0	0	22	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0		0	0	0	4:00 PM	0		0	0	0
4:15 PM	0		0	0	0	4:15 PM	0		0	0	0
4:30 PM	0		0	0	0	4:30 PM	0		1	0	1
4:45 PM	0		0	0	0	4:45 PM	0		2	0	2
5:00 PM	0		0	0	0	5:00 PM	0		0	0	0
5:15 PM	0		0	0	0	5:15 PM	0		0	0	0
5:30 PM	0		0	0	0	5:30 PM	0		0	0	0
5:45 PM	0		0	0	0	5:45 PM	0		0	0	0
6:00 PM	0		0	0	0	6:00 PM	0		0	0	0

6:15 PM	0	0	0	0	6:15 PM	0	0	0	0
6:30 PM	0	0	0	0	6:30 PM	0	0	0	0
6:45 PM	0	0	0	0	6:45 PM	0	0	0	0
Count Total	0	0	0	0	Count Total	0	3	0	3
Peak Hour	0	0	0	0	Peak Hour	0	0	0	0

West Seattle Parking Lot
Existing Weekday PM Peak Hour Trip Generation
Saturday - September 16, 2017

Interval Begin	1 West Dwy / Alley		2 East Dwy / Alley		Total Trips			Hourly Totals	
	In	Out	In	Out	In	Out	Total		
11:00 AM	1	0	0	0	**1**	**0**	**1**		
11:15 AM	1	1	0	0	**1**	**1**	**2**		
11:30 AM	1	0	0	0	**1**	**0**	**1**		
11:45 AM	2	1	0	0	**2**	**1**	**3**	**7**	**11:00 am - 12:00 pm**
12:00 PM	0	1	0	1	**0**	**2**	**2**	**8**	**11:15 am - 12:15 pm**
12:15 PM	2	1	0	0	**2**	**1**	**3**	**9**	**11:30 am - 12:30 pm**
12:30 PM	5	1	0	0	**5**	**1**	**6**	**14**	**11:45 am - 12:45 pm**
12:45 PM	4	1	0	2	**4**	**3**	**7**	**18**	**12:00 pm - 1:00 pm**
1:00 PM	2	2	0	0	**2**	**2**	**4**	**20**	**12:15 pm - 1:15 pm**
1:15 PM	1	1	0	1	**1**	**2**	**3**	**20**	**12:30 pm - 1:30 pm**
1:30 PM	0	1	0	1	**0**	**2**	**2**	**16**	**12:45 pm - 1:45 pm**
1:45 PM	0	1	0	0	**0**	**1**	**1**	**10**	**1:00 pm - 2:00 pm**
Peak Hour	13	5	0	2	**13**	**7**	**20**	**Peak Hour is 12:15 pm - 1:15 pm**	
	18		2						

1. West Driveway / Alley

EBL	WBR	SBL	SBR
1	0	0	0
1	0	0	1
1	0	0	0
2	0	0	1
0	0	0	1
2	0	0	1
5	0	0	1
4	0	0	1
2	0	1	1
1	0	1	0
0	0	0	1
0	0	0	1
19	0	2	9

2. East Driveway / Alley

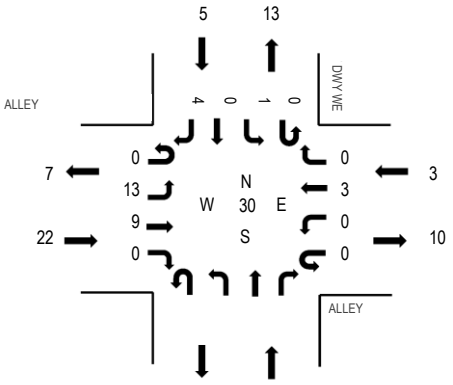
EBL	WBR	SBL	SBR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	1	1
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	3	2

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

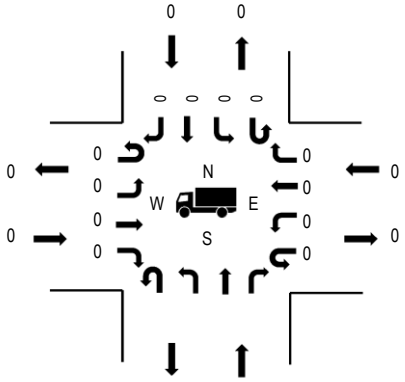
Location: 1 DWY WEST & ALLEY Noon
Date and Start Time: Saturday, September 16, 2017
Peak Hour: 12:15 PM - 01:15 PM

Peak Hour

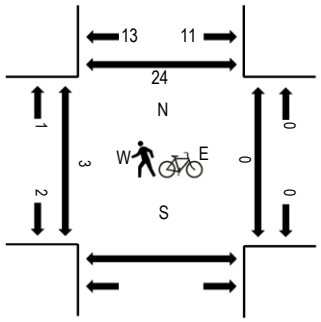
All Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.79
WB	0.0%	0.75
NB		
SB	0.0%	0.63
All	0.0%	0.83

Traffic Counts - All Vehicles

Interval Start Time	ALLEY Eastbound				ALLEY Westbound				Northbound				DWY WEST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	1	1	0	0	0	1	0					0	0	0	0	3	14
11:15 AM	0	1	3	0	0	0	0	0					0	0	0	1	5	14
11:30 AM	0	1	2	0	0	0	0	0					0	0	0	0	3	14
11:45 AM	0	2	0	0	0	0	0	0					0	0	0	1	3	19
12:00 PM	0	0	0	0	0	0	2	0					0	0	0	1	3	25
12:15 PM	0	2	2	0	0	0	0	0					0	0	0	1	5	30
12:30 PM	0	5	1	0	0	0	1	0					0	0	0	1	8	30
12:45 PM	0	4	3	0	0	0	1	0					0	0	0	1	9	27
1:00 PM	0	2	3	0	0	0	1	0					0	1	0	1	8	20
1:15 PM	0	1	3	0	0	0	0	0					0	1	0	0	5	
1:30 PM	0	0	4	0	0	0	0	0					0	0	0	1	5	
1:45 PM	0	0	1	0	0	0	0	0					0	0	0	1	2	
Count Total	0	19	23	0	0	0	6	0					0	2	0	9	59	
Peak Hour	0	13	9	0	0	0	3	0					0	1	0	4	30	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0		0	0	0	11:00 AM	0		0	1	1
11:15 AM	0		0	0	0	11:15 AM	0		0	7	7
11:30 AM	0		0	0	0	11:30 AM	0		0	2	2
11:45 AM	0		0	0	0	11:45 AM	0		0	13	13
12:00 PM	0		0	0	0	12:00 PM	5		0	0	5
12:15 PM	0		0	0	0	12:15 PM	0		0	4	4
12:30 PM	0		0	0	0	12:30 PM	2		0	8	10
12:45 PM	0		0	0	0	12:45 PM	0		0	4	4
1:00 PM	0		0	0	0	1:00 PM	1		0	8	9

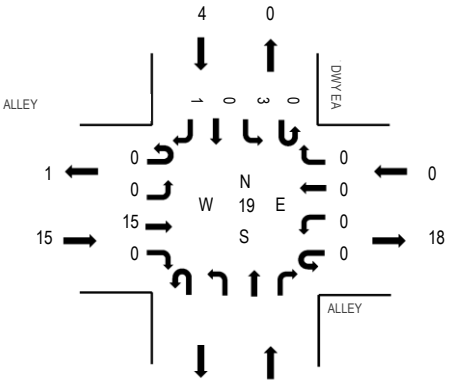
1:15 PM	0	0	0	0	1:15 PM	0	0	3	3
1:30 PM	0	0	0	0	1:30 PM	0	0	3	3
1:45 PM	0	0	0	0	1:45 PM	0	0	2	2
Count Total	0	0	0	0	Count Total	8	0	55	63
Peak Hour	0	0	0	0	Peak Hour	3	0	24	27

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

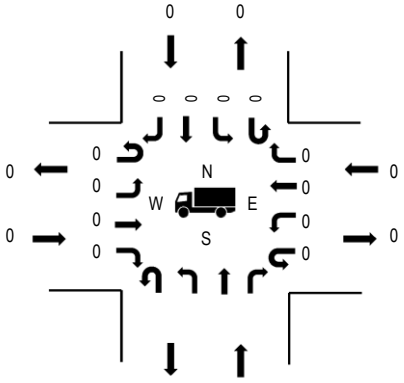
Location: 2 DWY EAST & ALLEY Noon
Date and Start Time: Saturday, September 16, 2017
Peak Hour: 12:45 PM - 01:45 PM

Peak Hour

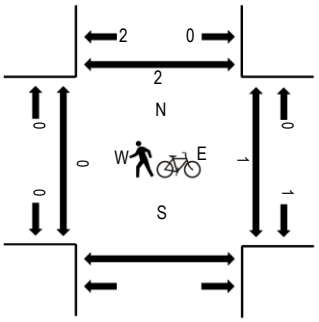
All Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.00
NB		
SB	0.0%	0.50
All	0.0%	0.79

Traffic Counts - All Vehicles

Interval Start Time	ALLEY Eastbound				ALLEY Westbound				Northbound				DWY EAST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	0	1	0	0	0	1	0					0	0	0	0	2	6
11:15 AM	0	0	2	0	0	0	0	0					0	0	0	0	2	6
11:30 AM	0	0	2	0	0	0	0	0					0	0	0	0	2	6
11:45 AM	0	0	0	0	0	0	0	0					0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	1	0					0	0	0	1	2	11
12:15 PM	0	0	2	0	0	0	0	0					0	0	0	0	2	12
12:30 PM	0	0	1	0	0	0	1	0					0	0	0	0	2	16
12:45 PM	0	0	3	0	0	0	0	0					0	1	0	1	5	19
1:00 PM	0	0	3	0	0	0	0	0					0	0	0	0	3	15
1:15 PM	0	0	5	0	0	0	0	0					0	1	0	0	6	
1:30 PM	0	0	4	0	0	0	0	0					0	1	0	0	5	
1:45 PM	0	0	1	0	0	0	0	0					0	0	0	0	1	
Count Total	0	0	24	0	0	0	3	0					0	3	0	2	32	
Peak Hour	0	0	15	0	0	0	0	0					0	3	0	1	19	

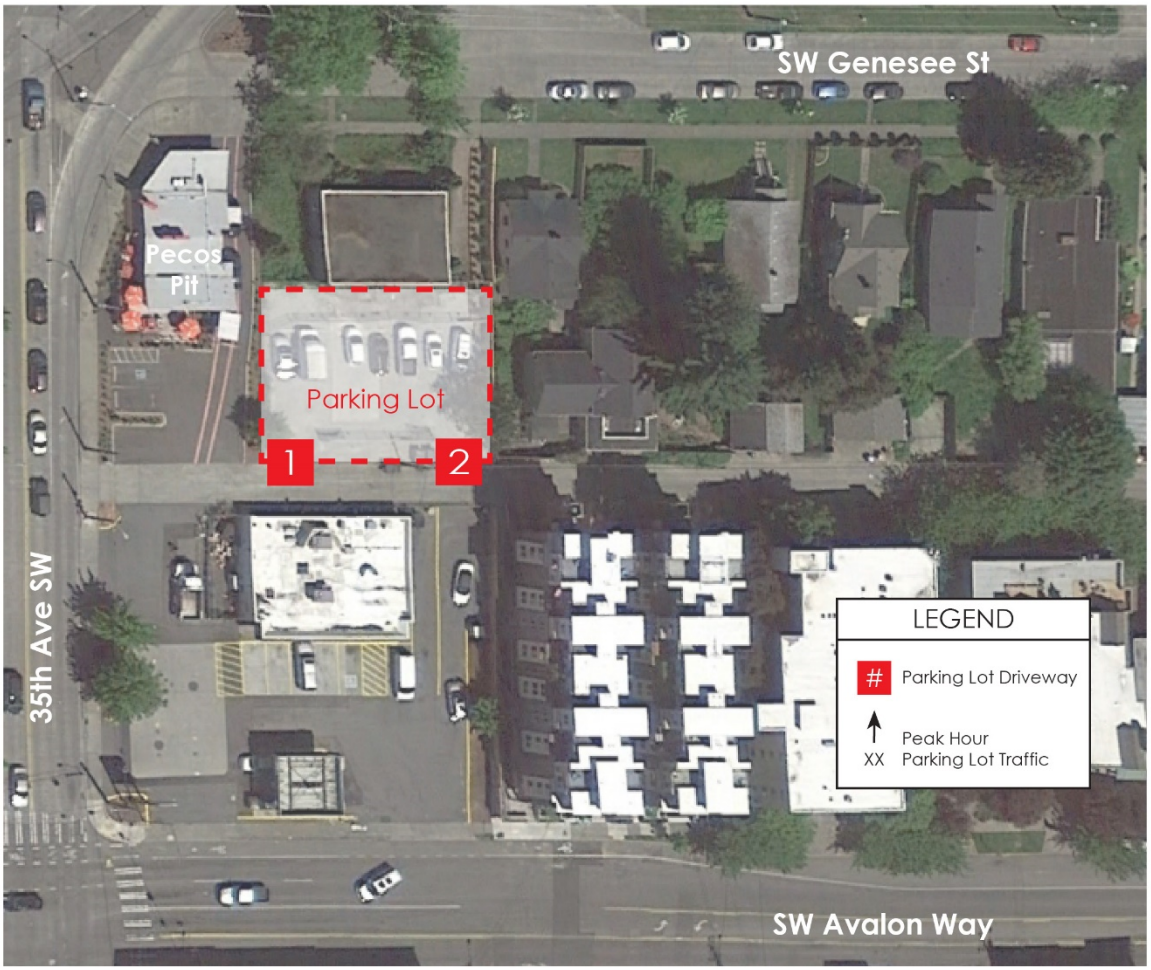
Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0		0	0	0	11:00 AM	1		0	0	1
11:15 AM	0		0	0	0	11:15 AM	0		0	0	0
11:30 AM	0		0	0	0	11:30 AM	0		0	0	0
11:45 AM	0		0	0	0	11:45 AM	0		0	0	0
12:00 PM	0		0	0	0	12:00 PM	0		0	0	0
12:15 PM	0		0	0	0	12:15 PM	0		0	0	0
12:30 PM	0		0	0	0	12:30 PM	0		1	0	1
12:45 PM	0		0	0	0	12:45 PM	0		1	0	1
1:00 PM	0		0	0	0	1:00 PM	0		0	2	2

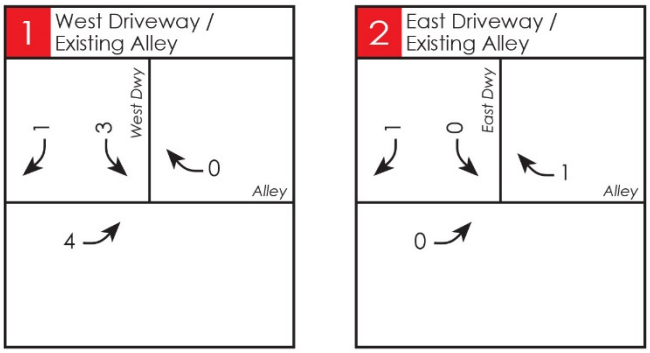
1:15 PM	0	0	0	0	1:15 PM	0	0	0	0
1:30 PM	0	0	0	0	1:30 PM	0	0	0	0
1:45 PM	0	0	0	0	1:45 PM	0	0	4	4
Count Total	0	0	0	0	Count Total	1	2	6	9
Peak Hour	0	0	0	0	Peak Hour	0	1	2	3

ATTACHMENT B

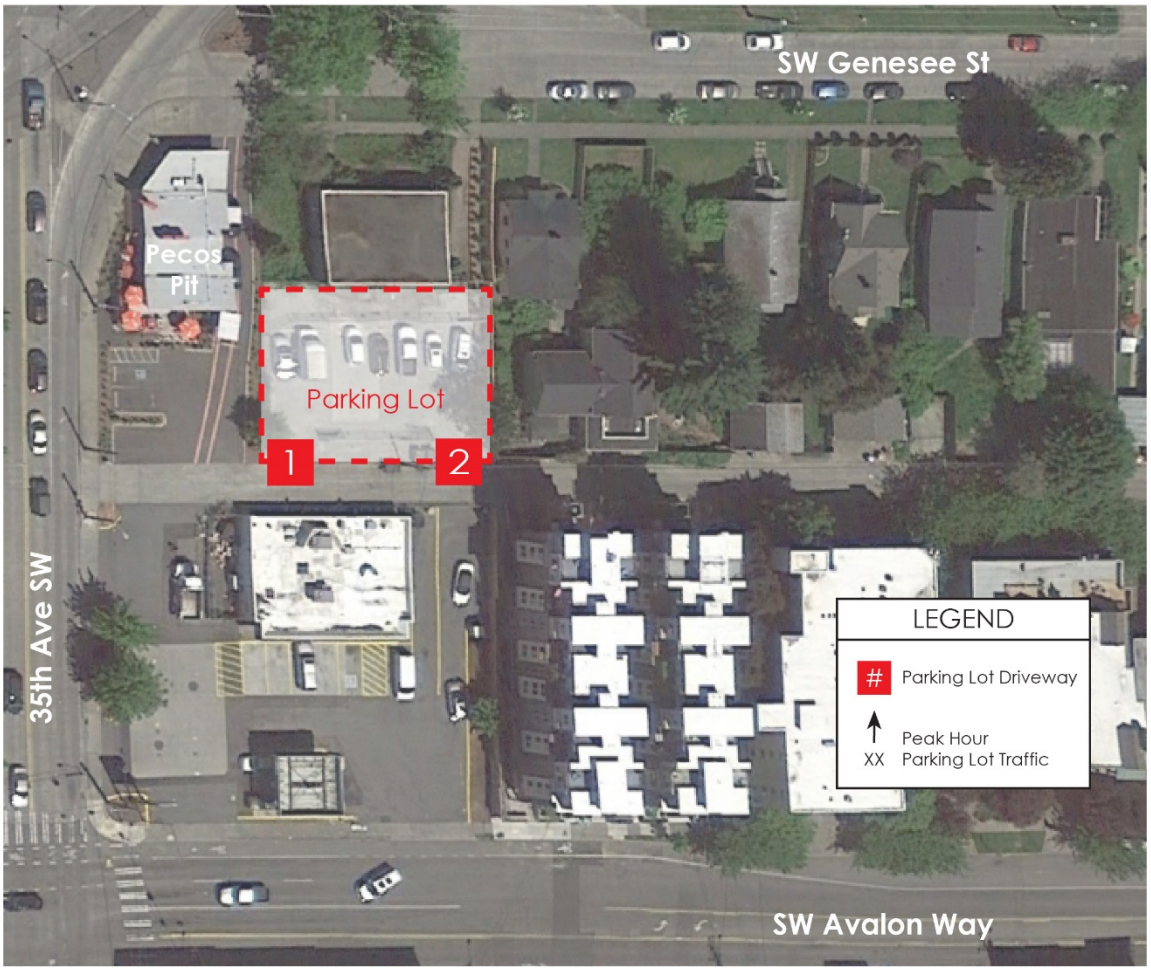
Weekday and Saturday Peak Hour Trip Exhibits



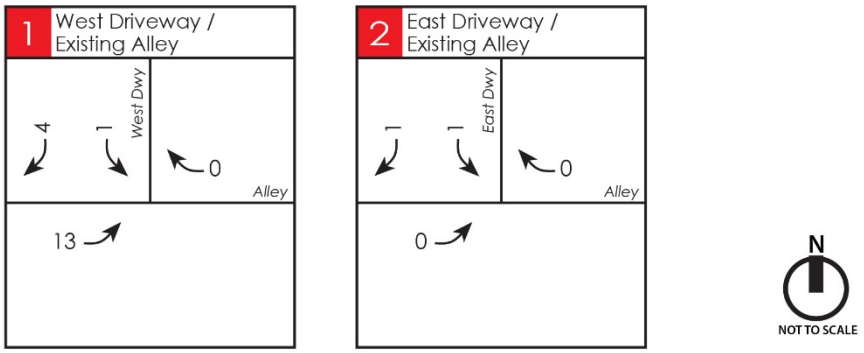
Weekday (4:30 PM - 5:30 PM)



Attachment B1: 2017 Summer Weekday Peak Hour Traffic Counts at Parking Lot for Pecos Pit



Saturday (12:15 PM - 1:15 PM)

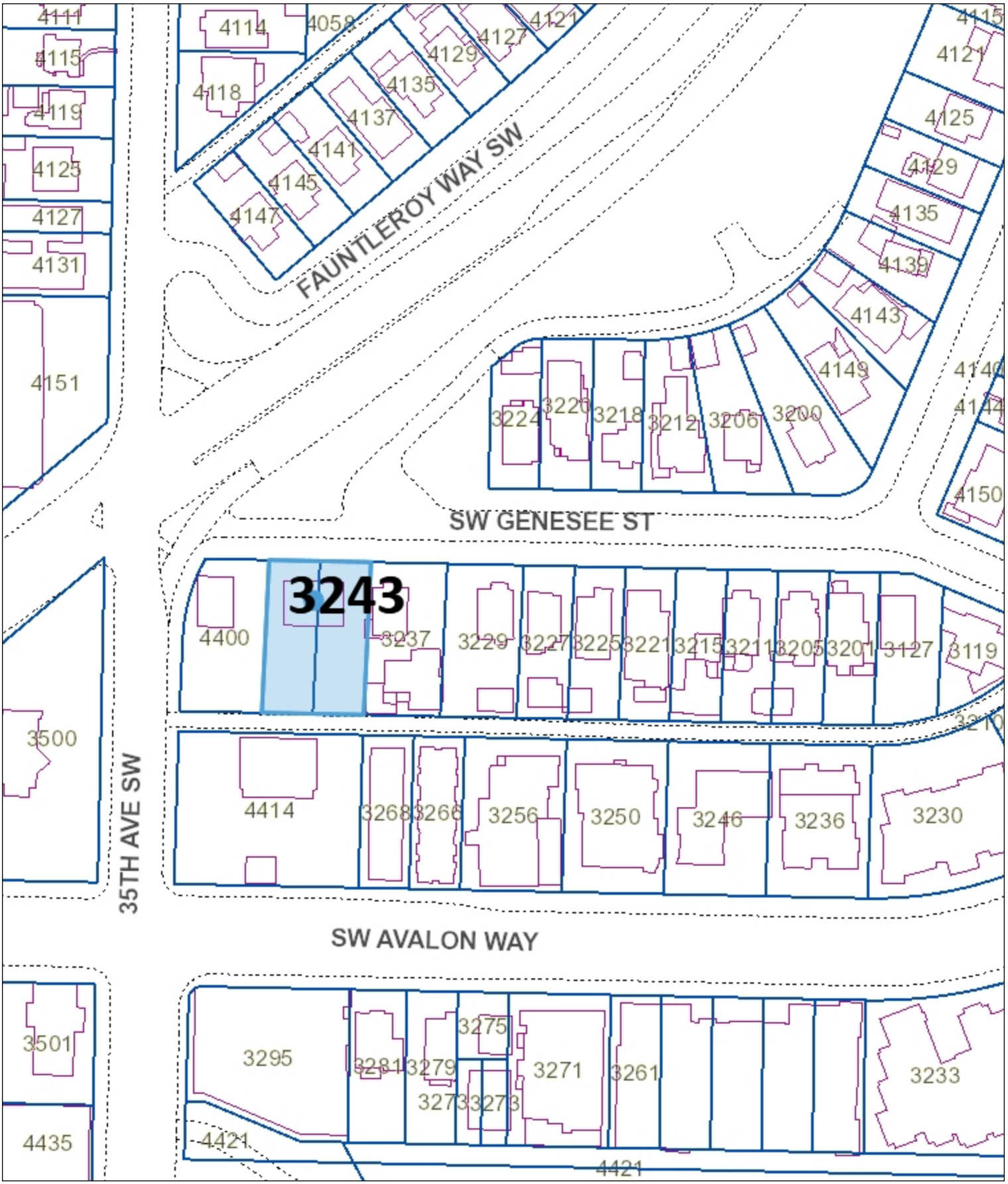


Attachment B2: 2017 Summer Saturday Peak Hour Traffic Counts at Parking Lot for Pecos Pit

PROJ #3029960-LU/REZONE

3243 SW GENESEE ST
MAP #138

Feet
0 100



Coordinate System: State Plane, NAD 83-91, Washington North Zone | Vertical Datum: North American Vertical Datum of 1988 (NAVD88). Map produced by DPD GIS Viewer (DPD - IT GIS).

8/24/2018