


# MEMORANDUM

**Date:** July 9, 2024

**Project:** Greenwood Apartments – Affordable Housing  
8601 Fremont Avenue N (SDCI #3036071-LU)

**Subject:** Response to City Comments

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This memorandum provides updated project information for the proposed affordable housing project at 8601 Fremont Avenue N in Seattle. Based on the project changes, City staff requested additional information and analysis to support the project's rezone application. This memorandum also responds to the transportation-related comments provided to the project team from Seattle's Department of Construction and Inspections (SDCI). Comments from Greg Johnson, Senior Land Use Planner, were provided during a meeting on April 9, 2024 with the development team, and from subsequent correspondence.<sup>1</sup> Additional comments were provided from Audrey Spang, Transportation Reviewer (SDCI).<sup>2</sup> The comments were provided based on the revised site access proposed for the project.

When the transportation analysis<sup>3</sup> completed for the project in April 2022; vehicular access was proposed to use an easement located on the west edge of the site that connects north to N 87<sup>th</sup> Street. The current site plan proposes site access directly from Fremont Avenue N. The current site plan also reduced the number of residential units from 58 (evaluated in prior transportation analysis) to 53 units, and on-site parking decreased from 23 to 11 stalls. A summary of the project and site location, and updated trip generation and parking demand estimates are presented herein. The City's comments and related responses are also provided.

## 1. Proposed Project

### 1.1. Site Location

The project site is located mid-block between N 87<sup>th</sup> Street and N 85<sup>th</sup> Street, on the west side of Fremont Avenue N as shown on Figure 1. The North Seattle Boys & Girls Club is located to the north, and residential units bound the site on the south and west. The nearest Principal Arterials are N 85<sup>th</sup> Street to the south that connects to Interstate 5 (I-5) and Aurora Avenue N (State Route 99) to the east, and Greenwood Avenue to the west. Fremont Avenue N and N 87<sup>th</sup> Street are residential access streets within the site vicinity, with sidewalks on both sides of the street, and a speed limit of 20 miles per hour (mph). The existing site was previously a green space and play area used by the Boys & Girls Club.

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<sup>1</sup> Phone calls and emails with Michelle Brown at Heffron Transportation, Inc., April-May 2024.

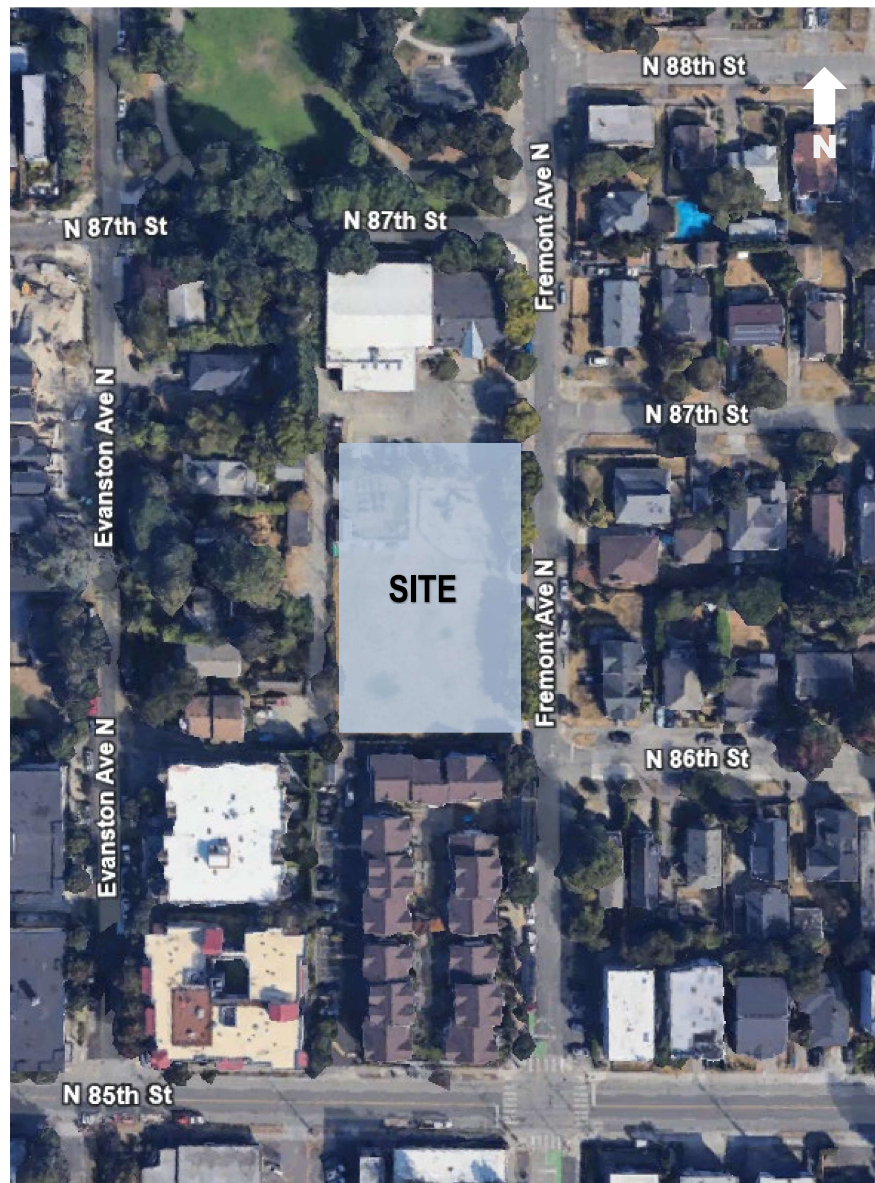
<sup>2</sup> Phone calls and emails with Michelle Brown at Heffron Transportation, Inc., April-May 2024.

<sup>3</sup> *Greenwood Apartments – Affordable Housing, 8601 Fremont Avenue N (SDCI #3036071-EG)*, Heffron Transportation, Inc. April 11, 2022.

## 1.2. Project Program and Site Access

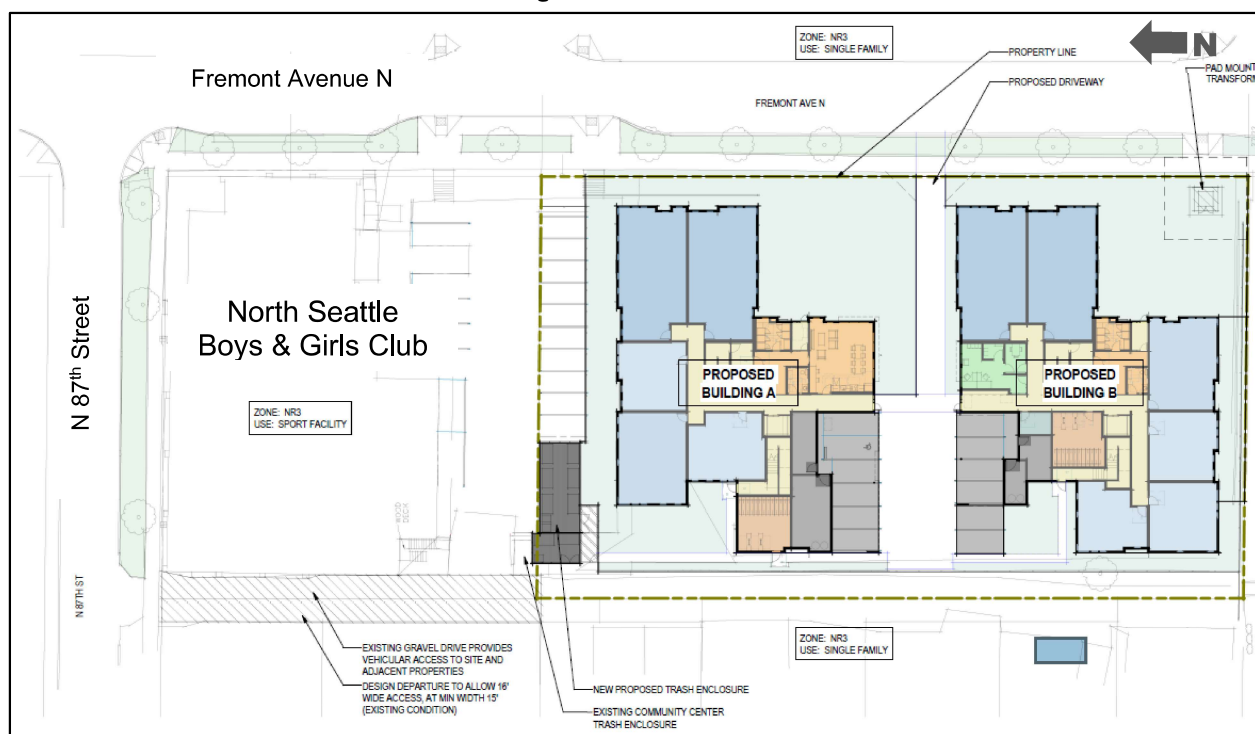
The project would build 53 new affordable housing units on the former playfield for the North Seattle Boy's and Girl's Club. On-site parking is not required; however, the project would include a surface parking lot with 11 vehicle parking spaces that would take access from a new driveway along the middle of the site frontage on Fremont Avenue N. The project would have 54 long-term bike parking spaces within the building and four short-term bike parking spaces along the site frontage. Figure 2 shows the proposed site plan.

Figure 1. Site Location



Source: Google Earth Pro, January 2022.

Figure 2. Site Plan



Source: Encore Architects, June 2024.

### 1.3. Trip Generation

Trip estimates for the proposed residential project were determined using procedures set forth in the *Trip Generation Handbook*,<sup>4</sup> and consistent with details as required by SDCI per the *Response to SDCI Correction Notice (9/21/2022) Memorandum*.<sup>5</sup> Table 1 shows the estimated trip generation for the proposed project. The updated program is estimated to generate the same number of PM peak hour trips, and one less trip during the AM peak hour than the previously-evaluated program.

Table 1. Proposed Project Person Trips by Mode of Travel and Vehicle Trips - **REVISED**

Type of Trip by Mode	% of Trips	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Walk, Bike, & Other Trips	20%	100	2	7	9	7	3	110
Transit Trips	45%	220	5	15	20	15	8	23
Person Trips by Vehicle	35%	160	4	11	15	11	8	19
Total Person Trips	100%	480	11	33	44	33	19	52
<b>Vehicle Trips</b>		<b>150</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>17</b>

Source: Heffron Transportation, Inc., June 2024.

<sup>4</sup> Institute of Transportation Engineers, *Trip Generation Handbook*, 3<sup>rd</sup> Edition, September 2017.

<sup>5</sup> 8601 Fremont Avenue N (SDCI MUP #3036119-LU) – Response to Correction Notice (9/21/2022), Heffron Transportation, Inc., September 29, 2022.

## **1.4. Parking**

The project's parking demand estimate was updated using King County's *Multi-Family Residential Parking Calculator*.<sup>6</sup>

All units were assumed to be designated as affordable housing, with no cost for resident on-site parking. It is estimated the residential parking demand would be 0.50 vehicles per unit, which would result in a peak parking demand of 27 vehicles. The project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours.

## **2. City Comments and Responses**

### **2.1. Comment from Greg Johnson, SDCI Land Use Planner<sup>7</sup>**

**Comment 1.** *Per Seattle Municipal Code (SMC) 23.31.008.F.2. "Service Capabilities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:*

- a. **Street access the area;***
- b. **Street capacity in the area;***
- c. **Transit service;***
- d. **Parking capacity;***
- e. **Utility and sewer capacity;***
- f. **Shoreline navigation."***

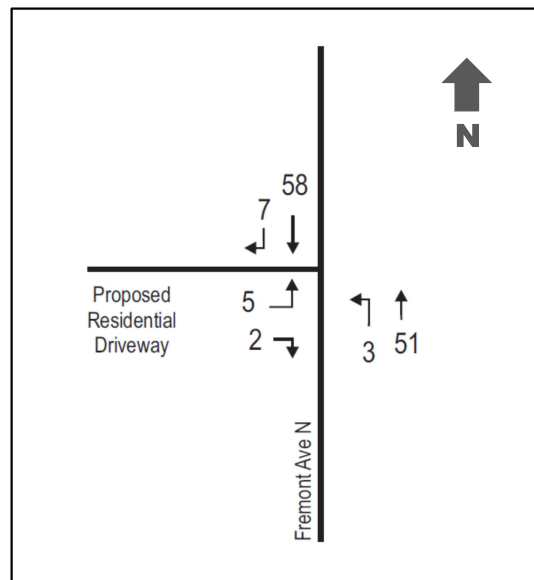
*Please provide information for "a" and "d" of this list.*

**Response for "a":** Traffic operations for the proposed site access driveway on Fremont Avenue N were evaluated for the PM peak hour. Traffic counts at the adjacent N 87<sup>th</sup> Street / Fremont Avenue N intersection, just north of the proposed driveway location, had been performed for the original transportation analysis. The PM peak hour traffic count was conducted by Idax Data Solutions on Tuesday, January 11, 2022 from 4:00 to 6:00 P.M. This traffic count provided vehicle, pedestrian, and bicycle volumes along both N 87<sup>th</sup> Street and Fremont Avenue N and was deemed adequate to use for this evaluation. The proposed project is estimated to be complete in 2026, so a 2% annual growth rate was applied to the traffic count volumes to estimate 2026 volumes along Fremont Avenue N. The estimated PM peak hour project trips were added to the site driveway to represent with-project conditions as shown on Figure 3. This is a conservative analysis since with the limited on-site parking supply, not all the PM peak hour trips may use this driveway.

<sup>6</sup> King County Metro, <https://rightsizeparking.org/>, accessed June 2024.

<sup>7</sup> As relayed to Heffron Transportation, Inc. via phone correspondences (April-May 2024).

Figure 3. Site Access  
PM Peak Hour Traffic Volumes



These volumes were used to evaluate the operational levels of service for the proposed residential driveway on Fremont Avenue N, using methodologies established in the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition.<sup>8</sup> Levels of service for the driveway intersection during the PM peak hour (time of day with the highest traffic volumes) were determined using the *Synchro 11.1* analysis software. The model reflects the existing roadway geometry, which is assumed to remain unchanged for future 2026 conditions.

The driveway intersection is expected to operate at LOS A during the PM peak hour with the proposed Greenwood Apartments project. This is an excellent level of service. The project would not adversely affect traffic operations along Fremont Avenue N.

**Response for “d”:** As presented above in *Section 1.4 (Parking)*, the proposed project is estimated to generate a peak parking demand of 27 vehicles. Though not required, the project would provide 11 on-site parking spaces. The project could generate an overspill of 16 vehicles on neighborhood streets during the overnight hours. On-street parking is available intermittently along Fremont Avenue N, N 87<sup>th</sup> Streets, and N 86<sup>th</sup> Street near the site. The project would include 58 total bicycle parking spaces to encourage non-vehicle usage. The site is conveniently located near transit service with stops on N 85<sup>th</sup> Street, Greenwood Avenue N, and Aurora Avenue N less than ½ mile from the site, including a stop for Metro’s RapidRide E-line. These elements could entice future residents to not own a vehicle, and ultimately reduce the estimated number of neighborhood parking overspill.

## 2.2. Comments from Audrey Spang, SDCI Traffic Reviewer<sup>9</sup>

**Comment 1.** Please provide a new site plan.

**Response:** The proposed site plan is shown above as Figure 2. This plan shows the proposed location of the site driveway on Fremont Avenue N.

<sup>8</sup> Transportation Research Board 2016.

<sup>9</sup> As relayed to Heffron Transportation, Inc. via phone correspondence (April-May 2024).



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**Comment 2.** *Please provide site access spacing information and sight distance information for the proposed driveway on Fremont Avenue N.*

**Response:** The proposed 10-foot-wide driveway would be located about 270 feet south of N 87<sup>th</sup> Street (west of Fremont Avenue N), about 120 feet south of N 87<sup>th</sup> Street (east of Fremont Avenue N), and 100 feet north of N 86<sup>th</sup> Street). The proposed driveway would be located at least 100 feet or more from the nearest intersections.

A sight distance evaluation was completed in the field for the proposed driveway on Fremont Avenue N. The adjacent intersections at N 85<sup>th</sup> Street to the south, and N 87<sup>th</sup> Street to the north can be seen from the proposed site driveway location. The intersection sight distance is about 340 feet in both the north and south directions. The stopping sight distance on Fremont Avenue N at the proposed driveway location is over 350 feet from both directions. These measured distances meet the requirements set forth from *Policy on Geometric Design of Highways and Streets* manual.<sup>10</sup> It is noted, vehicles parked along the west side of Fremont Avenue N can limit the sight line for driver's exiting the site. As at other driveways and intersections in the City where on-street parking is provided, vehicles exiting the site driveway may need to pull forward to the edge of the travel lane to gain better visibility if several vehicles are parked along the west side of Fremont Avenue N, both north and south of the driveway. Vegetation along Fremont Avenue N should be maintained to keep visibility clear.

**Comment 3.** *Please provide the traffic count data that includes pedestrian information, collected in January 2022 for the N 87<sup>th</sup> Street / Fremont Avenue N intersection.*

**Response:** The traffic count data collected from Idax Data Solutions on January 11, 2022 is attached.

Attachment: *Traffic Count at N 87<sup>th</sup> Street / Fremont Avenue N (1/11/2022) – Idax Data Solutions*

MMB/mch

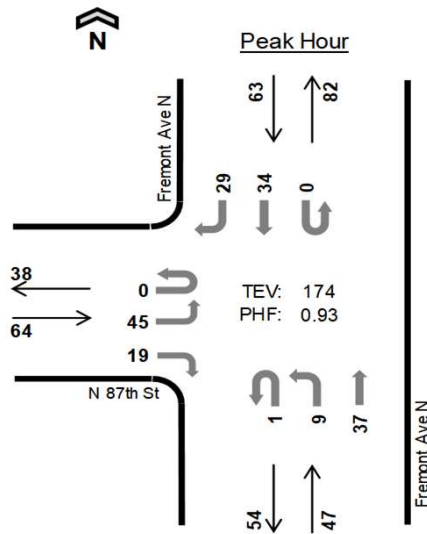
*Response Memorandum-8601 Fremont (3036119-LU)-Transportation - July 2024 Final.docx*

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<sup>10</sup> American Association of State Highway and Transportation Officials (AASHTO), 7<sup>th</sup> Edition, September 2018.

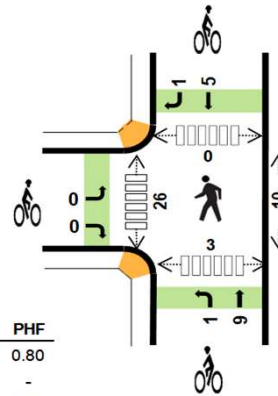


# Fremont Ave N N 87th St



Date: 01/11/2022  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	0.0%	0.80
WB	-	-
NB	2.1%	0.78
SB	4.8%	0.83
TOTAL	2.3%	0.93



## Two-Hour Count Summaries

Interval Start		N 87th St				0				Fremont Ave N				Fremont Ave N				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	0	7	0	0	0	0	0	3	12	0	0	0	12	10	53	0
4:15 PM		0	5	0	6	0	0	0	0	0	2	3	0	0	0	8	7	31	0
4:30 PM		0	7	0	6	0	0	0	0	0	1	6	0	0	0	8	8	36	0
4:45 PM		0	9	0	5	0	0	0	0	0	1	8	0	0	0	10	9	42	162
5:00 PM		0	12	0	3	0	0	0	0	1	2	12	0	0	0	9	6	45	154
5:15 PM		0	9	0	6	0	0	0	0	0	3	10	0	0	0	9	10	47	170
5:30 PM		0	15	0	5	0	0	0	0	0	3	7	0	0	0	6	4	40	174
5:45 PM		0	5	0	4	0	0	0	0	0	3	12	0	0	0	8	5	37	169
Count Total		0	71	0	42	0	0	0	0	1	18	70	0	0	0	70	59	331	0
Peak Hour	All	0	45	0	19	0	0	0	0	1	9	37	0	0	0	34	29	174	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	3%	-	-	-	9%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	1	2	4	0	0	0	3	3	3	21	0	4	28
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4
4:30 PM	0	0	0	0	0	0	0	2	1	3	0	8	0	0	8
4:45 PM	0	0	0	0	0	0	0	4	3	7	2	6	0	0	8
5:00 PM	0	0	0	2	2	0	0	1	0	1	0	3	0	0	3
5:15 PM	0	0	1	1	2	0	0	2	1	3	4	10	0	0	14
5:30 PM	0	0	0	0	0	0	0	3	2	5	4	7	0	3	14
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11
Count Total	1	0	2	5	8	0	0	15	10	25	13	70	0	7	90
Peak Hr	0	0	1	3	4	0	0	10	6	16	10	26	0	3	39

