Countryman, Ryan

From:	tmailhot@frontier.com
Sent:	Tuesday, January 27, 2015 8:26 PM
To:	Tom McCormick; Killingstad, David
Cc:	Gretchen Brunner; Brown, Mark A.; Countryman, Ryan; Jeff Ding; Richard Schipanski; Mike Swenson, PE, PTOE; Kendra Dedinsky; Jerry Patterson; Bill Willard
Subject:	Re: Accuracy of trip and employment assumptions

I know the city doesn't want to spend time arguing about these numbers, but I've often wondered if any of the calculations from the ITE manual would be accurate for Point Wells since any numbers in that manual for an urban center type development would assume there are multiple modes of public transit available at the center, something that certainly is not true at Pt. Wells.

Tom Mailhot

On Tuesday, January 27, 2015 5:37 PM, Tom McCormick <tommccormick@mac.com> wrote:

The attached table appears to have errors. Could you please advise by email if the corrections shown are accurate.

Also, it is puzzling how, with just 13 employees at Point Wells, there could be 314 ADTs (7-day average) on Richmond Beach Drive just south the County line in May 2014, as counted by City of Shoreline (see attached PDF). I recognize that some of the 314 ADTs would be from the 9 residences that enter Richmond Beach Drive north of the point where the traffic counts were taken. Perhaps your office could investigate this, or you could direct EA to do so. What if, for example, you determine that the 9 residences accounted for 15 trips each per day (135 total), the Point Wells work site accounted for 10 trips per employee per day (130 total), with the remaining 49 trips by curious or lost visitors (314 grand total). It would make one question whether the project's current trip generation assumption of 3-4 trips per day per residence is far too low, which I believe it is. Point Wells is a very remote site for which normal ITE trip generation tables are not realistic. Due to its uniquely remote location, an assumption of 6 - 8 trips per day per residence is more appropriate.

Thank you.

Tom McCormick

DRAFT FOR INTERNAL REVIEW – 12.17.14

13.POINT WELLS POPULATION AND EMPLOYMENT ASSUMPTIONS

Point Wells EIS Alternatives – Development Summaries

Development under EIS Alternative 1 – Urban Center and Alternative 2 – Urban Village

Land Use	Alternative 1 – Urban Center Alternative	Alternative 2 – Urban Village Alternative
Residential Units	3,081 d.u.	2,600 d.u.
Commercial/Office	32,262 sq. ft.	32,262 sq. ft.
Retail	94,300 sq. ft.	94,300 sq. ft.

Development under the No Action Alternative Scenarios

Should be 14.
14 X 365 = 5110

	No Action Alternative Scenario A – Continuation of Existing Industrial Operations	No Action Alternative Scenario B – Intensification of Industrial Operations in Existing Facilities
Throughput	5,790,400 BBLS per yr.	20,980,000 BBLS per yr.
Tanks in Service	11	18
Truck Trips, Average, Each Way	5 per day/1,825 per yr.	139 per day/5,110 per yr.
Truck Trips Maximum, Each Way	20 per day	50 per day
Employees	13	91 - 116

To be proportionate to rest of table, shouldn't the range be 37-47?

From: Brunner, Gretchen <gbrunner@eaest.com>
Subject: **Point Wells EIS Pop and Employment**
Date: December 17, 2014 at 1:46 PM
To: Killingstad, David
CC: Ding, Jeff Schipanski, Rich
Attached: 1 files, 19.8 Kb Save Quick Look Hide
Point We…y (3).d

Hi David-

Attached is a draft table presenting our proposed population and employment assumptions for the Point Wells EIS. This attachment includes the sources of the assumptions/methods for how these numbers were calculated. Please review these assumptions and let us know if you agree that they can be used in the EIS or if different assumptions should be used.

Thanks.

-Gretchen

Gretchen Brunner | Senior Planner

City of Shoreline
Public Works - Traffic Services
17500 Midvale Ave N, Shoreline, WA 98133

Location : Richmond Beach Dr NW
Cross St : NW 205th St
Direction : s/o

Site: Richmond Beach Dr n/o NW 205th S

Seven Day Volume, per Channel

Sensor A

Interval Start	Tue 5/13/2014	Wed 5/14/2014	Thu 5/15/2014	Fri 5/16/2014	Sat 5/17/2014	Sun 5/18/2014	Mon 5/19/2014	Mon - Fri Average	7 Day Average
12:00 AM	2	4	1	5	8	5	1	2.6	3.7
1:00 AM	0	4	2	2	1	3	0	1.6	1.7
2:00 AM	4	4	0	8	1	0	4	4.0	3.0
3:00 AM	5	1	1	4	0	0	4	3.0	2.1
4:00 AM	20	14	18	9	5	3	2	12.6	10.1
5:00 AM	7	12	9	2	8	2	7	7.4	6.7
6:00 AM	12	20	14	12	0	4	7	13.0	9.9
7:00 AM	17	18	39	32	2	1	17	24.6	18.0
8:00 AM	14	18	30	15	9	4	21	19.6	15.9
9:00 AM	19	19	17	15	10	7	11	16.2	14.0
10:00 AM	16	31	17	15	11	13	15	18.8	16.9
11:00 AM	34	22	20	15	28	15	17	21.6	21.6
12:00 PM	31	16	19	20	42	13	19	21.0	22.9
1:00 PM	10	20	22	14	32	16	27	18.6	20.1
2:00 PM	11	18	16	17	18	15	26	17.6	17.3
3:00 PM	22	31	24	17	20	14	26	24.0	22.0
4:00 PM	24	22	15	24	33	25	19	20.8	23.1
5:00 PM	16	32	17	15	14	26	19	19.8	19.9
6:00 PM	8	9	10	30	11	17	14	14.2	14.1
7:00 PM	16	11	24	19	7	5	11	16.2	13.3
8:00 PM	15	24	10	13	11	14	23	17.0	15.7
9:00 PM	12	6	16	18	6	9	1	10.6	9.7
10:00 PM	12	7	7	8	5	4	8	8.4	7.3
11:00 PM	4	6	10	4	10	2	2	5.2	5.4
Totals	331	369	358	333	292	217	301	338.4	314.4

Peak Hours

12:00 AM - 12:00 PM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	11:00 AM	10:30 AM	7:45 AM	7:00 AM	11:00 AM
Volume	34	31	39	32	28	17	23	24.6	21.6
Factor	0.61	0.86	0.70	0.67	0.54	0.53	0.58	0.85	0.88
12:00 PM - 12:00 AM	12:00 PM	4:45 PM	12:30 PM	6:30 PM	12:30 PM	4:30 PM	2:45 PM	3:15 PM	3:45 PM
Volume	31	32	24	35	46	31	30	24.6	24.3
Factor	0.43	0.67	0.75	0.63	0.82	0.60	0.63	0.79	0.90

Comments from City of Shoreline re percentage of trips that were by trucks of 3 or more axles:

Based on the same dates from the volume data PDF I attached in my 1/9 email, below are the truck percentages by day. I included anything larger than a box truck. So for example, Monday volume data showed 301 total vehicles, 7.6% of that would be trucks - approximately 23 trucks.

Monday – 7.6%
Tuesday – 9.2%
Wednesday – 10.5%
Thursday – 7.3%
Friday – 5.5%
Saturday – 0
Sunday – 0