



MEMORANDUM

Date: January 10, 2020
To: Design Review Board and Allison Whitworth SDCI planner
From: SDOT Development Review program
Subject: MUP #3035145 – 943 NW Market St.

Thank you for the opportunity to share Seattle Department of Transportation (SDOT) information and recommendations for this development. This proposed development is located at the SE corner of NW Market Street and 11th Ave NW in the Ballard Urban Center. This is a corner lot and is proposed to build 93 assisted living and memory care apartments in a five-level building over underground parking for 39 cars. Vehicular entry and loading to be located at the SW corner of building off 11th Ave NW. NW Market Street is a safe route to School Street, which prioritizes pedestrian circulation and safety. There is an existing bus stop and a King County Metro bus bulb at the intersection of 11th Ave NW and NW Market St to allow for an in-lane bus drop-off and pick-up.

Development requirements and recommendations:

NW Market Street -This project is to protect and retain existing trees in a minimum 5.5' wide tree pit or landscaped area with a minimum 6' clear sidewalk located behind the planter strip. The project will be required to ensure that curb ramps on the project corner comply with current ADA standards, and that companion ramps across NW Market St and 11th Ave NW provide an accessible pathway and meet companion ramp standards. Lastly, SDOT has requested a voluntary improvement to modify the bus bulb curb return, in conjunction with the curb cut closure adjacent to bus stop.

11th Ave NW - This project is to install street trees in a minimum 5.5' wide tree pit or landscaped area with a minimum 6' clear sidewalk located behind the planter strip.

Vehicle and solid waste access - SDOT and the land use code support the project's plan to consolidate vehicle and solid waste access from 11th Ave NW. Based on the size and the type of development, the land use code requires two loading berths that are 35' in depth. However, in the EDG packet p.6, it shows that the size of each loading berth is 25' deep. It is SDCI's discretion to decrease depth of the required loading berths. SDOT would also like to see truck turning diagrams associated with the loading berth design to ensure two trucks can utilize the loading berths at the same time.

Please let me know if you have any questions. I can be reached at Nazanin.Samimi@seattle.gov.

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