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MEMORANDUM

Date:	August 19, 2022	**TG:**	1.21277.00
To:	Jackson Koch – Seattle Department of Transportation Michael Houston – Seattle Department of Construction and Inspection		
From:	Mike Swenson, PE, PTOE and Kassi Leingang, PE – Transpo Group		
cc:	Meredith Holzmer – Mill Creek Residential Bill Barton – Tiscareno Associates		
Subject:	10th and Jackson – Type 1 Access Analysis (SDCI # 3038980-LU)		

This memorandum summarizes the results of the site access analysis conducted for the proposed mixed use project located at 1032 S. Jackson (Property). The Property is zoned DMR/C 75/75-95 and is located within the International Special Review District (ISRD or District).

A Type 1 Director's approval is requested to permit service access via S Jackson Street. As outlined below, the request meets the approval criteria in SMC 23.49.019.H.1.a. and SMC 23.66.342. On July 12, 2022, the Applicant presented the Project's proposed access design with service access via S. Jackson Street to the Board. While the Board cannot formally approve the Project until after SDCI issues a SEPA decision, the Board indicated its support for the Project service access approach. The requested access will enhance pedestrian safety, will not negatively impact transit operations or the movement of vehicles, minimize on-street queuing, and enhance vehicular safety. This memorandum includes a review of the code requirements, project description, loading, non-motorized impacts, and access scenario comparison.

Code Requirements

As noted above, the Property is zoned DMR/C 75/75-95 and is located within the District, which means the SMC 23.66 criteria also apply to the Project. The criteria for access locations in the Downtown zones, provided in Seattle Municipal Code (SMC or Code) SMC 23.49.019H.1.c, state that *"The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, and, for hotel use, improve passenger loading safety or increase visibility of vehicular access for guests arriving by car, the Director finds that an exception to the general policy is warranted. The Director may approve an exception for hotel use and impose conditions to minimize any adverse impacts to the pedestrian environment or street operations, including but not limited to allowing one-way driveways that are less than the minimum width otherwise required. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible."*

Additionally, SMC 23.66.342.D applies because of the Property's location in the District, providing:

1, Access to parking shall be reviewed by the Board on a case-by-case basis, according to the following criteria: a. Alley access is preferred. b. Conflicts with pedestrian traffic, with efforts to provide continuous street facades, and with transit access shall be minimized.

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4. The Board may recommend, and the Department of Neighborhoods Director may require, changes to proposed access to parking in order to meet the criteria of this Section 23.66.342.

The following provides a comparative analysis of the requested service access proposal. The analysis is based on criteria identified in SMC 23.49.019H.1.c. and SMC 23.66.342.D.1 and 4.

Project Description

The project is located at the northeast corner of the 10th Avenue S/S Jackson Street intersection in the Downtown Urban Center of Seattle. The proposed project would approximately 397 multi-family units with 6,000 sf of retail and 238 parking stalls. The existing retail/warehouse space and associated parking would be removed with the development of the project.

Figure 1 – Scenario 1 Preliminary Site Plan: *Parking access via 10th Avenue S, service access via S Jackson Street*

Access to the loading/service area is being requested via S Jackson Street.

Access Roadway Comparison

The following table provides a summary of the existing roadway characteristics and designations along the project frontages.

Table 1. Existing Roadway Comparison *(along project frontage)*

	10th Avenue S	S Jackson Street
Roadway Classification	Not designated	Principal Arterial
Grade	~20%	~5%
Lanes	2 lane	5 lane
Non-Motorized Facilities	n/a	Sharrows
Vehicular Volumes (AM and PM peak hours)	27 and 48 vehicles north of S Jackson St	650 and 920 vehicles east of 10th Ave S
Pedestrian Volumes (AM and PM peak hours)	63 and 77 pedestrians *(considers pedestrians across the north,*	38 and 58 pedestrians *(considers pedestrians across the north and*

	east, and west legs of the 10th Ave S/S Jackson St intersection)	*east legs of the 10th Ave S/S Jackson St intersection)*
Bicycle Volumes (AM and PM peak hours)	0 and 1 bicycles north of S Jackson St	25 and 11 WB bicycles east of 10th Ave S
Transit	There are no active transit routes along 10th Avenue S.	There are no conflicting transit operations adjacent to the S Jackson Street access. The nearest transit stops include the KC metro stops east of the site and west of the 12th Avenue S/S Jackson Street and the Streetcar stop east of 12th Avenue S/S Jackson Street.

As shown in the table, 10th Avenue S is a two-lane non-arterial street adjacent to the site with low peak hour volumes of less than 50 vehicles; however, the grades are significant, exceeding 20 percent. S Jackson Street is a 5-lane principal arterial adjacent to the site, with the streetcar running in the inner eastbound and westbound through lanes as well as

Evaluation Criteria and Summary Matrix

The following matrix provides a summary for each scenario relative to the evaluation criteria described in SMC 23.49.019H.1.c.

Table 2. SMC 23.49.019H.1.c Review Criteria

Criteria[1]	**Scenario 1**	**Scenario 2**
Parking Access	*10th Ave S*	*10th Ave S*
Loading Access	*10th Ave S*	*S Jackson St*
Enhance pedestrian safety and comfort	Based on a review of volumes at the 10th Avenue S/S Jackson Street intersection, pedestrian volumes are relatively low compared with average peak hour pedestrian volumes estimated to be 70 along 10th Avenue S and 50 along S Jackson Street (see Table 1). The higher volumes along 10th Avenue S are likely due to the connection to the Yesler Terrace development pedestrian path to the north of the site.	The grades of 10th avenue S at approximately 20% exceed SPU's 15% criteria. Truck maneuvers on this grade are complicated and compounded with higher pedestrian volumes then observed along Jackson Street. With the existing grades along 10th Ave S, pedestrian volumes, and grades that exceed SPU criteria, service access via Jackson Street is recommended.
Facilitate transit operations	Parking and loading access via 10th Avenue S would not impact transit operations.	The impact to transit operations would be minimal as S Jackson Street includes a center two-way left turn lane and the nearest stops are east of the site at 12th Avenue S.
Facilitate the movement of vehicles	All parking access is provided to/from the 10th Avenue S/S Jackson Street intersection. This intersection is forecast to operate acceptably during the weekday AM and PM peak hours. The grades on 10th Avenue S exceed the SPU maximum grade thresholds.	The grades along Jackson Street meet the City's requirements for service access. The center two-way left-turn lane also provides a dedicated space for trucks to turn from and not impede traffic along Jackson Street.
Minimize the on-street queuing of vehicles	This access would not impact on-street queuing.	The center two-way left-turn lane along Jackson Street provides a dedicated space for trucks to turn from and as a result, trucks turning into the site from Jackson Street would not impact vehicle queuing along Jackson Street.
Enhance vehicular safety	The steep grades along 10th Avenue S exceed SPU's maximum desired grade for access. This would result in unsafe maneuvers by trucks access the site.	The minimal grades, as well as the center two-way left-turn lane along Jackson Street provide adequate and better facilities to access the loasing dock as compared to a loading dock access via 10th Avenue S.
Minimize hazards	There were 3 reported collisions at the 10th Avenue S/S Jackson Street intersection in the most recent 3 years (2019-2021) as a result from angle or approach turn and one of which involved a pedestrian. All reported collisions resulted in possible or suspected injury.	Limits the number of vehicles accessing the site via the steep grade that exists along 10th Ave S. A center two-way left-turn lane exists providing a refuge for vehicles turning left from Jackson into the service area.

1. SMC 23.49.019H.1.c.

Under SMC 23.66.342.D, the Property lacks alley access, so the Board must make a decision on a case-by-case basis subject to the standard of "Conflicts with pedestrian traffic, with efforts to provide continuous street facades, and with transit access shall be minimized." At the July 12, 2022 Board briefing, the Board indicated that the service access off S. Jackson best met the intent of the SMC 23.66.342.D.1 and 4 by reducing potential conflicts with pedestrians off 10th.

Based on the above review of the SMC 23.49.019H.1.c and SMC 23.66.342.D criterion and the Board's preliminary support for the proposed access plan, a Type 1 Director's approval is requested for parking accessed via 10th Avenue S and the loading dock accessed via S Jackson Street.