

GRAND STREET COMMONS - AFFORDABLE HOUSING ALLEY VACATION

SEATTLE DESIGN COMMISSION PUBLIC TRUST MEETING

2201 S Grand Street
SDCI Project # 3035070

NOVEMBER 5, 2020



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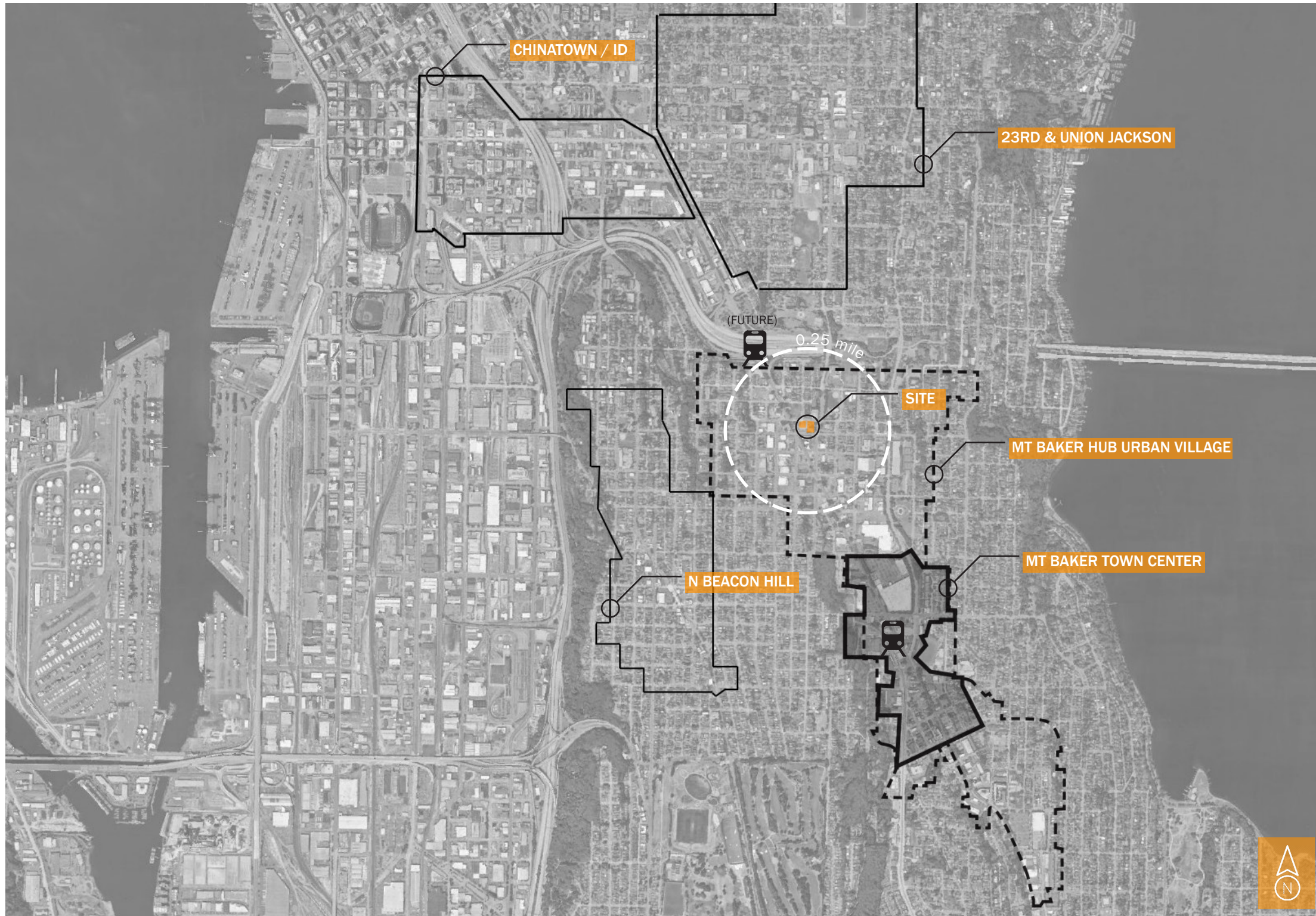
HAL Real Estate



PROJECT OVERVIEW



Mt. Baker Housing



PROJECT URBAN BOUNDARY

The project is located in the Mount Baker HUB Urban Village.

NEIGHBORING URBAN BOUNDARIES

Downtown Urban Center

- Chinatown / ID Urban Center Village

Town Center

- Mount Baker Town Center

Residential Urban Village

- 23rd and Jackson Residential Urban Village
- North Beacon Hill Residential Urban Village



The alley vacation will support Mt. Baker Housing's affordable housing project on the south block of the Grand Street Commons project in the heart of the Mt Baker Hub Urban Village.

Opportunity to vacate an **unused alley** to make way for **much needed affordable housing**.



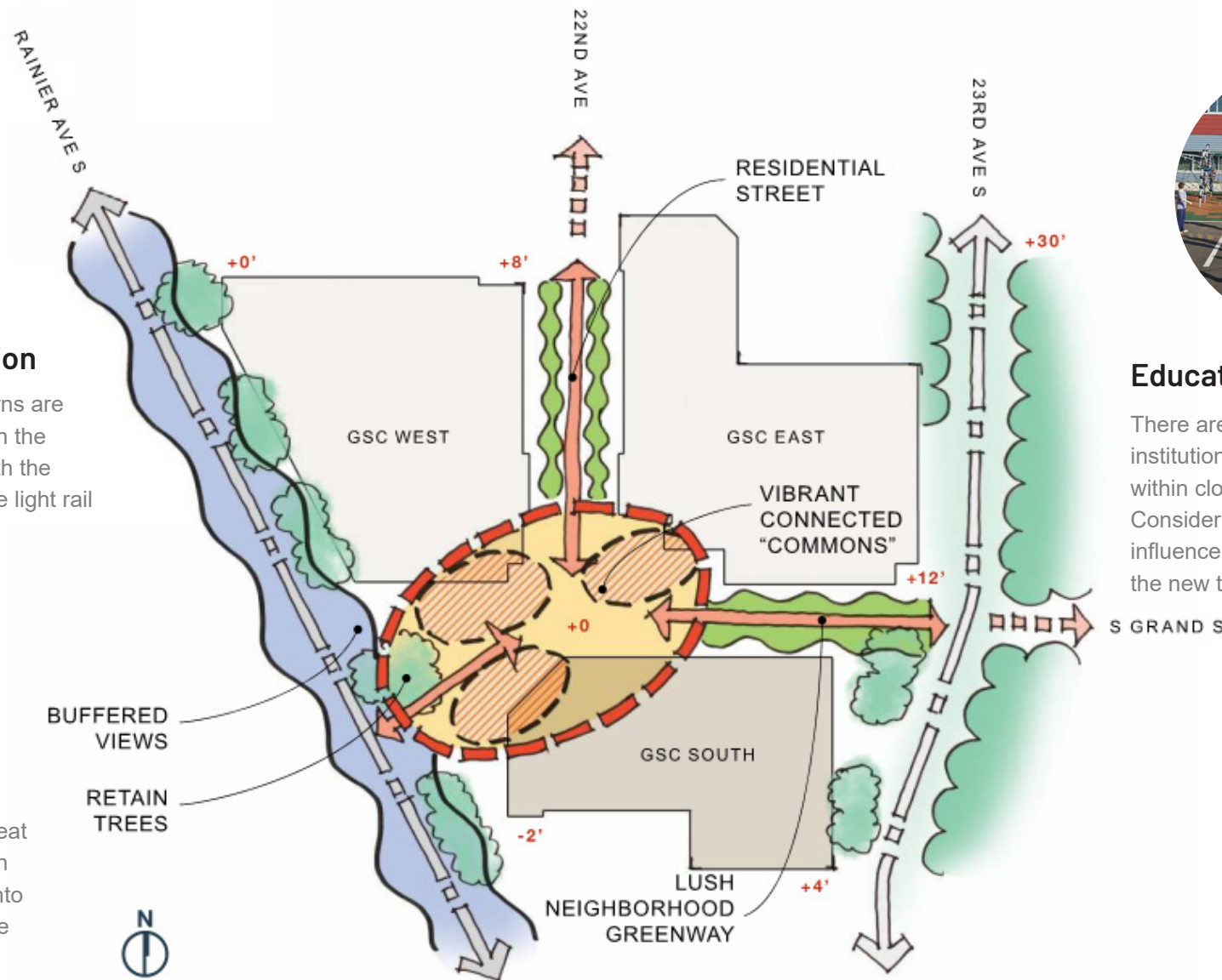
Transportation

Pedestrian patterns are likely to change in the neighborhood with the introduction of the light rail station at I-90.



Environment

Brownfield sites provide great opportunity for regeneration and rebirth, turning blight into a restorative and productive environment.



Education and Culture

There are significant cultural, institutional and educational centers within close proximity of the site. Consider their programming as influence over the development of the new town center.



ALLEY VACATION OBJECTIVES

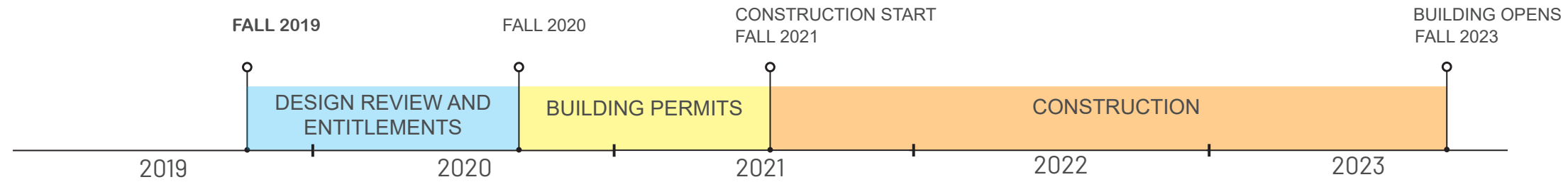
Increase number of affordable apartments by 1/3rd (202 vs. 157)

Reduce the Office of Housing cost per unit by over 1/3rd (~\$83k per unit vs. \$137k)

Save the Seattle Office of Housing approx. \$4.5 Million in funding requests.

Reduce construction and operations costs by consolidating two buildings into one.

PROJECT STATUS AND SCHEDULE



2019-2020

SDC Pre Petition	November 21, 2019
EDG Approval	April 10, 2020
<i>EDG Community Engagement Plan Approval</i>	<i>September 16, 2019</i>
<i>EDG Community Engagement Completion</i>	<i>November 13, 2019</i>
MUP Submittal	April 23, 2020
Council Vacation Introduction	September 29, 2020
ADR Submittal	October 9, 2020
Public Trust Presentation	November 5, 2020
Building Permit Submittal	November 19, 2020
ADR Approval	December 2020
Council Transportation & Utilities Committee briefing	December 2020

2021

Public Benefit Presentation	January 2021
Alley Vacation Council Hearing	March 2021
MUP Approval	Spring 2021
Building Permit Approval	Spring 2021
Construction Starts	Fall 2021

SITE INFORMATION

SITE INFORMATION | LOCATION AND ZONING

FUTURE JUDKINS PARK LIGHT RAIL STATION



LOCATION

2201 S GRAND ST, SEATTLE, WA 98144

PARCEL #:

3881900515, 3881900540, 3881900550, 3881900560

LOT SIZE:

39,268 SF (0.90 acres)

ZONING:

NC3-75(M)

OVERLAY ZONE:

Mt Baker Hub Urban Village

DESIGN GUIDELINES:

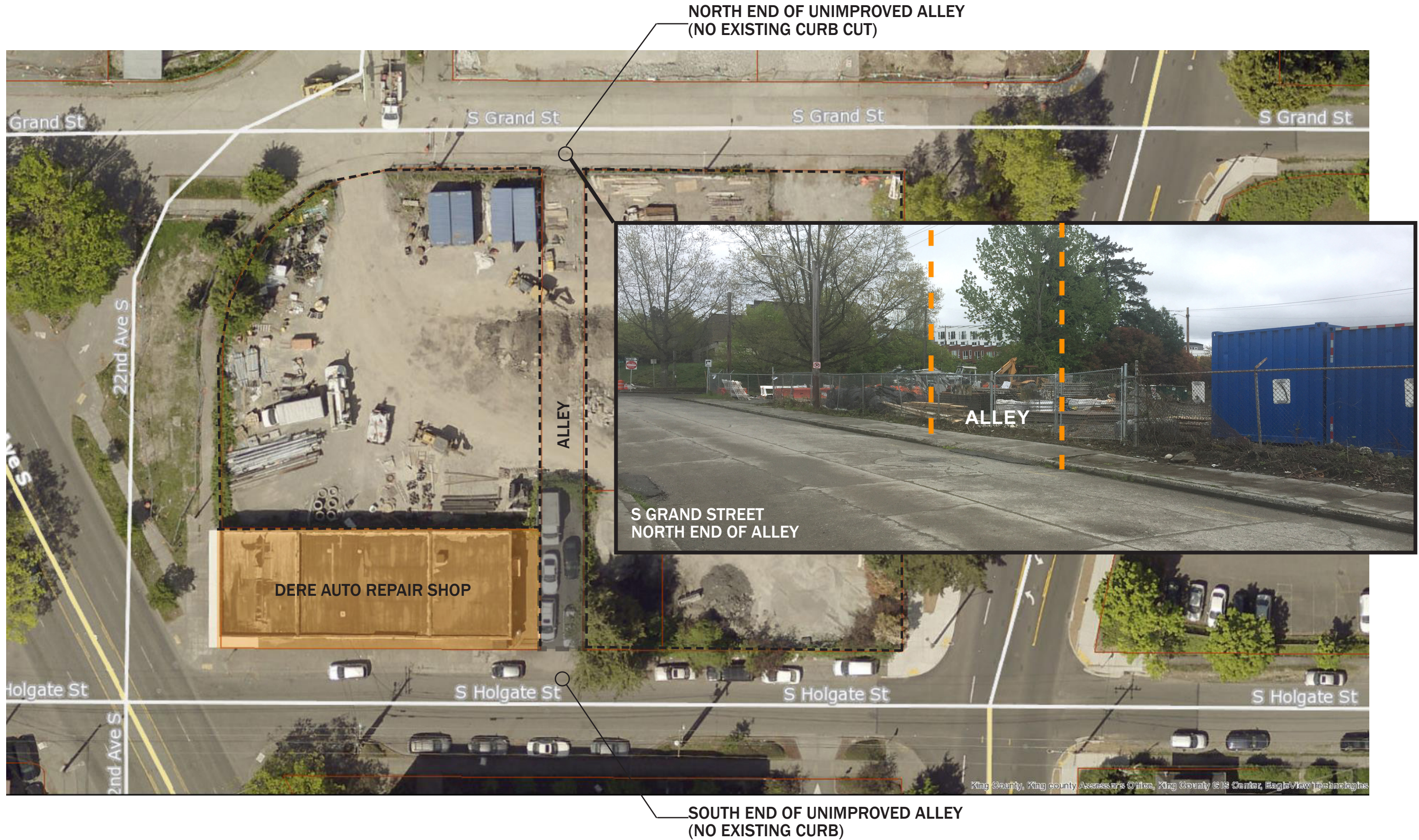
Central Area Neighborhood Design Guidelines

CITY COUNCIL DISTRICT:

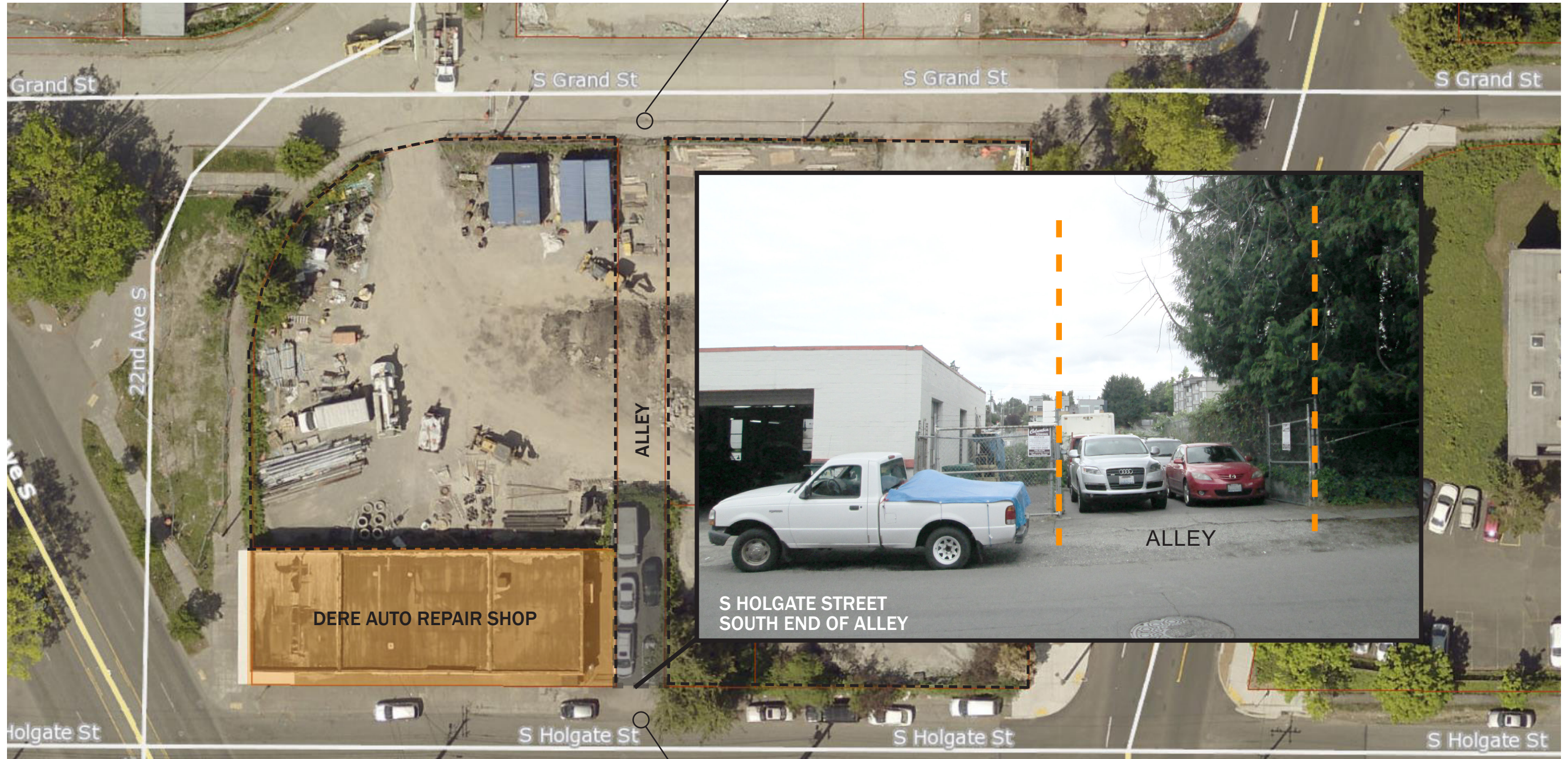
City Council District 3

District Councilmember: Kshama Sawant





NORTH END OF UNIMPROVED ALLEY
(NO EXISTING CURB CUT)



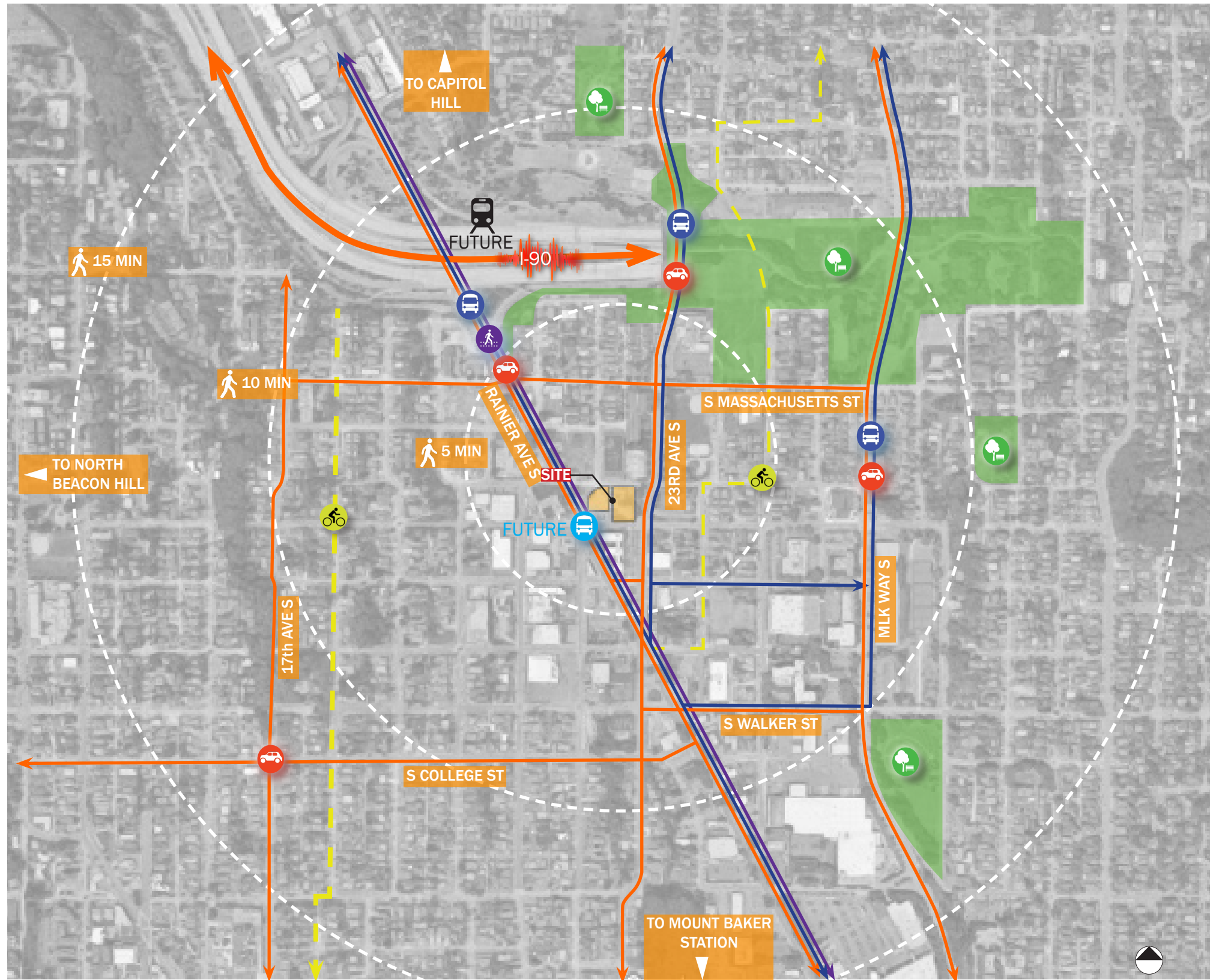
S HOLGATE STREET
SOUTH END OF ALLEY

ALLEY

EXCEPTIONAL TREE



DEVELOPMENT CONTEXT



The project is located in an area of the city where North-South movement is accessible and convenient, offering pedestrian and bike paths, vehicle and public transportation routes to Capitol Hill, First Hill, North Beacon Hill, Mount Baker Town Center, and beyond.

CONSTRAINTS

- Noise from nearby light industrial uses
- Noise from Rainier Ave S & I-5
- High voltage power lines on 22nd Ave S for south portion of lot
- Future SDOT plans to narrow 22nd Ave S

OPPORTUNITIES

- Fast transit routes to Capitol Hill, First Hill, North Beacon Hill, & Mount Baker Station as well as future transit station to Eastside
- Corner site can provide visible neighborhood marker
- Transitioning neighborhood design

- Main Vehicular Route
- Bus Route
- Bicycle Route
- Main Pedestrian Route
- Park
- Future BRT Stop*
- Environmental/Traffic Noise

Walk Score 73
Very Walkable
Most errands can be accomplished on foot.

Transit Score 67
Good Transit
Many nearby public transportation options.

Bike Score 79
Very Bikeable

*Future Bus Rapid Transit Stop as indicated by SDOT Pedestrian Master Plan (July 2016)



A RAINIER AVENUE OPPORTUNITY AREAS (EAST SIDE)



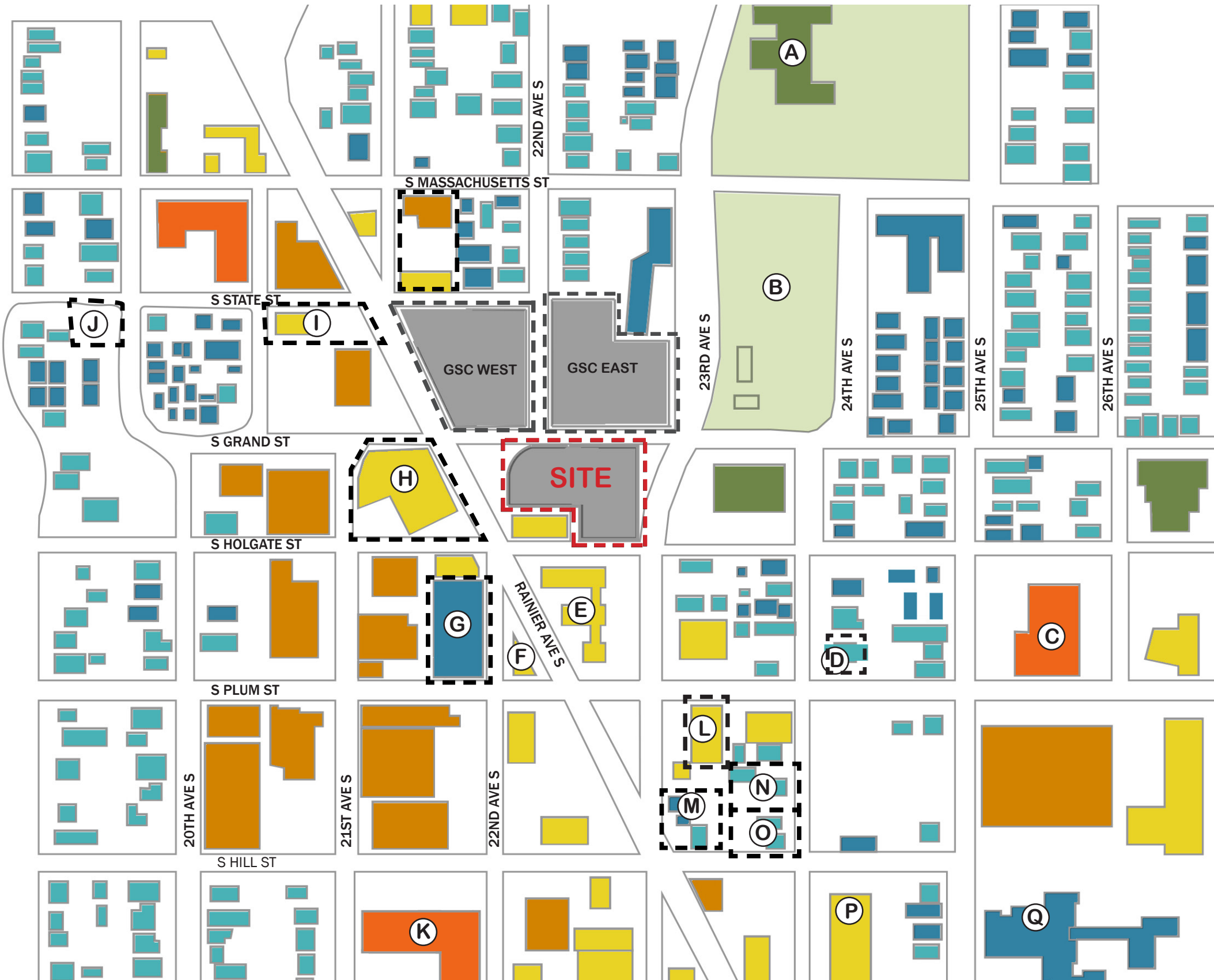
B RAINIER AVENUE OPPORTUNITY AREAS (WEST SIDE)



C 23RD AVE S AND GRAND ST INTERSECTION



DEVELOPMENT CONTEXT | LAND USE INFORMATION URBAN DESIGN ANALYSIS



- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Industrial / Warehouse / Storage
- Institution / Education
- Single Family Residential
- Future Development



(A) Northwest African American Museum



(B) Colman Park / Seattle Children's Playgarden

DEVELOPMENT PROPOSAL



VIEW OF THE NORTH EAST CORNER OF THE SOUTH BLOCK FROM 23RD AVE S



VIEW OF THE SOUTH BLOCK LOOKING EAST ACROSS GRAND STREET COMMONS PLAZA

PROPOSAL SUMMARY

Total Gross Floor Area: 200,752 SF

Residential Floor Area: 134,853

Office/Retail Floor Area: 11,581 sf

Building Height: 76'-8"

Number of Residential Units: 202

Number of Parking Stalls: 30

Number of Bike Stalls: 81

Uses: Affordable Multifamily Apartments, Retail, Office

AFFORDABLE HOUSING

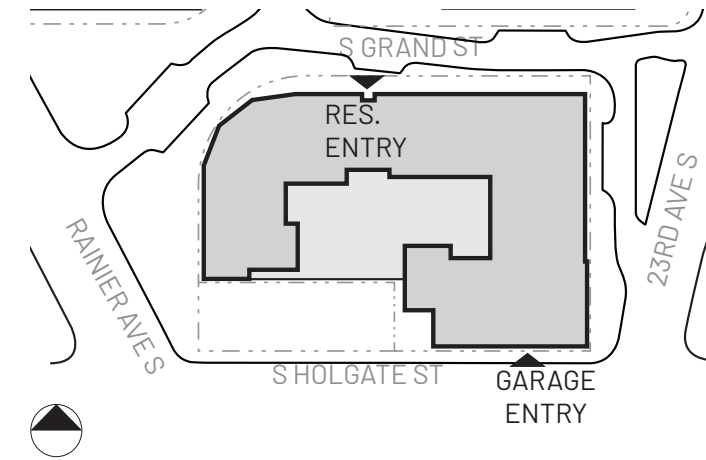
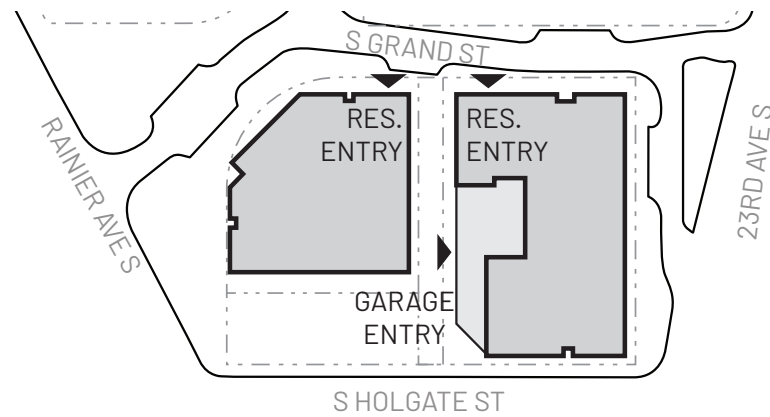
- High percentage of family-sized apartments (2 and 3 bedrooms)
- Income limited to 60% Area Median Income

SUSTAINABLE FEATURES

The project is designed to meet the **Evergreen Sustainable Development Standard**.

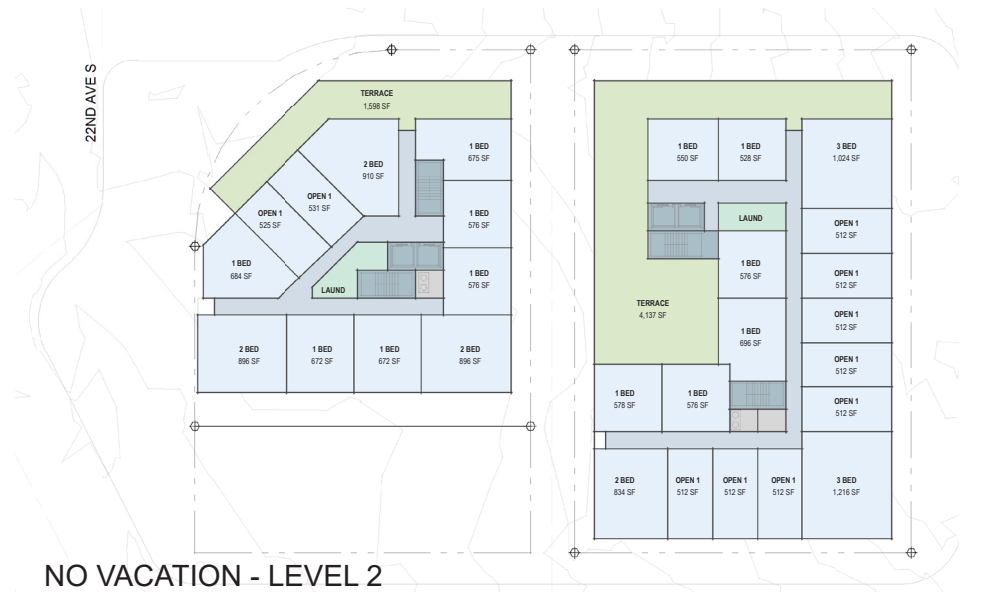
Highlights:

- Heat Pump Water Heating
- Solar Panels on Roof
- High performing windows
- Reduced power lighting controls
- Improved envelope performance
- Onsite bioretention at grade and on the podium deck



	WITHOUT ALLEY VACATION	WITH ALLEY	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455		More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$83,309	40% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.

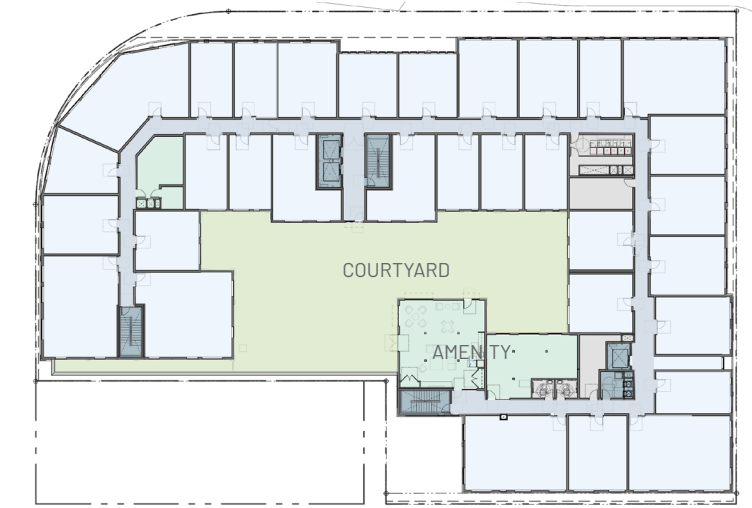
DEVELOPMENT PROPOSAL | ALLEY VACATION IMPACT



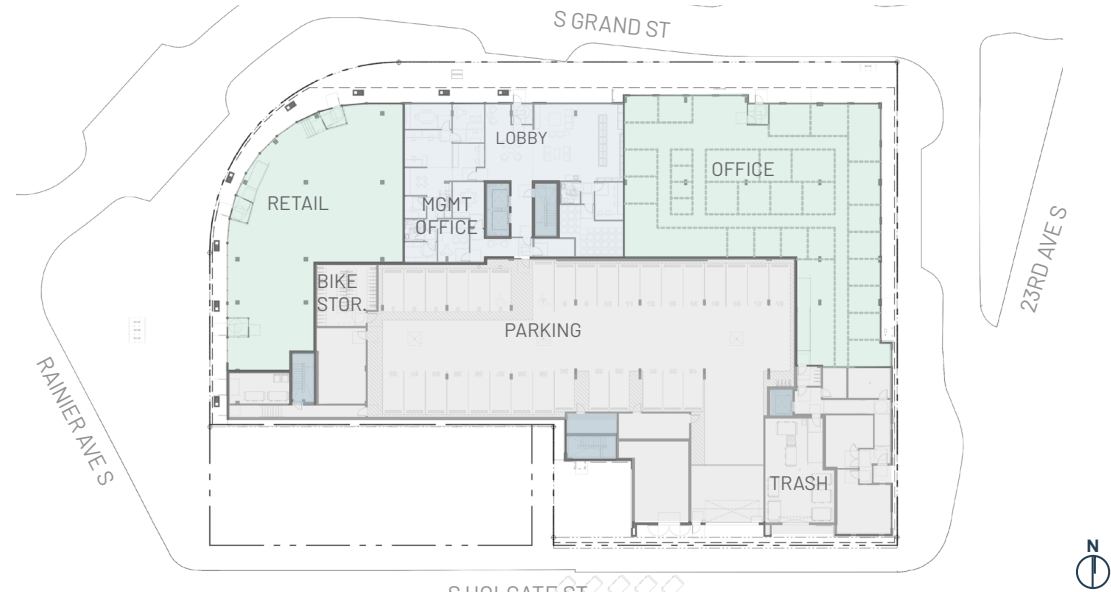
NO VACATION - LEVEL 2



NO VACATION - LEVEL 1



WITH VACATION - LEVEL 2



WITH VACATION - LEVEL 1





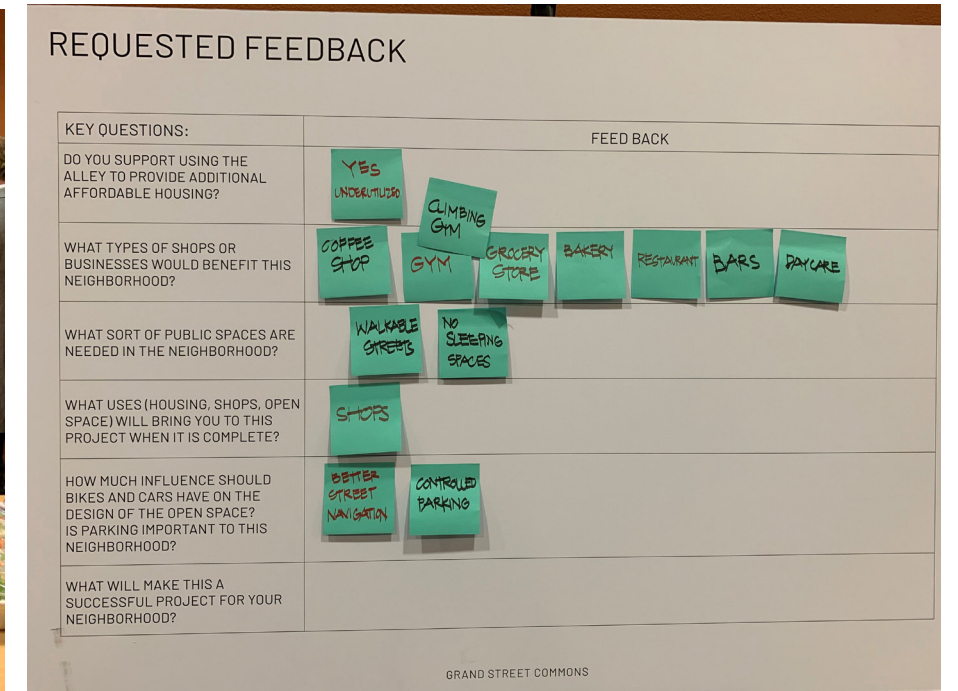
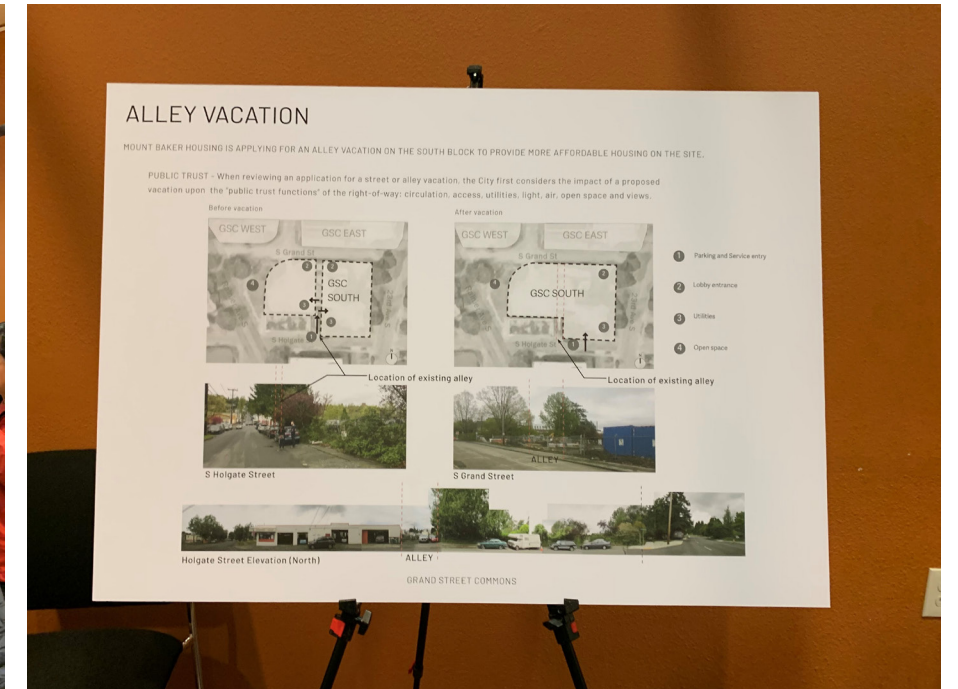
PROCESS AND STATUS

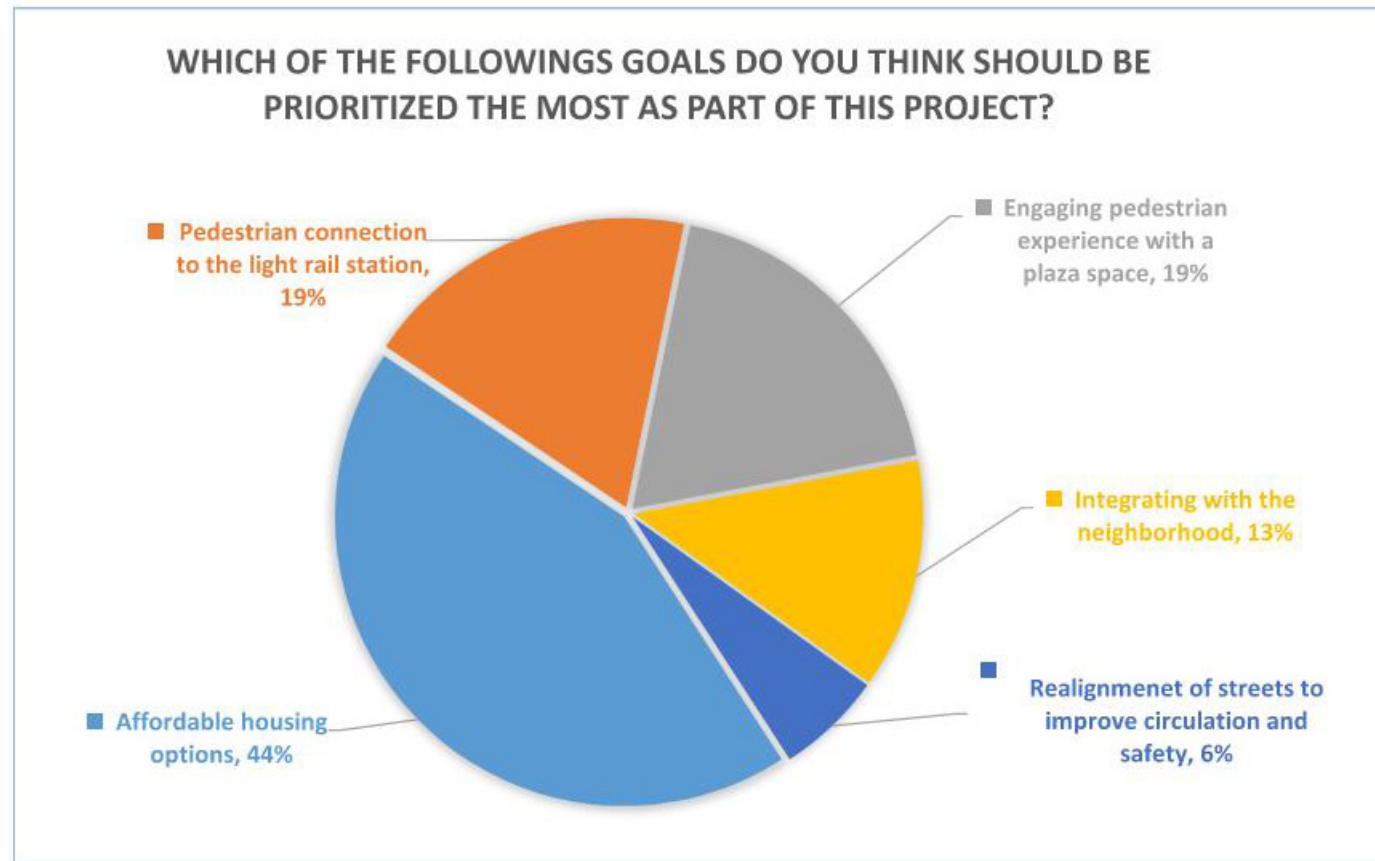
EARLY DESIGN GUIDANCE PHASE

- The Department of Neighborhoods approved Community Engagement Plan on September 16, 2019.
- Completed mailings to residences and businesses within 500 ft radius of the sites in the languages of -Mandarin, Japanese, Vietnamese, Spanish, English.
- Completed digital outreach to community groups listed in the Neighborhood Snapshot by DON
- Completed Project hot line in these languages to provide project information and seek feedback.
- Hosted an open house for neighbors to learn more about the project and provide their feedback.
- Community outreach report was approved by the Department of Neighborhoods on November 13, 2019. Early Outreach requirements are complete.



NEIGHBORHOOD OUTREACH MEETING - OCTOBER 24, 2019





ADDITIONAL OUTREACH

- Completed mailings to residences and businesses within 500 ft radius of the sites in the languages of -Mandarin, Japanese, Vietnamese, Spanish, English on July 28, 2020
- Completed digital outreach to community groups listed in the Neighborhood Snapshot on July 28, 2020
- A project website was set up and shared with community groups and neighbors on September 18, 2020 to seek feedback throughout the process (over 700 visitors so far!)
- Arranging targeted meetings with organizations representing African American youth, local Asian communities, service providers and schools is underway.
- SMS signs will be posted on key locations of the site to seek comments through text message

Online Outreach Report | *Generated on 10/23/20 by coUrbanize*
Grand Street Commons | grandstreetcommons.info

Audience Reached

726 Website Visitors **24** Followers **125** Total Comments

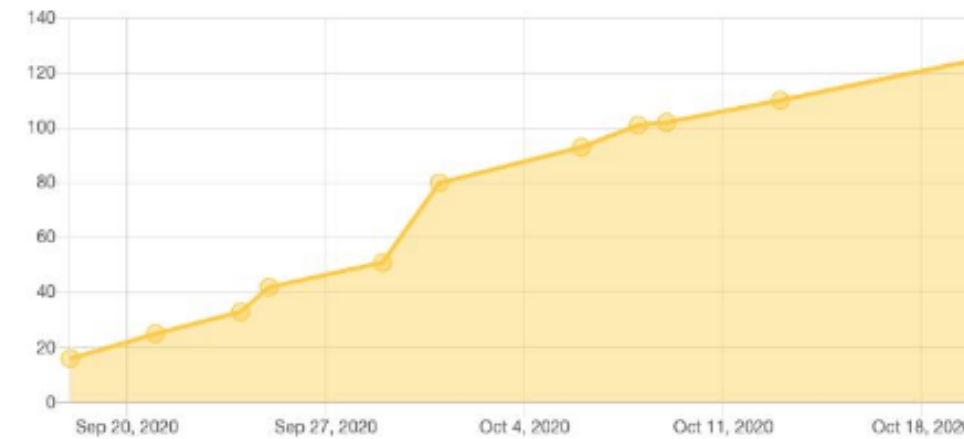
Engagement Over Time

The cumulative number of comments and replies on coUrbanize over the project's online engagement period

Total Feedback and Replies

125

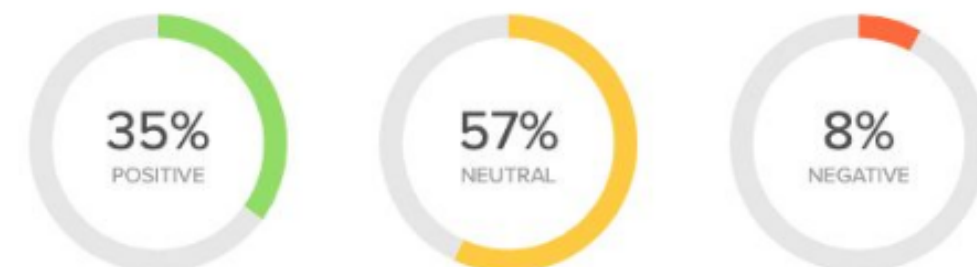
▲92 LAST 30 DAYS



Community Sentiment

coUrbanize's system analyzes key words and phrases in each comment to determine its overall sentiment

Sentiment

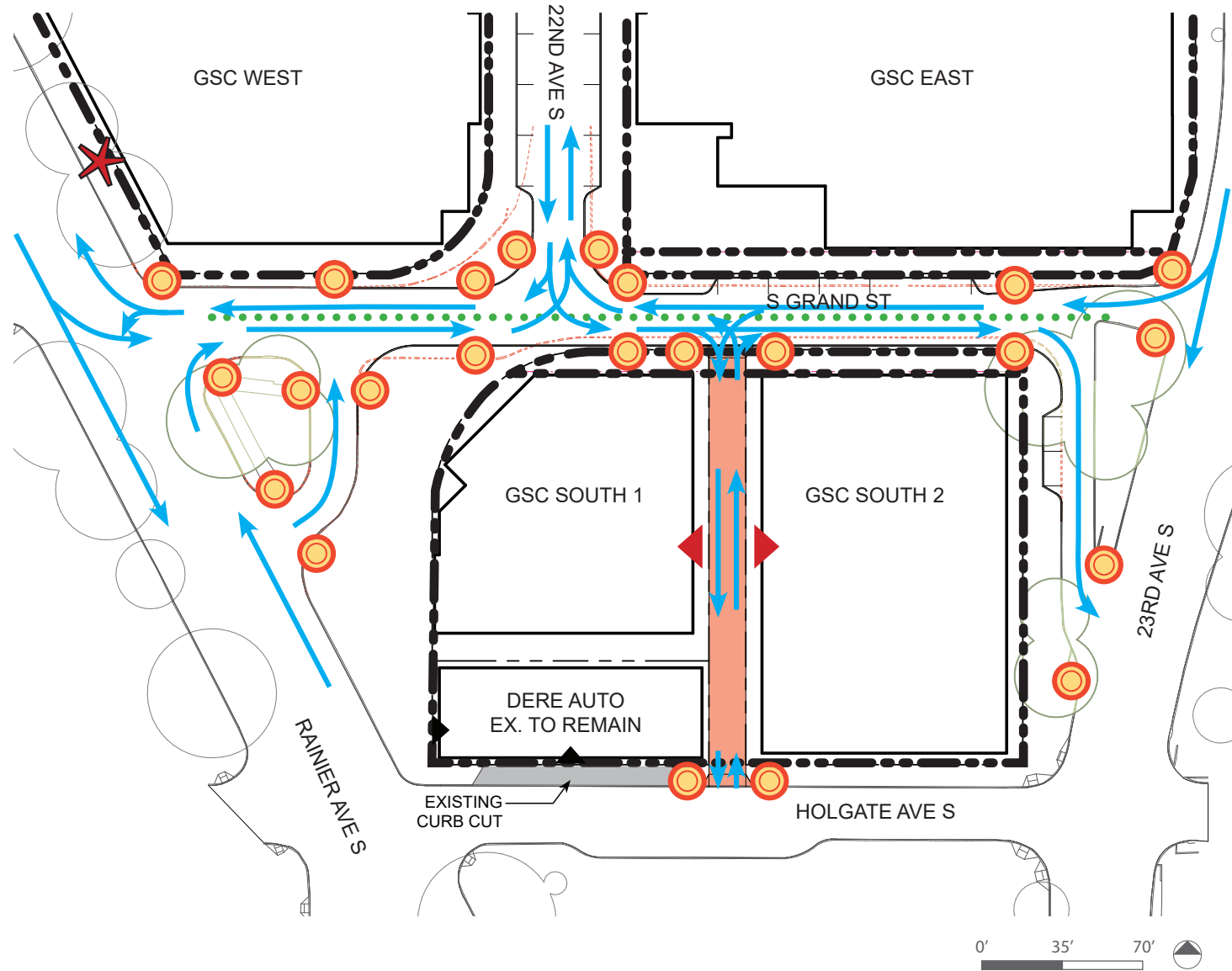


PUBLIC TRUST ANALYSIS

PUBLIC TRUST ANALYSIS | CIRCULATION

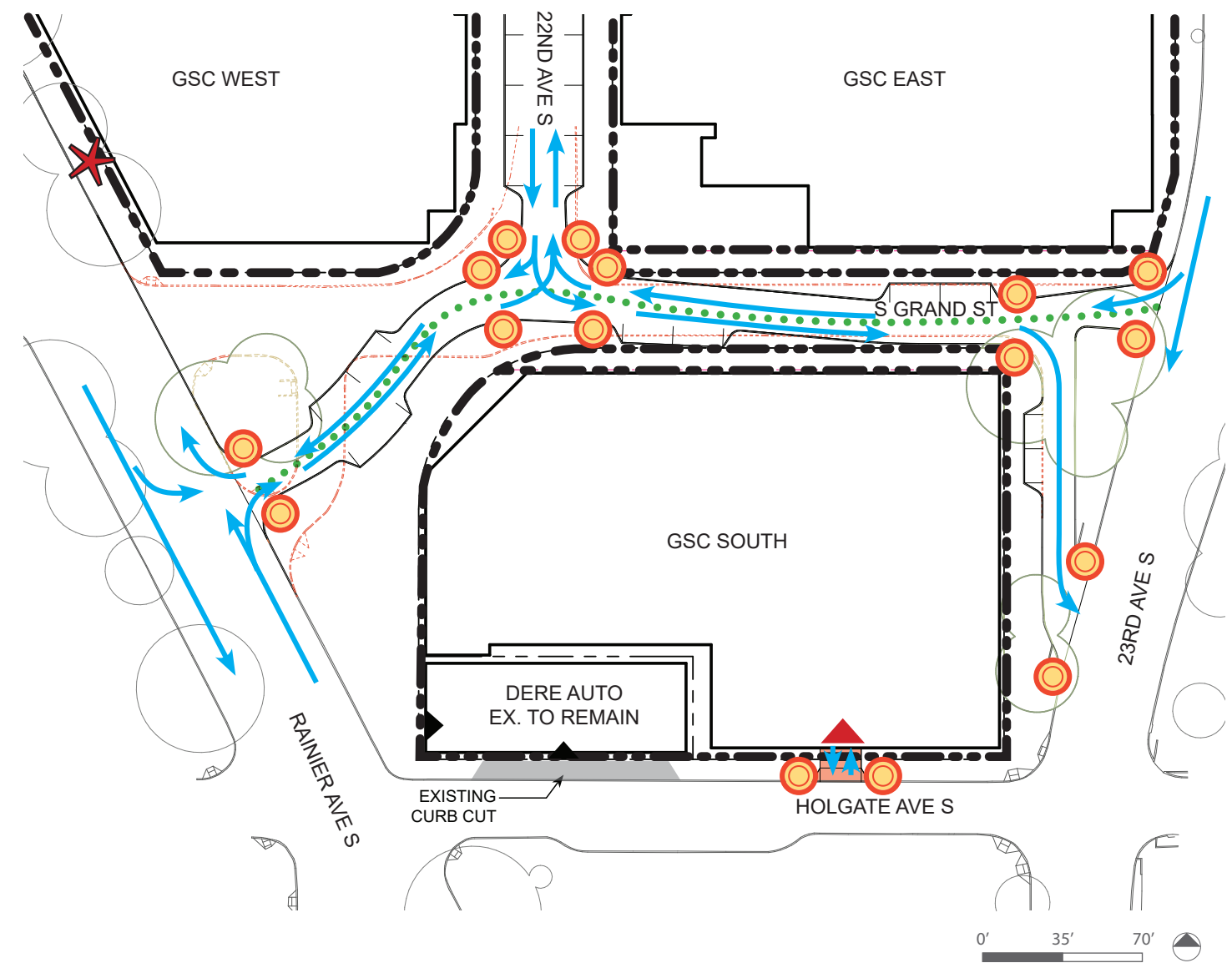
NO ALLEY VACTION

- + Increased circulation conflicts to alley access off Grand St.
- + Increased circulation conflicts between all modes of transportation.
- + Decreased pedestrian and cyclist safety.



ALLEY VACTION

- + Decreased circulation conflicts. Garage access off Holgate Ave.
- + Decreased garage/ service traffic along Grand St.
- + Increased pedestrian and cyclist safety.
- + Improved Neighborhood Greenway route.



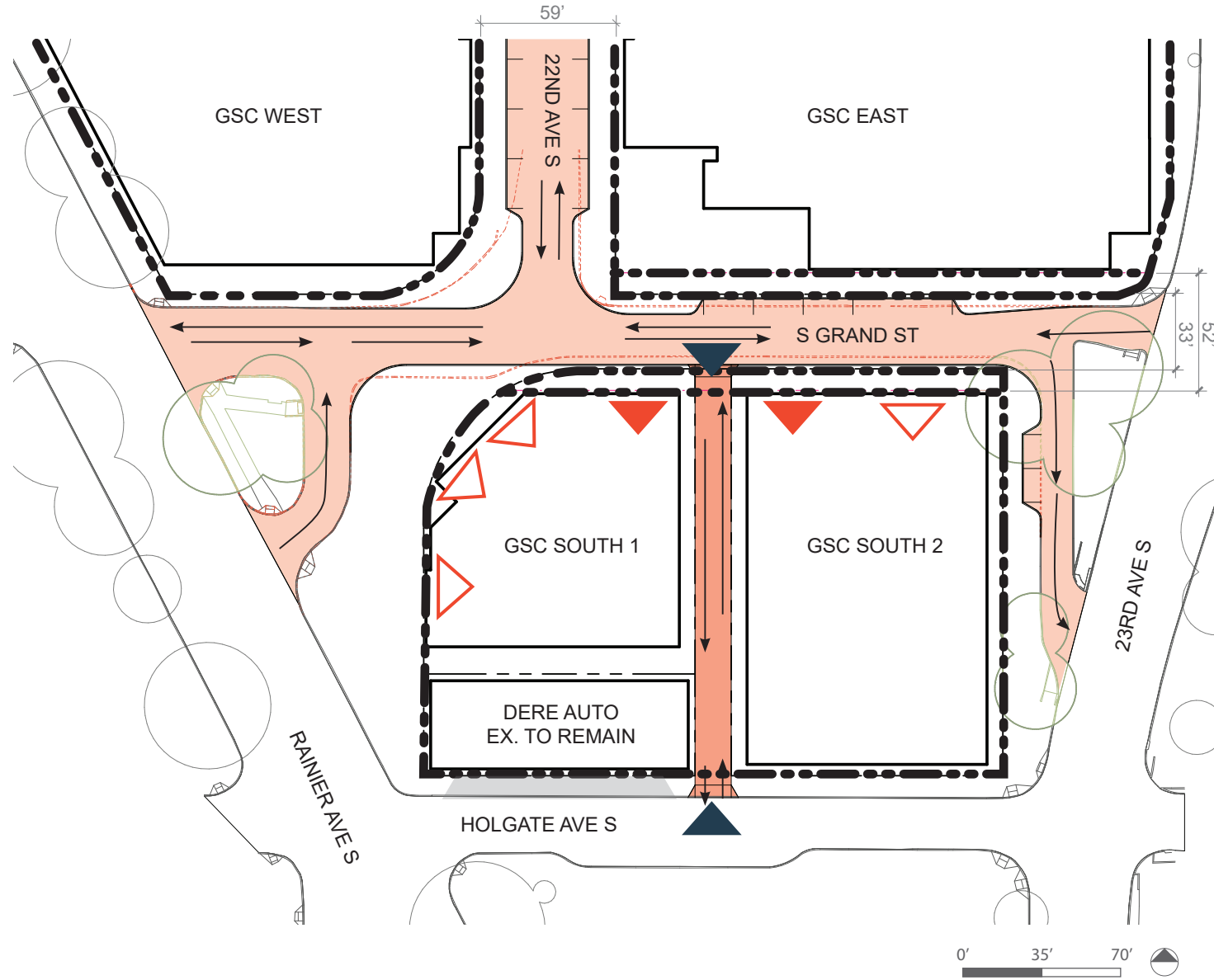
LEGEND

- | | | | |
|--|-----------------------------|--|-------------------|
| | VEHICULAR CIRCULATION | | PROPERTY LINE |
| | CIRCULATION CONFLICT POINTS | | GARAGE ENTRY |
| | NEIGHBORHOOD GREENWAY | | EXISTING ENTRY |
| | EXISTING CURB | | EXISTING BUS STOP |

PUBLIC TRUST ANALYSIS | ACCESS

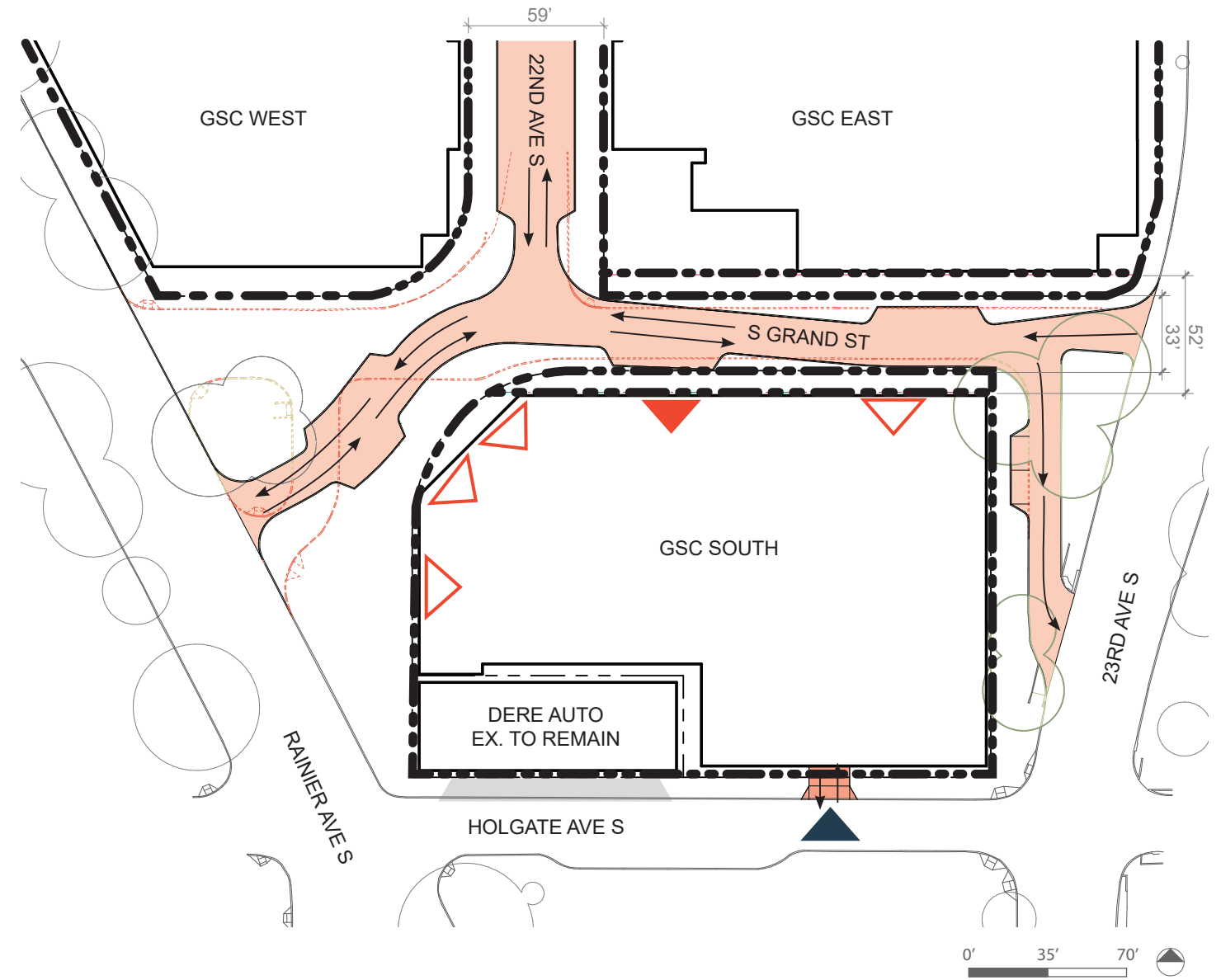
NO ALLEY VACTION

- + Increased vehicular traffic flows on Grand St.
- + Limited traffic calming with straight roadway.
- + Reduced parking opportunities.
- + Triangle space at Rainier Ave is underutilized.



ALLEY VACTION

- + Decreased vehicular traffic flows along Grand St.
- + Curved roadway geometry fosters traffic calming.
- + Increased parking opportunities.
- + Increased intersection safety at Rainier.

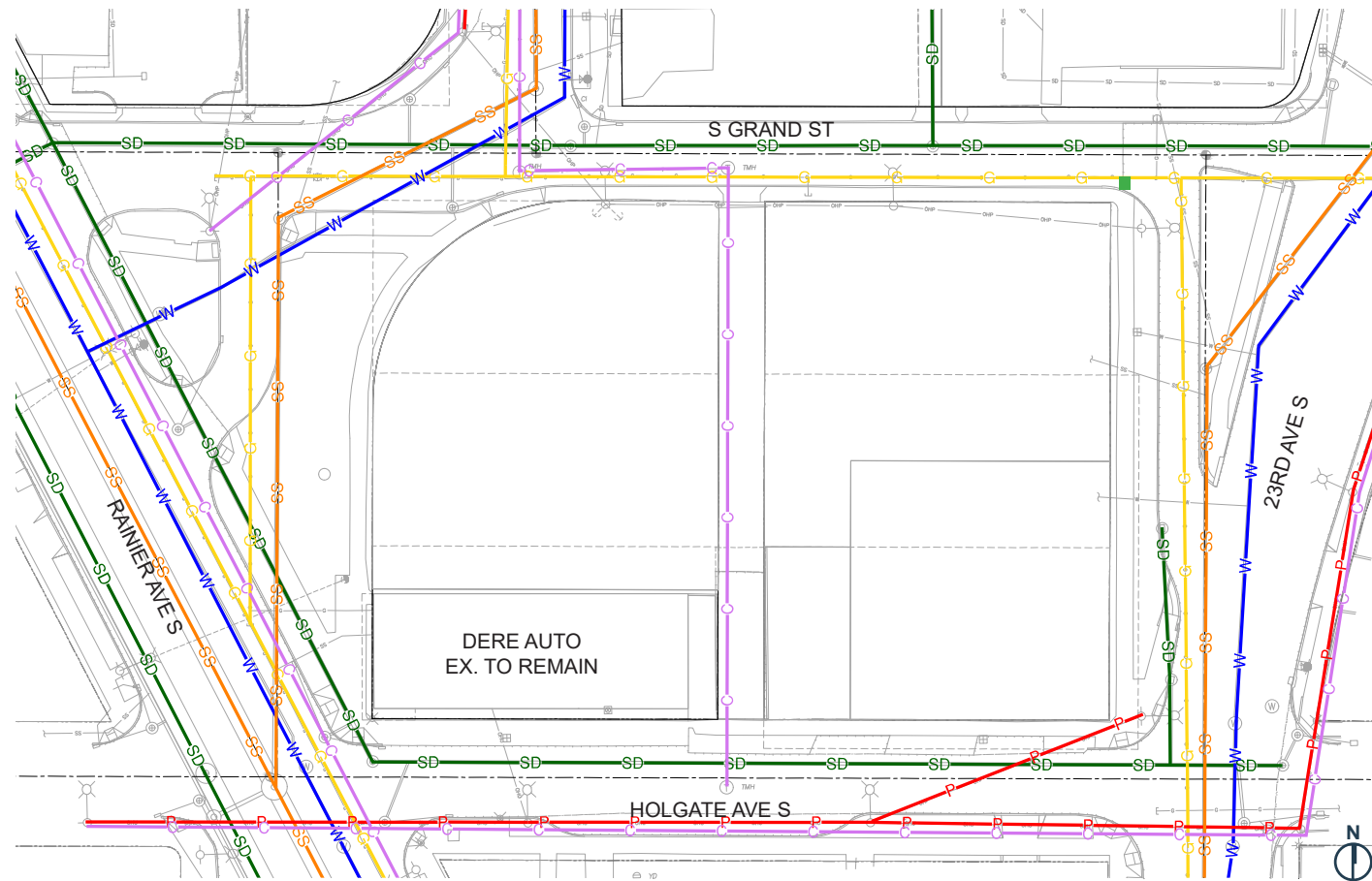


LEGEND

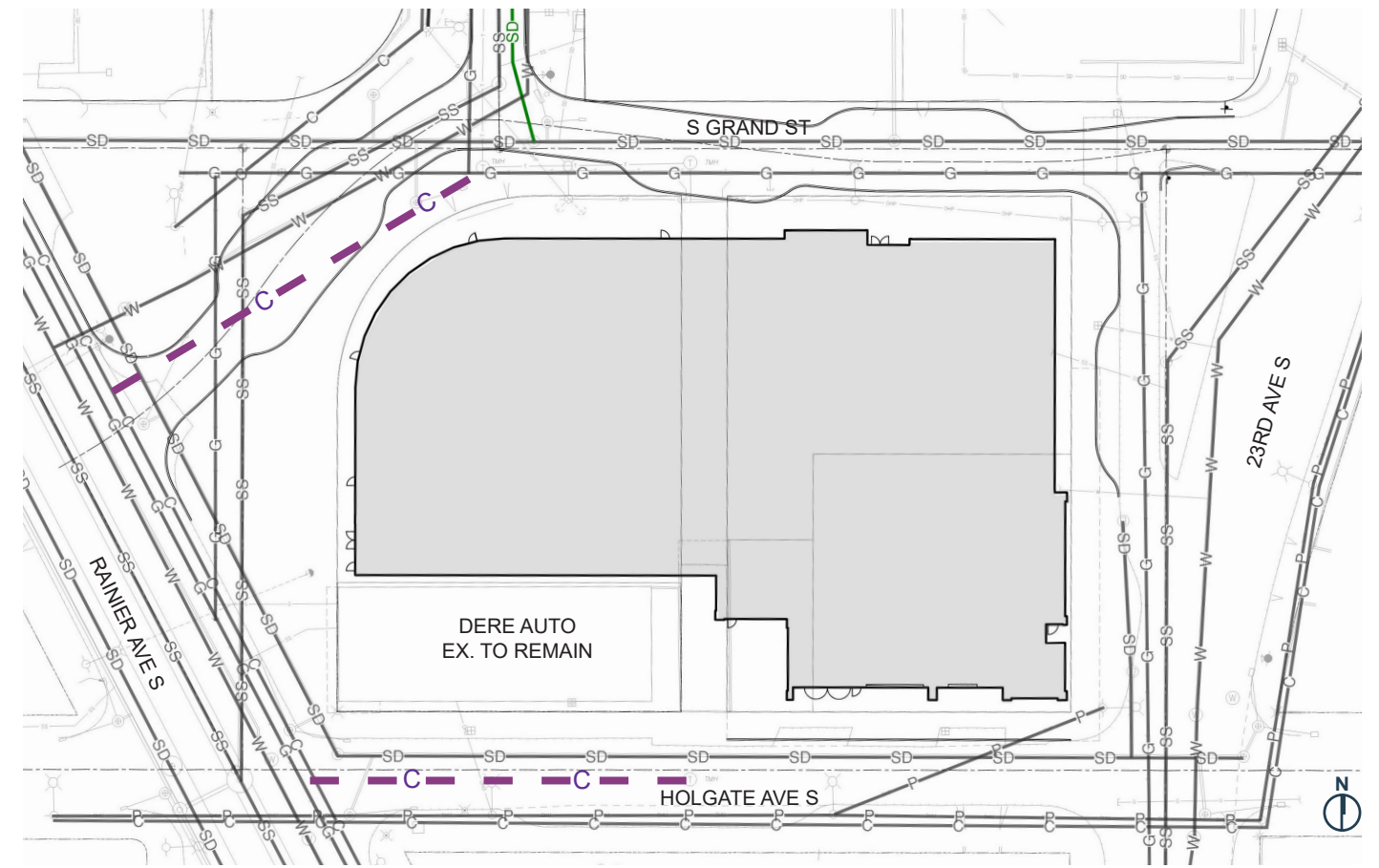
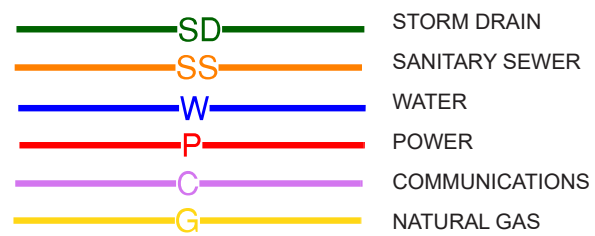
- | | | | |
|---|-----------------------|-----|---------------------------------|
| → | TRAFFIC DIRECTION | △ | RETAIL/ COMMERCIAL ACCESS POINT |
| — | ROADWAY SYSTEM | ▲ | TRASH/ PARKING ACCESS POINT |
| — | VEHICULAR ALLEY | --- | EXISTING CURB |
| ▲ | RESIDENT ACCESS POINT | --- | PROPERTY LINE |

PUBLIC TRUST ANALYSIS | UTILITIES

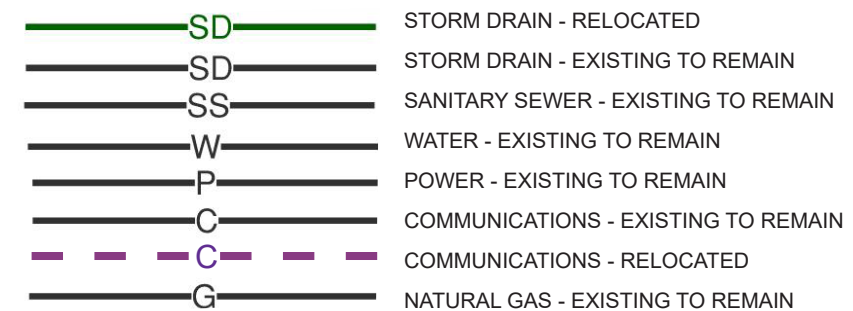
The existing alley contains one active utility, a CenturyLink ductbank. As part of this proposal, the CenturyLink infrastructure is planned to be rerouted west of the project and planned to remain underground. CenturyLink has been engaged and is providing feedback to the project team, including infrastructure requirements and connection locations for the reroute.



EXISTING CONDITION



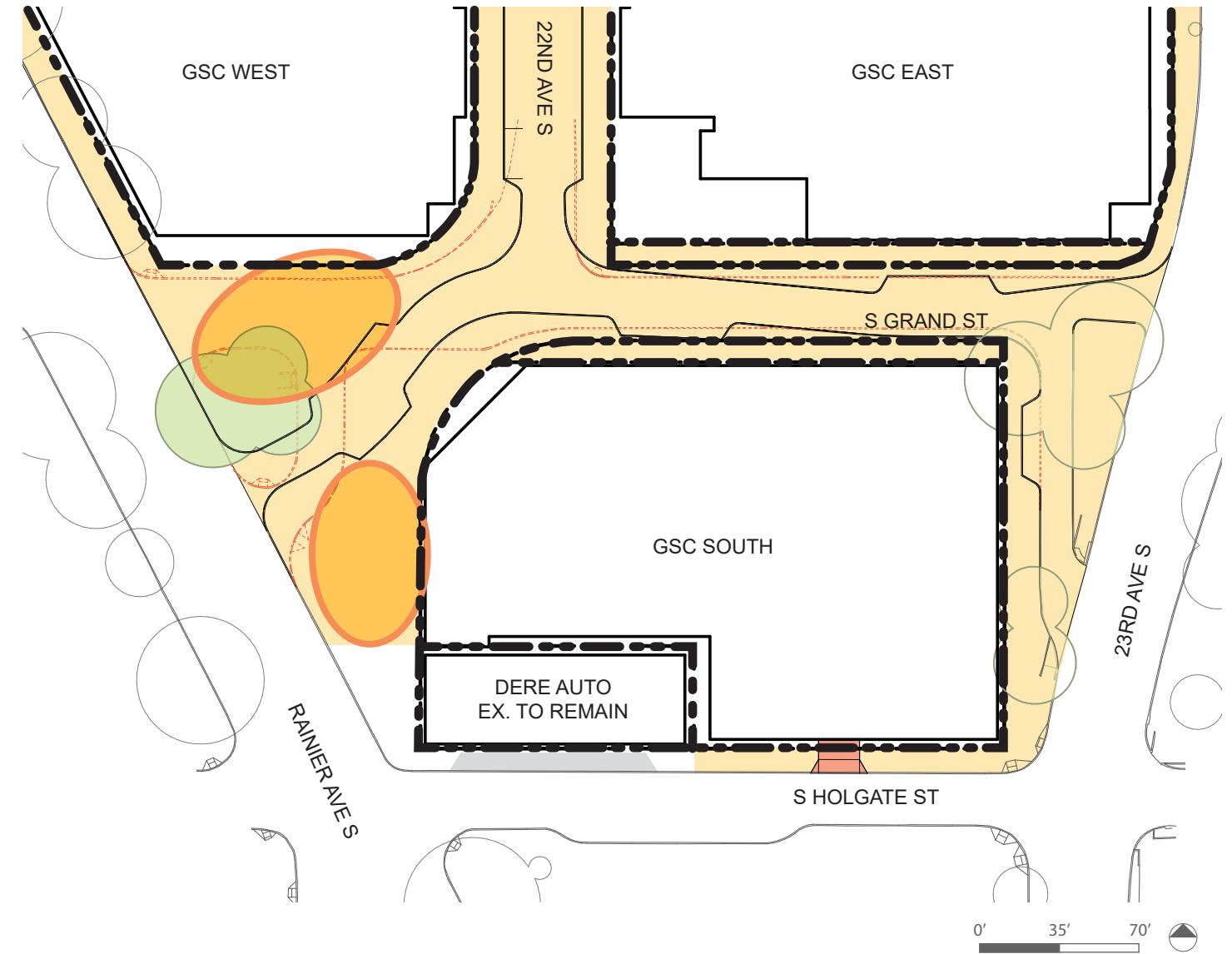
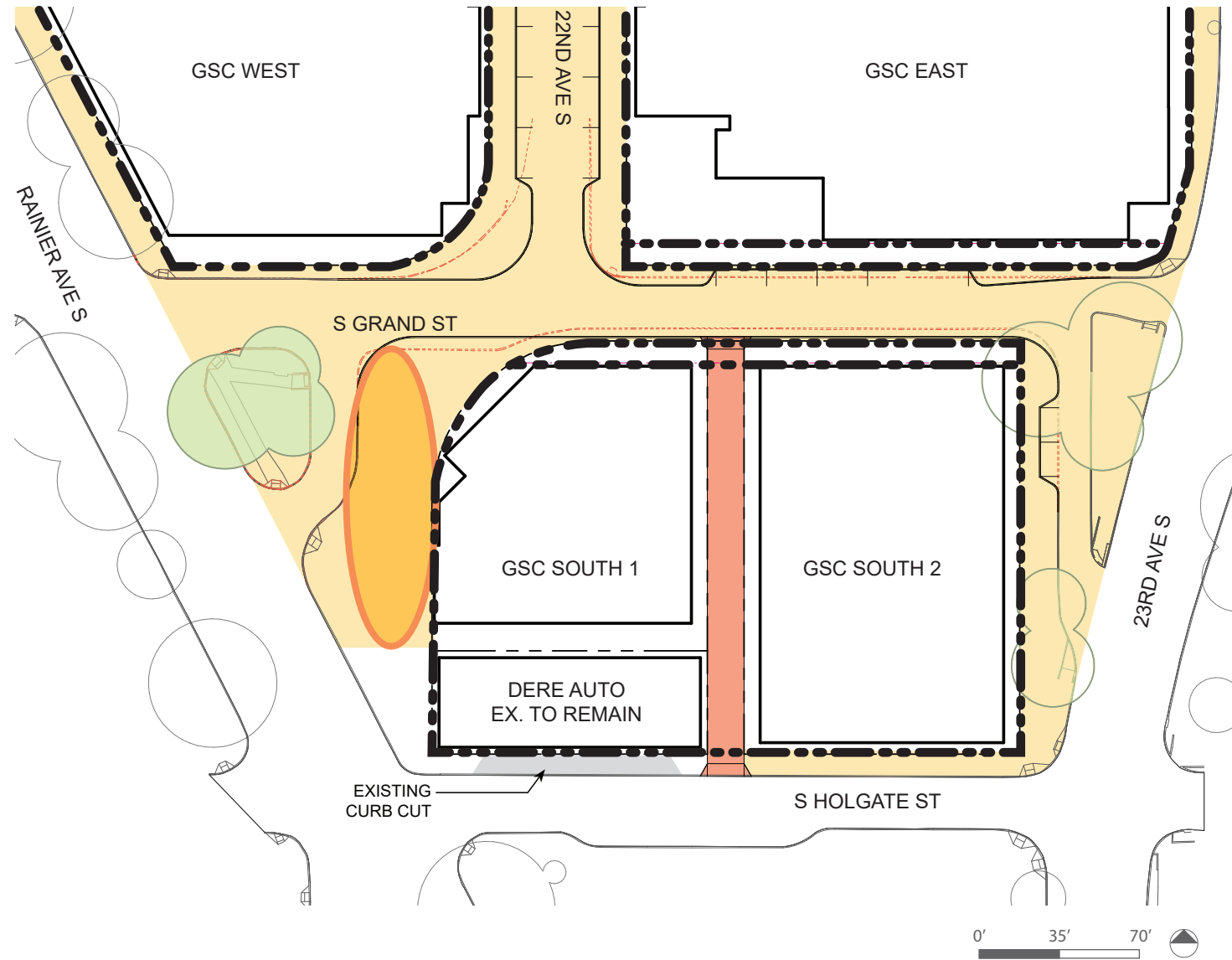
PROPOSED CONDITION









PUBLIC TRUST ANALYSIS | OPEN SPACE

- NO ALLEY VACATION**
- + Decreased open space connectivity, area, and solar access.
 - + Decreased pedestrian safety due to multiple crossing opportunities.

- ALLEY VACATION**
- + Consolidated public open spaces with prime solar access.
 - + Increased pedestrian open space for flexible use.
 - + Increased pedestrian safety.



 PUBLIC OPEN SPACE OPPORTUNITY	 PROPERTY LINE
 RIGHT-OF-WAY	 EXISTING TREES TO REMAIN
 VEHICULAR ALLEY / ACCESS	
 EXISTING CURB	



S GRAND STREET - CURRENT VIEW



S GRAND STREET - PROPOSED



PROPOSED SITE PLAN

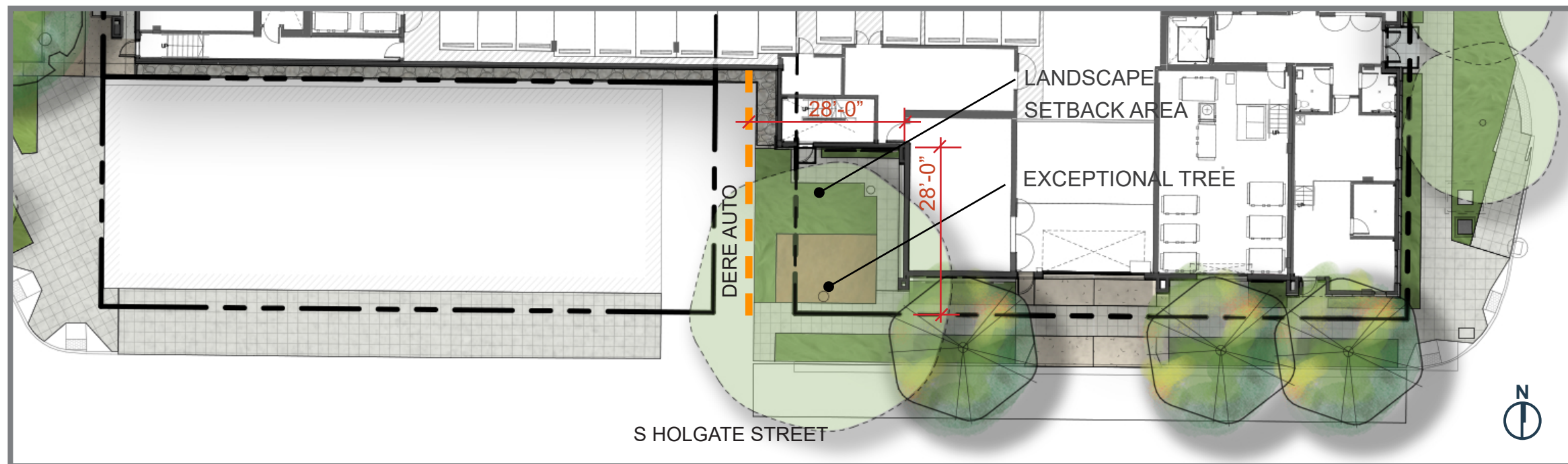


EXISTING ALLEY CONDITION AT HOLGATE



PROPOSED ALLEY CONDITION AT HOLGATE

PROVIDE LANDSCAPED SETBACK AREA TO PRESERVE EXCEPTIONAL TREE



PROPOSED SITE PLAN



EXISTING PEDESTRIAN ISLAND AT RAINIER AVE S



PROPOSED PLAZA AT RAINIER AVE S
(TREES SCREENED BACK FOR CLARITY)

EXISTING PEDESTRIAN ISLAND



PROPOSED SITE PLAN

EXISTING PEDESTRIAN ISLAND



PROPOSED IMPROVEMENTS: AT 23RD AND GRAND LOOKING AT THE PLAZA



VIEW OF THE PROJECT FROM THE SOUTHWEST
Shading impacts adjacent new construction only.

DERE AUTO

- The project will partially shade the new developments proposed for the north side of S Grand Street.
- Properties to the west are distanced from the site by Rainier Ave S.
- Properties to the east are uphill of the site and distanced across the 23rd Ave S Greenbelt.
- The only adjacent neighbor, Dere Auto, maintains access to light and air along the south edge of the proposed project.



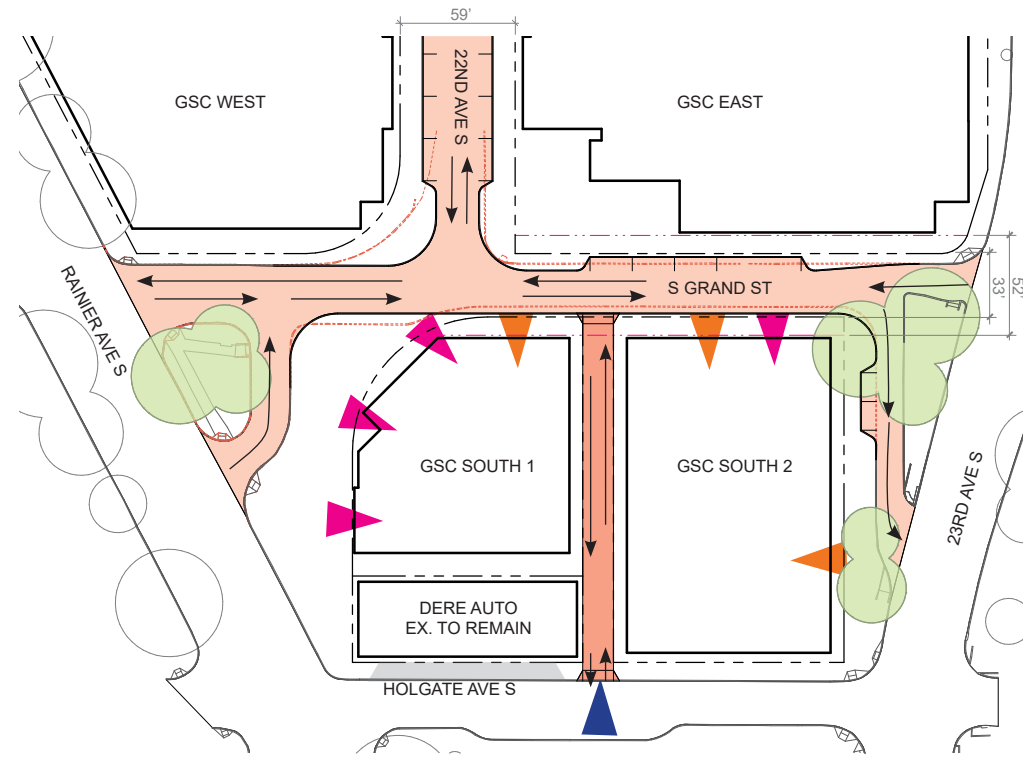
PROPOSED IMPROVEMENTS: NORTH FACADE VIEW AT 22ND AVE S AND S GRAND STREET



TWO BUILDING MASSING



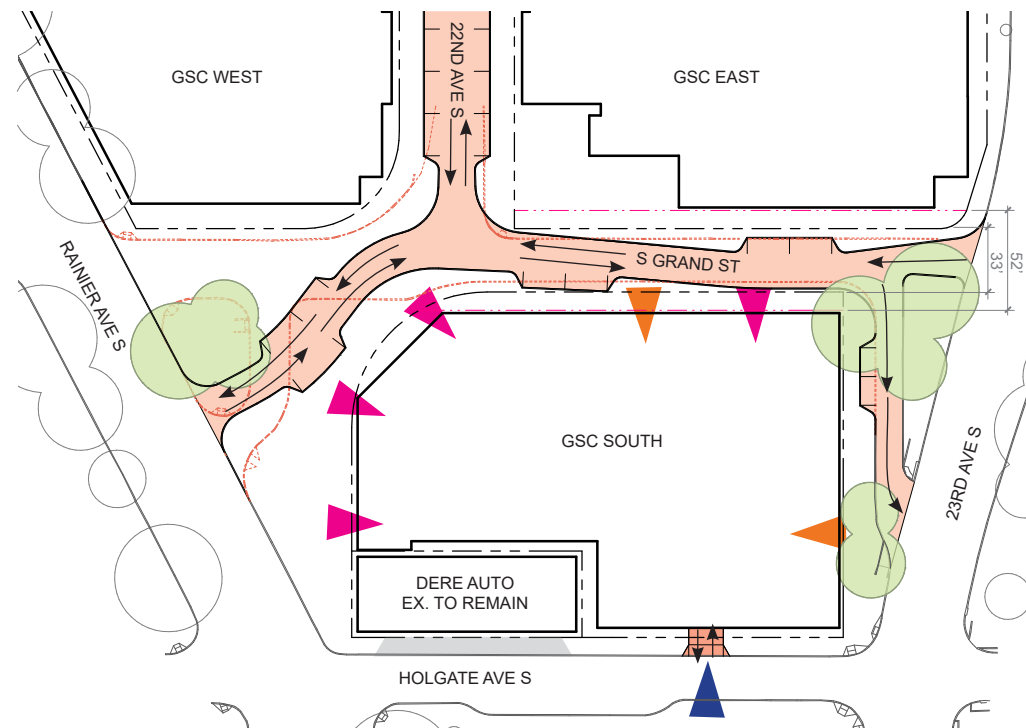
SINGLE BUILDING MASSING



PERSPECTIVE VIEW FROM NORTHWEST CORNER

NO ALLEY VACATION

- **Results in fewer affordable housing units at a higher construction cost**
- Requires 2 buildings instead of 1, results in redundancy in building services, parking and loading access points, **increasing operation costs and security needs.**
- **Increased traffic flow on Grand St:** Alley/garage access will add to traffic volume.
- Retains straight 22' wide roadway per Streets Illustrated and SDOT base requirements (**no traffic calming** enhancement to neighborhood).
- **Makes retail space less desirable for retail tenants:** One sided parallel parking/loading.
- **Perpetuates the underutilization of public spaces:** Road geometry of intersection of Rainier Ave S and S Grand St. is undesirable (per SDOT Judkins Park Station Access Study recommendations).
- Provides **no benefit in utility access.**



ALLEY VACATION APPROVAL

- Provides **45 additional units of affordable housing** and more Family Sized apartments.
- Reduces the total cost of construction by approximately \$70,000/unit. **42% reduction in cost per unit for the Office of Housing**, saving over \$4.7 million in Office of Housing costs.
- Reduces traffic flow along S Grand St; **functions better as a Neighborhood Greenway.**
- **Calms Traffic:** Road geometry and SDOT allowable 18' wide travel way slows traffic.
- **Improves parking/curbside management:** East and west bound parking/loading options allows greater retail vitality and further slows traffic.
- **Improves intersection safety** at Rainier Ave S and S Grand St. for safer intersection while maintaining existing trees and maximizing pedestrian area (per SDOT Judkins Park Station Access Study recommendations).