

First Hill Public Meeting

May 2018

Agenda

- > Ballard to West Seattle Extension and the Midtown Station
- > Mandatory Housing Affordability and First Hill Zoning
- > Updates and Q&A



FIRST HILL
IMPROVEMENT ASSOCIATION

Ballard to West Seattle Extension

Sound Transit



FIRST HILL
IMPROVEMENT ASSOCIATION



West Seattle and Ballard Link Extensions

First Hill Improvement Association | 5.08.18



System expansion

Sound Transit's system expansion means every few years new light rail, bus rapid transit and commuter rail stations open throughout the region, providing fast, reliable alternatives to congested roads.



soundtransit.org/system



Regional light rail expansion

By 2040: 116+ miles | 80+ stations | 16 cities connected

A young man with dark hair and glasses, wearing a grey t-shirt and a backpack, stands on a train platform. He is smiling and looking towards the camera. His right hand is on a metal railing, and his left hand is holding a suitcase handle. The background shows a blurred cityscape and train tracks under a clear sky.

West Seattle and Ballard Link Extensions



Representative project

- Identifies mode, corridor, number of stations, general station locations
- Informs cost, schedule, operating needs

West Seattle Link Extension

- Opening 2030
- Four elevated stations at SODO, Delridge, Avalon and Alaska Junction; one at-grade station at Stadium
- New rail-only fixed span crossing of the Duwamish River
- Length: 4.7 miles

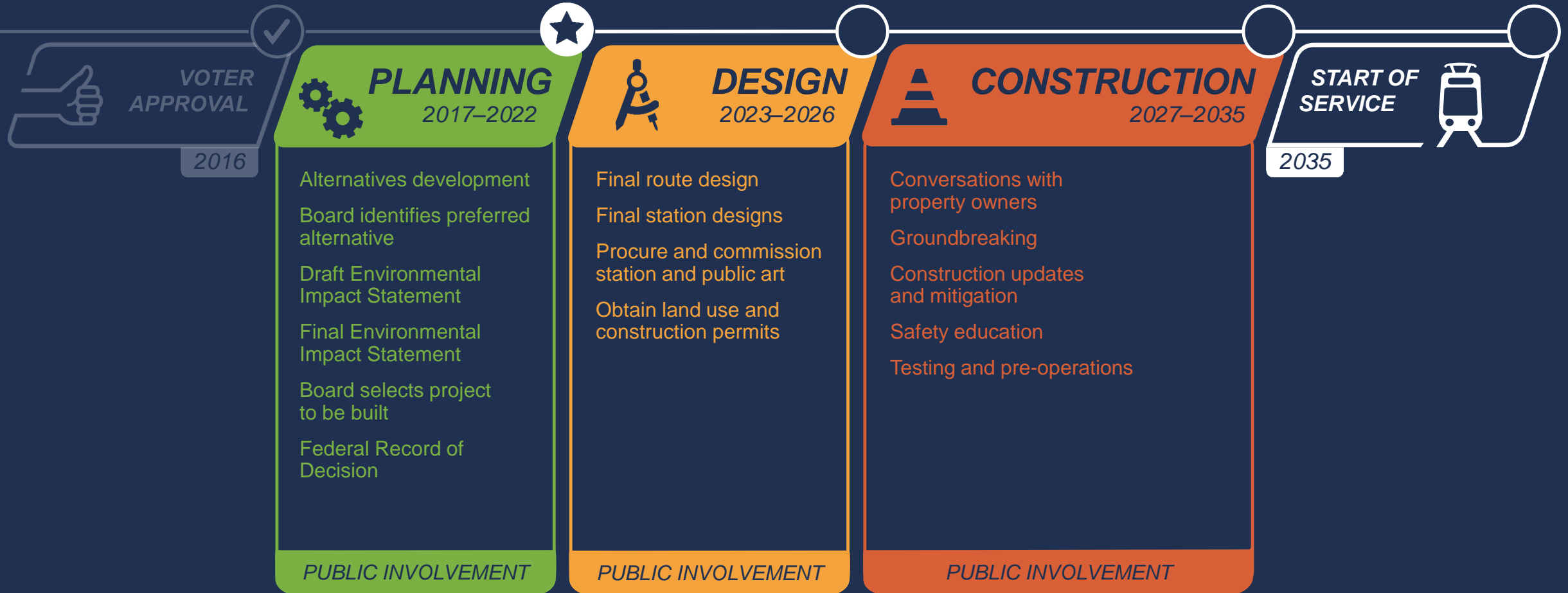




Ballard Link Extension

- Opening 2035
- Three elevated stations: Ballard, Interbay, Smith Cove
- Six tunnel stations: Seattle Center, South Lake Union, Denny, Westlake, Midtown, International District/Chinatown
- New rail-only movable bridge over Salmon Bay
- Length: 7.1 miles

Ballard project timeline



*VOTER
APPROVAL*

2016



PLANNING



DESIGN

2017–2019

Alternatives
development

Board identifies
preferred alternative

2019–2022

Draft Environmental
Impact Statement

Final Environmental
Impact Statement

Board selects project
to be built

Federal Record of
Decision

PUBLIC INVOLVEMENT

A photograph of a modern tram with its doors open, with several people boarding and walking on the sidewalk. The tram has a white body with blue and green wavy patterns. The background shows a city street with buildings and a tram stop sign. The image is overlaid with a semi-transparent blue filter.

What we heard during early scoping



Early scoping feedback

- Early scoping: Feb. 2 – March 5
- 3 public meetings, 1 agency meeting and online open house
- 2,800+ total comments received via meetings and other methods
- All comments captured in *Early Scoping Summary Report*



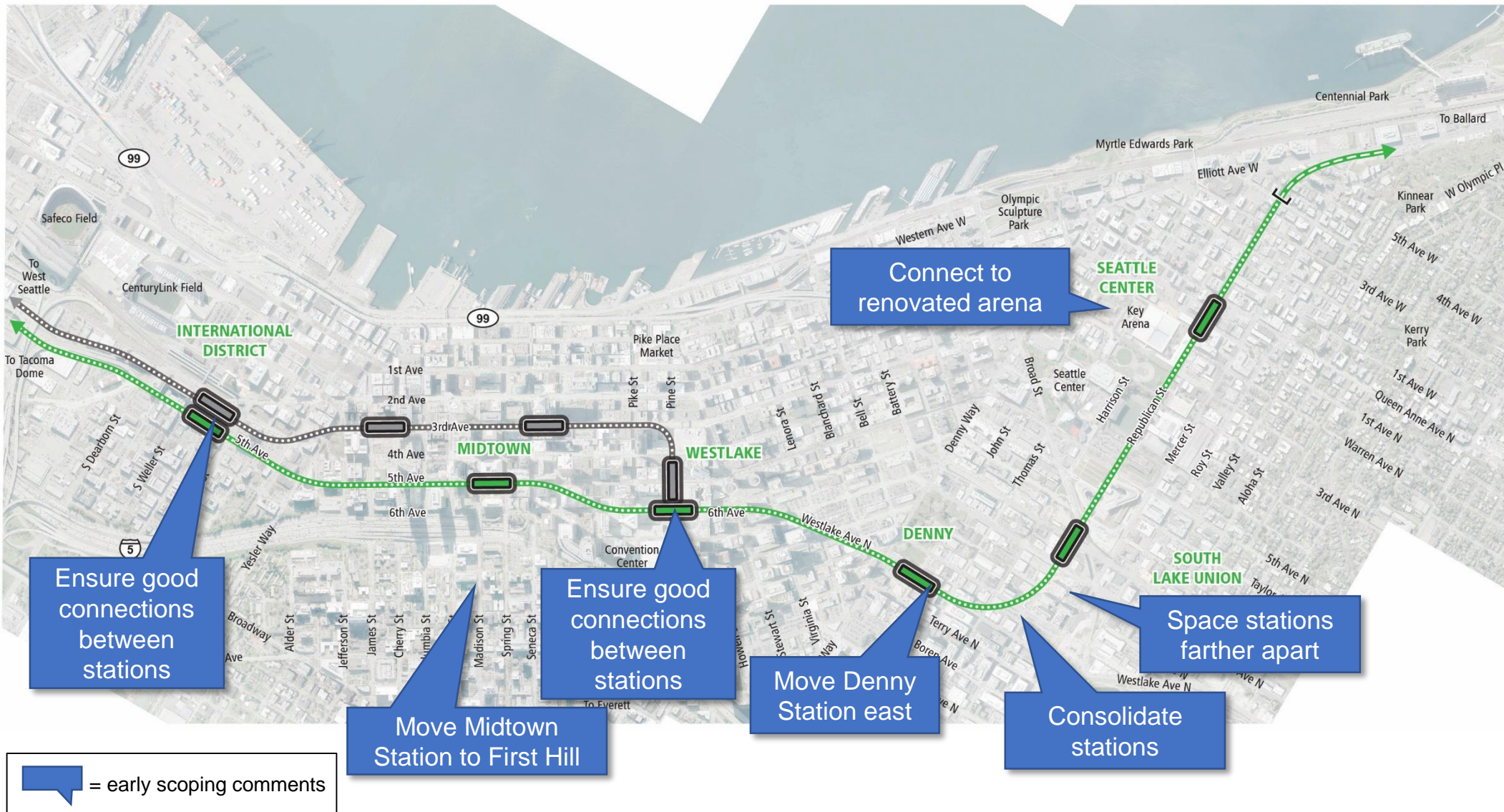


ST3 Representative project



KEY MAP

- Red line / circle: West Seattle extension/Station area
- Green line / circle: Ballard extension/Station area



Downtown

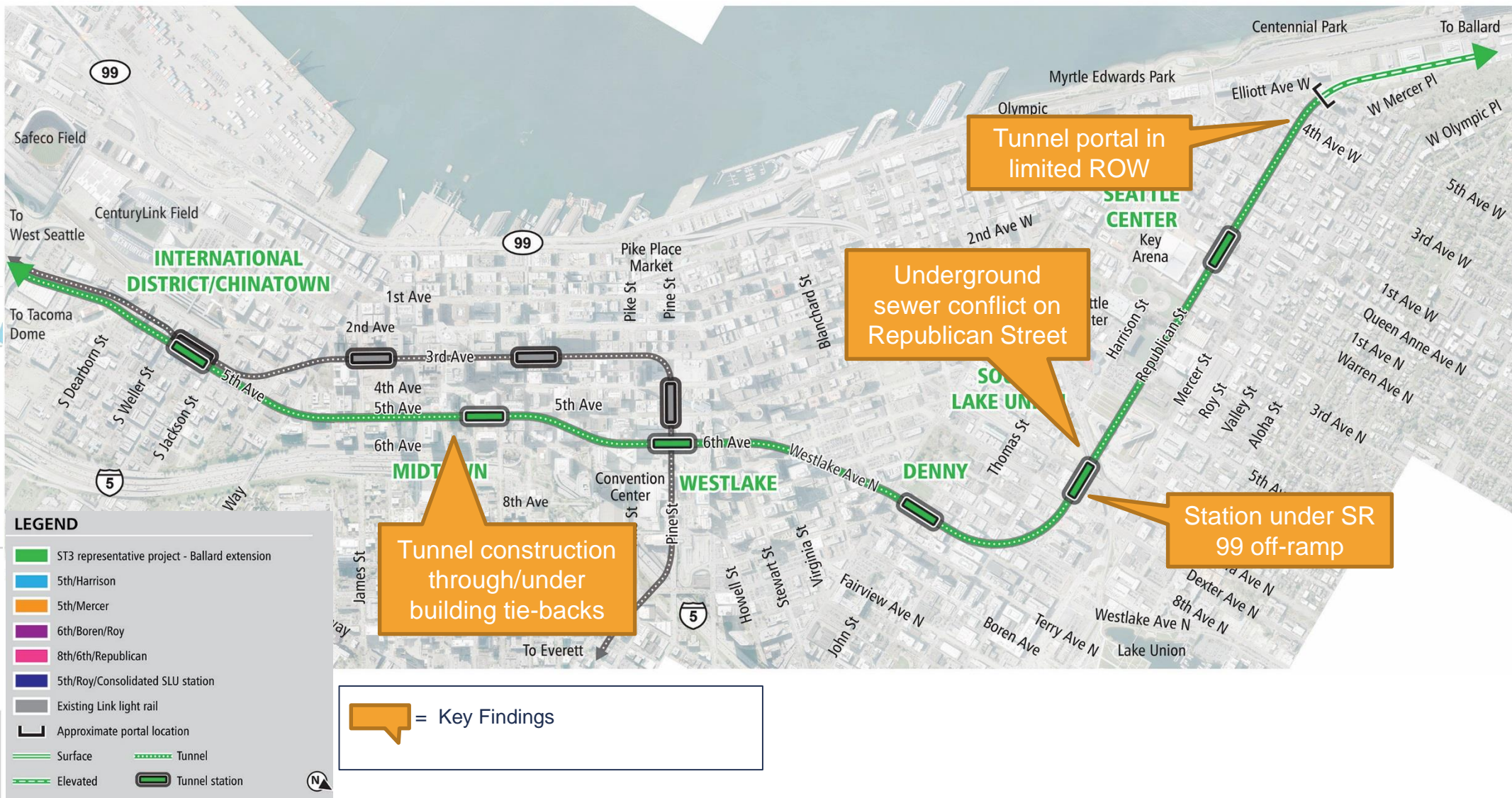
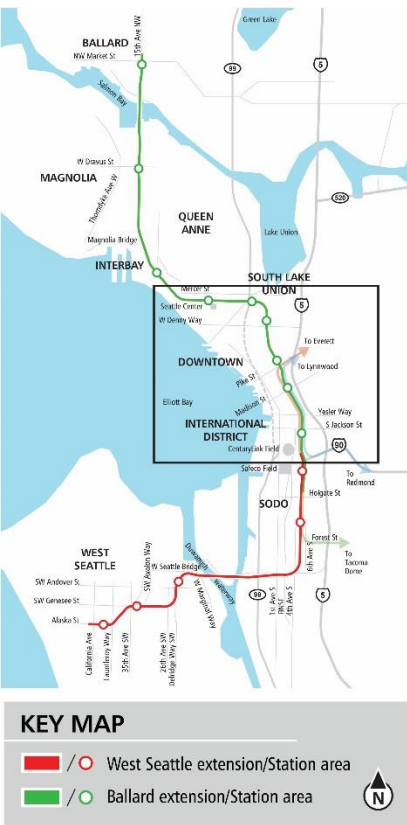


Level 1 alternatives evaluation

Level 1 alternatives

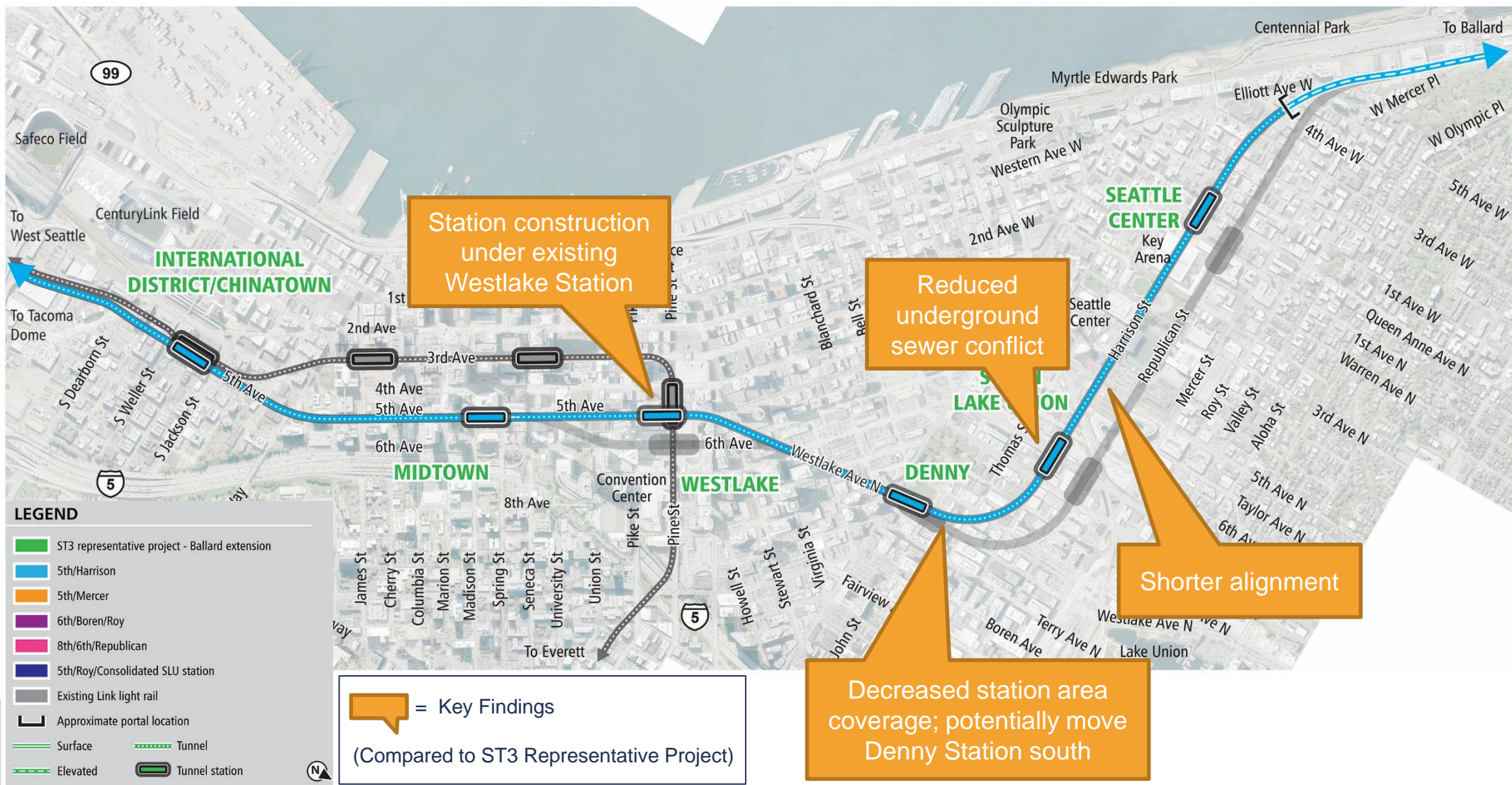
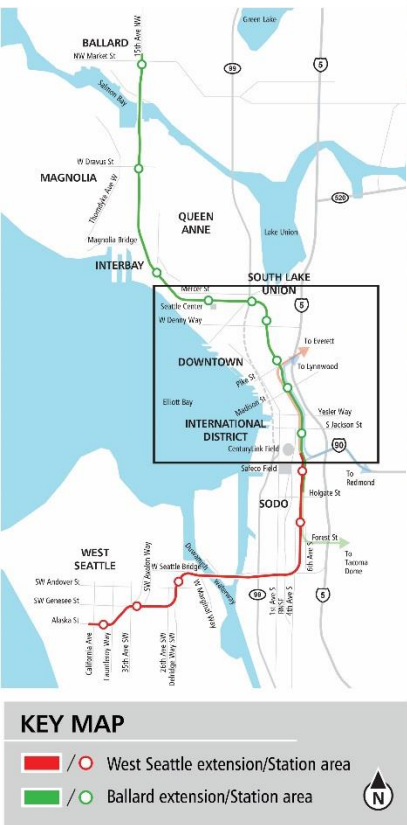
Downtown Seattle

- ST3 Representative Project
- 5th/Mercer
- 5th/Harrison
- 6th/Boren/Roy
- 8th/6th/Republican
- 5th/Roy/Consolidated SLU Station



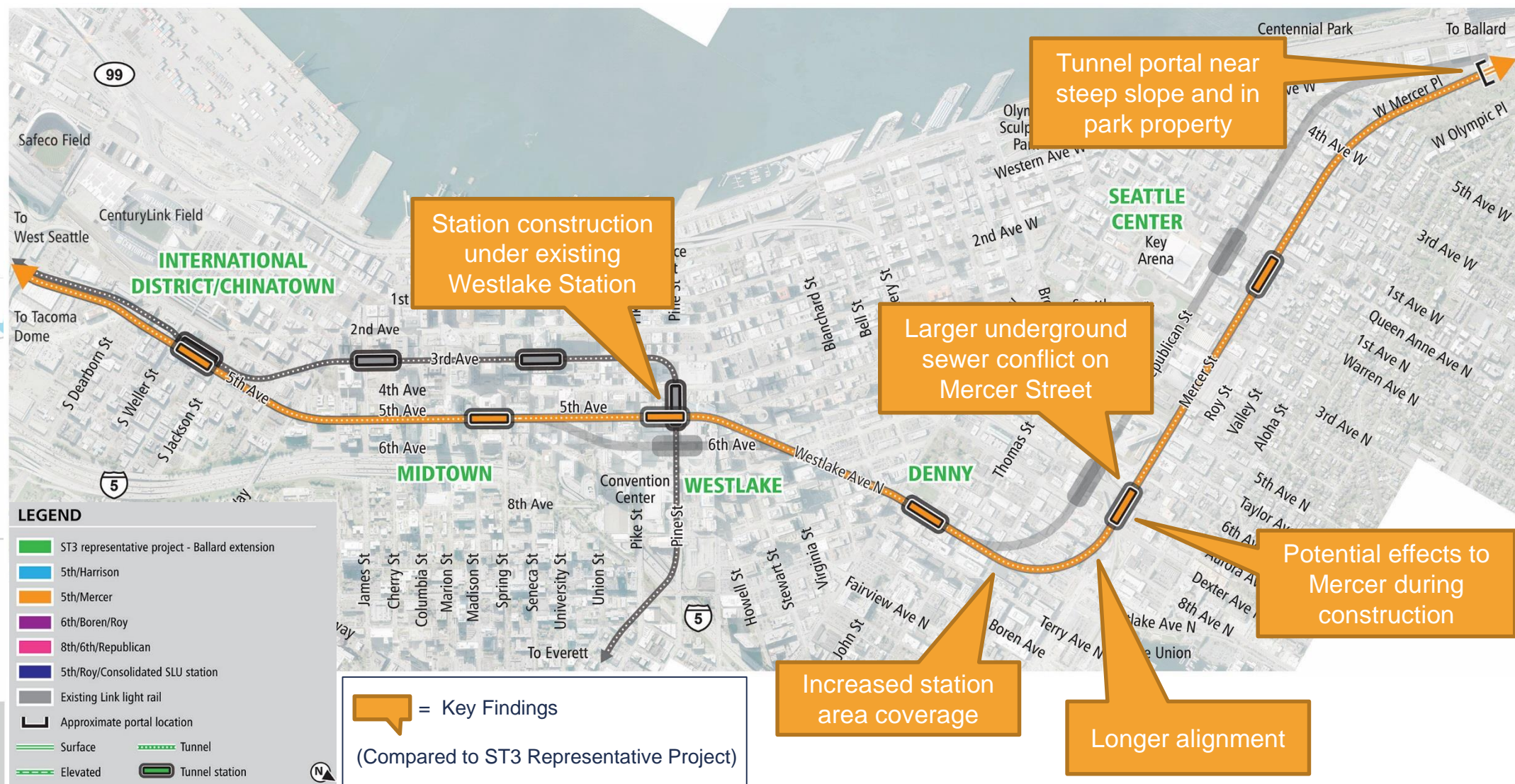
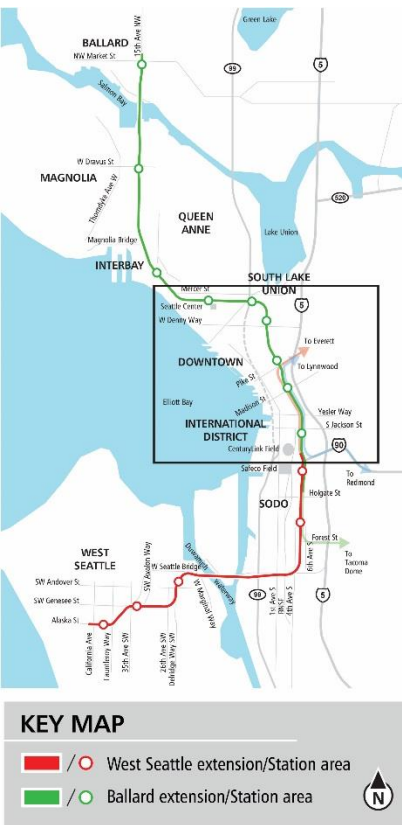
Downtown

Key Level 1 findings – *ST3 Representative Project*



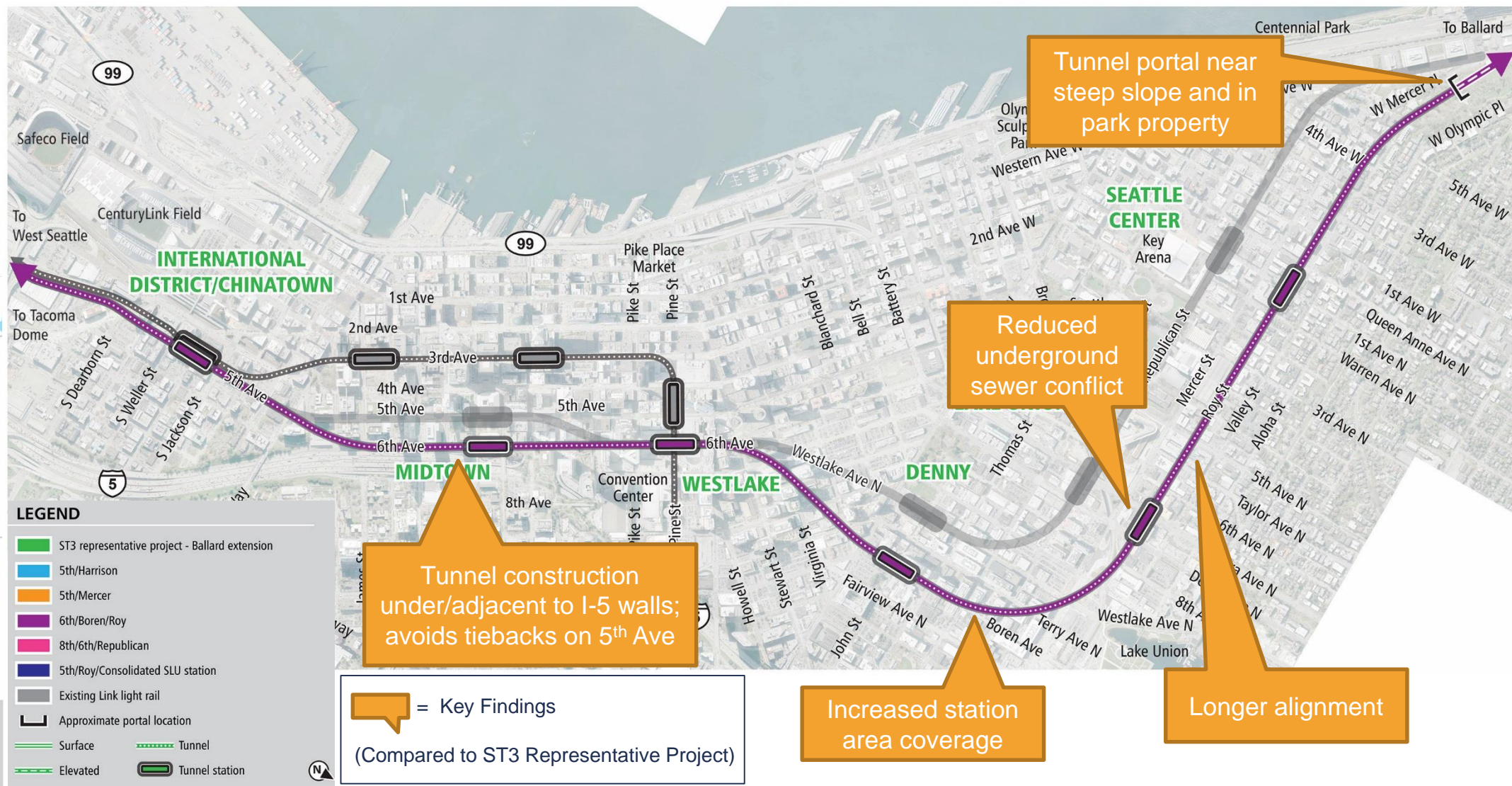
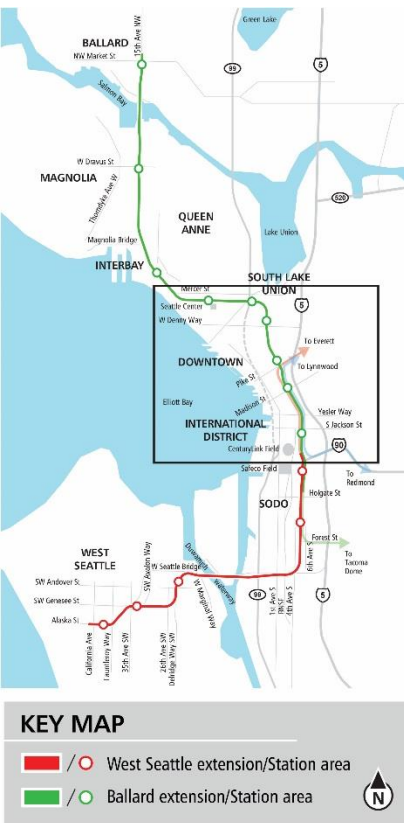
Downtown

Key Level 1 findings – *5th/Harrison*



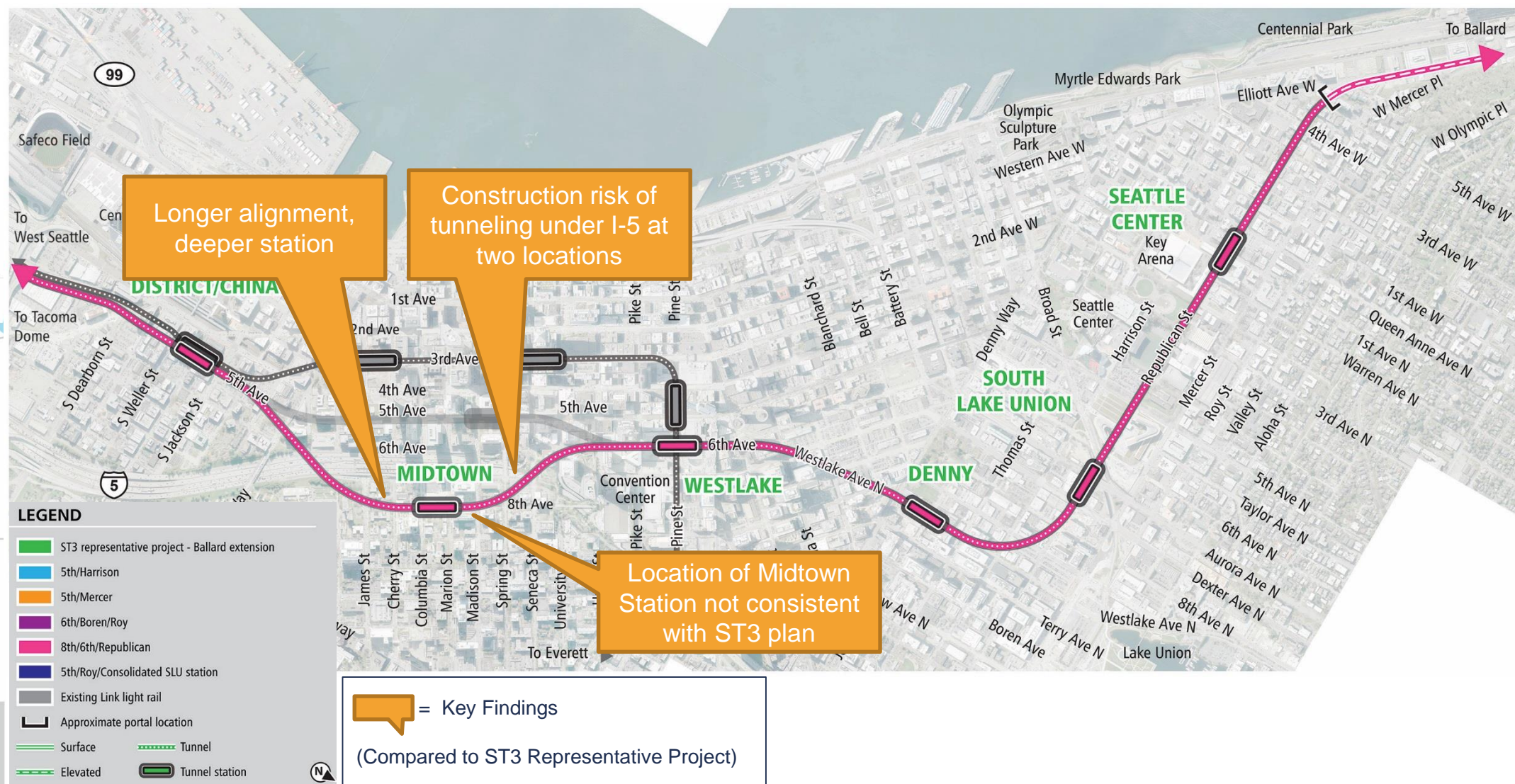
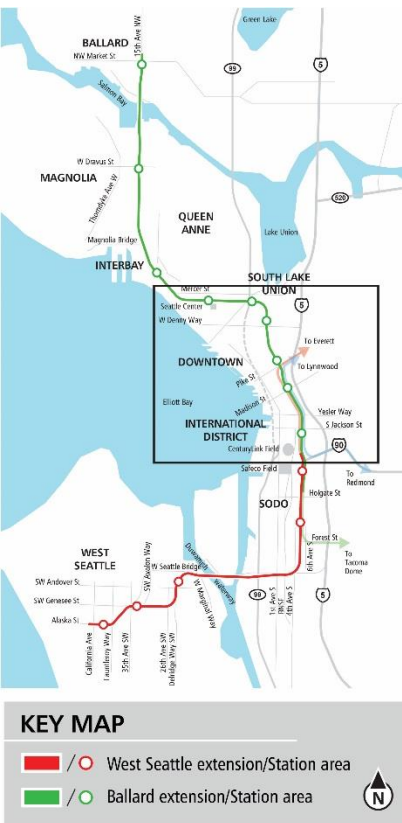
Downtown

Key Level 1 findings – 5th/Mercer



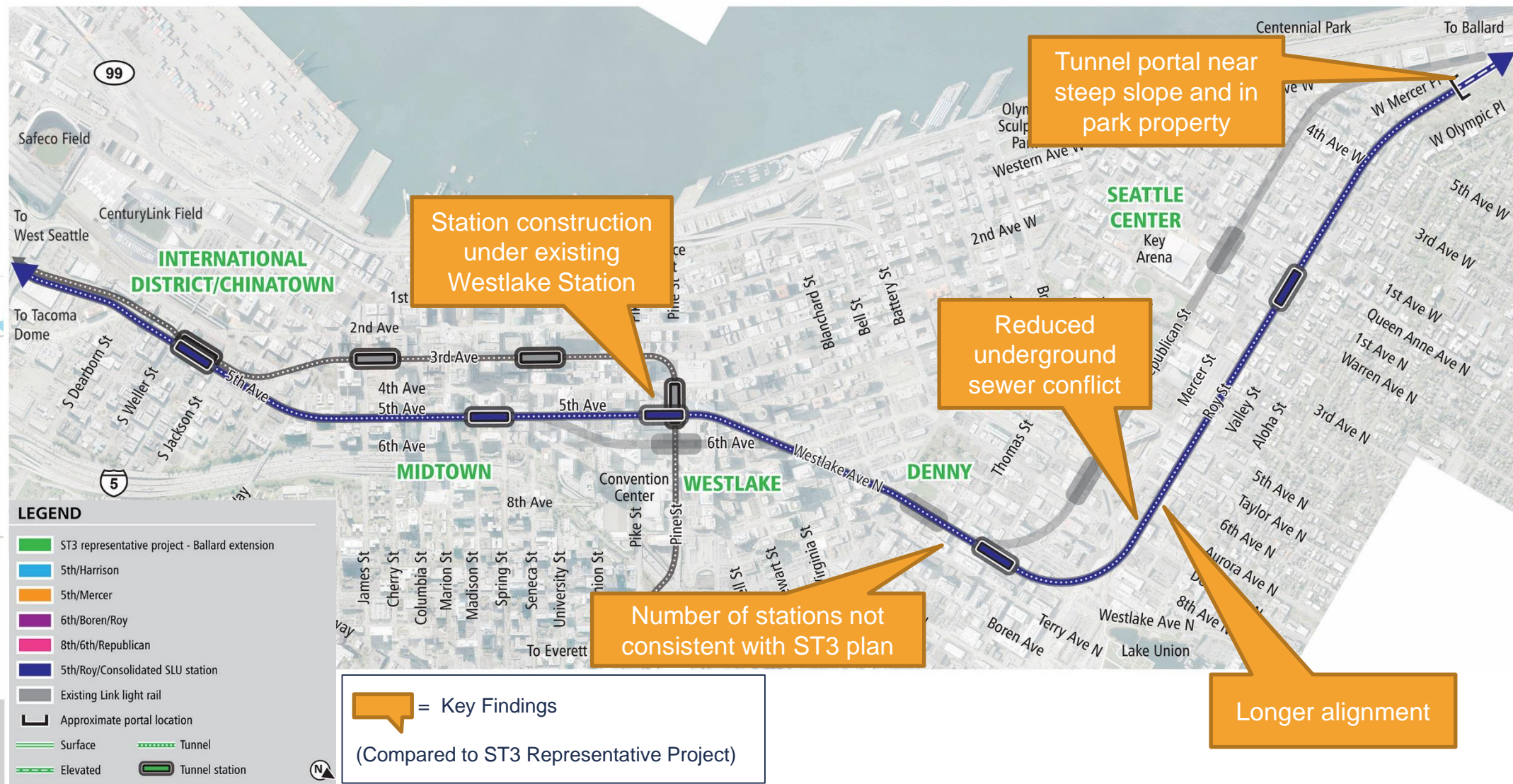
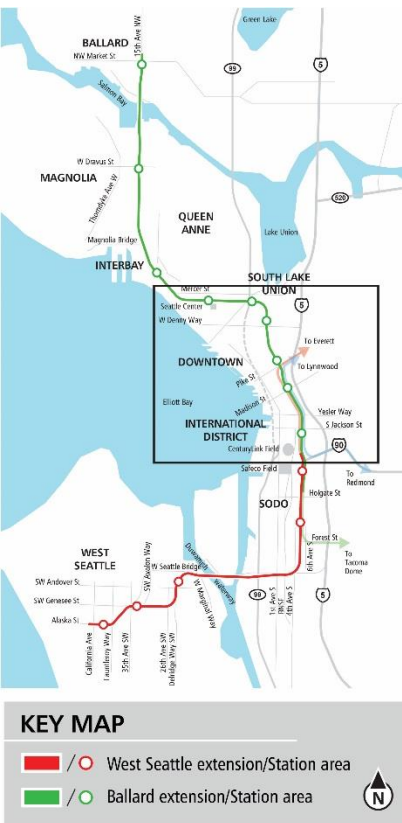
Downtown

Key Level 1 findings – 6th/Boren/Roy



Downtown







Key Level 1 findings – 8th/6th/Republican

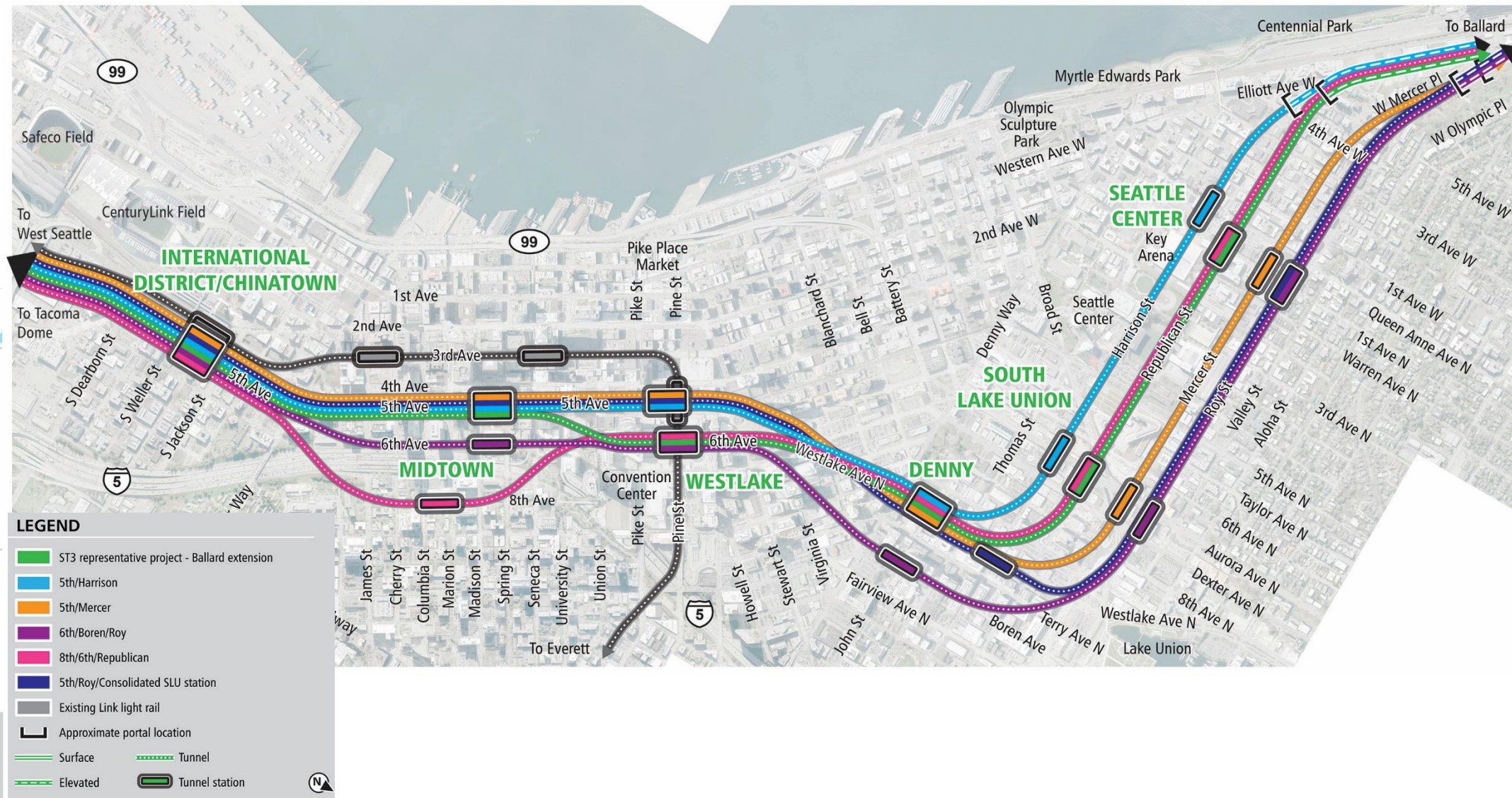
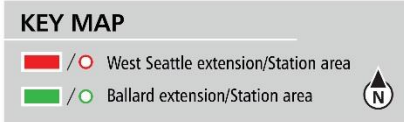


Downtown

Key Level 1 findings – *5th/Roy/Consolidated SLU Station*

Downtown summary

Alternatives with more potential	ST3 Representative Project		<ul style="list-style-type: none"> • Baseline for comparison
	5th/Harrison		<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Decreased station coverage; potentially move Denny Station south
	6th/Boren/Roy		<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Increases construction risk due to I-5 walls along 6th Ave; avoids tiebacks on 5th Ave
Alternatives with greater challenges	5th/Mercer		<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Increases construction risk due to large sewer on Mercer
	5th/Roy/Consolidated SLU Station		<ul style="list-style-type: none"> • Avoids utility conflicts on Republican and station under SR 99 off-ramp • Consolidates stations; potentially not consistent with ST3
	8th/6th/Republican (First Hill)		<ul style="list-style-type: none"> • Increases construction risk due to two crossings under I-5 • First Hill station not consistent with ST3
Not practical suggestions	Use Downtown Seattle Transit Tunnel (DSTT)		<ul style="list-style-type: none"> • Existing DSTT capacity constraints
	Design for potential extensions to north and/or east		<ul style="list-style-type: none"> • Extensions to north and/or east not included in ST3 or long range plan



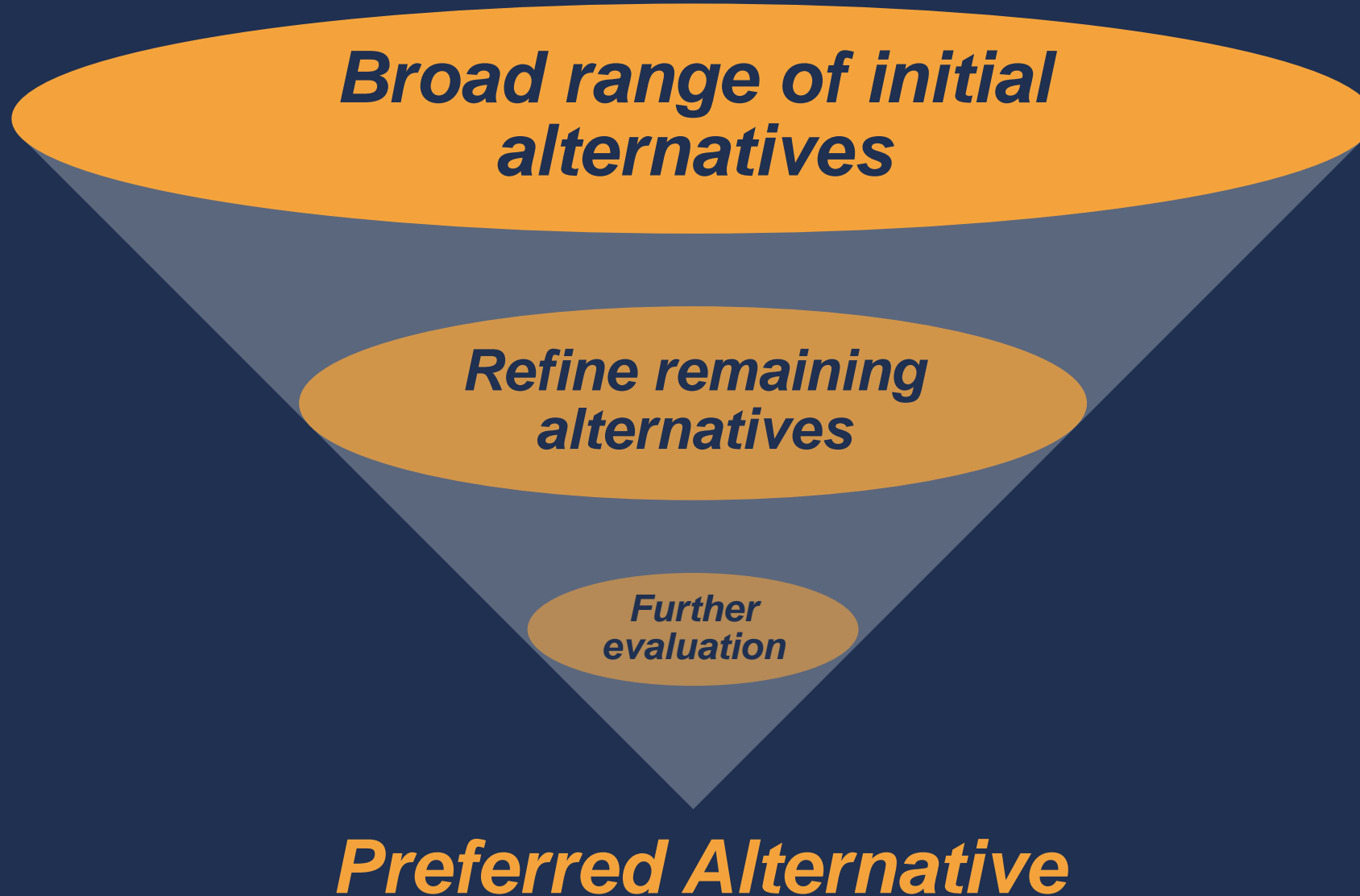
Downtown

Level 1 alternatives

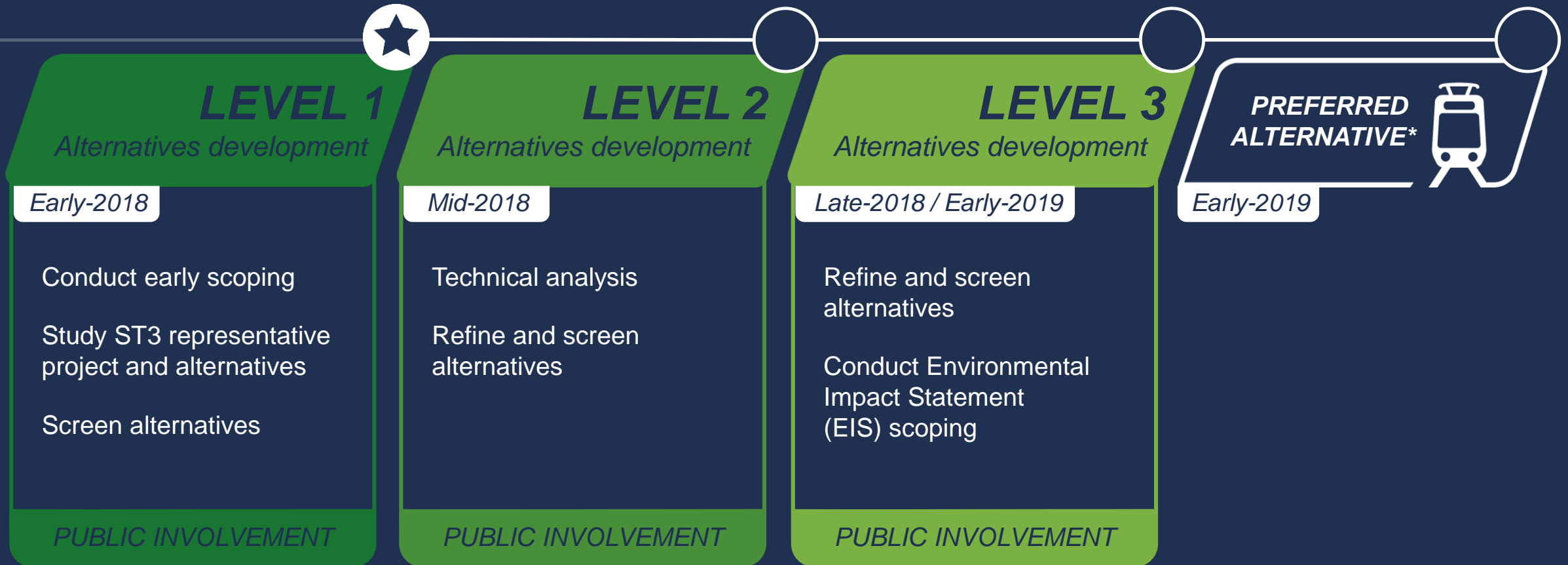
A man with dark hair and a beard, wearing a maroon polo shirt, is leaning over a table. He is focused on his work, with his hands near some papers and colorful sticky notes. The background is slightly blurred, showing other people in a meeting or workshop setting. The overall tone is professional and collaborative.

Alternatives development process

Screening process



Alternatives development process



*The Sound Transit Board identifies preferred alternatives and other alternatives to study.

WHO IS SOUND TRANSIT?

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.

Sounder commuter rail

The Sounder trains travel between downtown and Seattle during peak of South Tacoma, Everett-Fremont, Everett-Edmonds, North Everett and Everett-Snohomish County. Sounder trains provide daily service between downtown Seattle and Everett/Snohomish County, regularly runs multiple morning and afternoon trips between the major centers.

Link light rail

Currently, Link light rail runs from Angell Lake and New Car Station to and from downtown Seattle and as far north as the University of Washington. Construction is underway to extend service to Northgate by 2021 and to the airport by 2025. Link light rail will also run to Tacoma by 2033.

Rapid bus

Of Rapid bus routes there are currently two routes in Snohomish County, Everett-Fremont and Everett-Edmonds. The Rapid bus provides faster service than regular bus service.

Our Board

Sound Transit is governed by an 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

Funding


The system plan is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, bond proceeds and interest revenues. By 2026, system operating costs will be paid for with local taxes, farebox revenues, interest earnings, private sources and federal operating assistance.

FUTURE SERVICE

Sound Transit System Expansion will:

- Build a 116-mile light rail network extending from Everett to Tacoma, and from Seattle neighborhoods to Redmond and Issaquah.
- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Expand Sounder south-line capacity and service, adding two new stations.
- Improve existing stations and platforms at stations.

Community engagement and collaboration




Community Updates




Neighborhood Forums



Stakeholder Advisory Group



Elected Leadership Group



Sound Transit Board



Meeting dates subject to change.

Elected Leadership Group

Executive Dave Somers
Sound Transit Board Chair

Mayor Jenny Durkan
Sound Transit Board Member

Executive Dow Constantine
Sound Transit Board Member

Councilmember Rob Johnson
Sound Transit Board Member

Councilmember Joe McDermott
Sound Transit Board Member

Councilmember Lisa Herbold
Seattle City Council

Councilmember Bruce Harrell
Seattle City Council

Councilmember Sally Bagshaw
Seattle City Council

Councilmember Mike O'Brien
Seattle City Council

Councilmember Lorena González
Seattle City Council

Commissioner Stephanie Bowman
Port of Seattle

> Next Meeting – May 17, 2018



Stakeholder Advisory Group

- **Abigail Doerr**, Transportation Choices Coalition
- **Andres Arjona**, Community Representative - Ballard
- **Becky Asencio**, Seattle Public Schools
- **Brian King**, Community Representative – West Seattle
- **Bryce Yadon**, Futurewise
- **Colleen Echohawk**, Chief Seattle Club
- **Dave Gering**, Manufacturing Industrial Council
- **Deb Barker**, Community Representative –West Seattle
- **Erin Goodman**, SODO Business Improvement Area
- **Ginny Gilder**, Force 10 Hoops/Seattle Storm
- **Greg Nickels**, Former Mayor of Seattle
- **Hamilton Gardiner**, West Seattle Chamber of Commerce
- **Jon Scholes**, Downtown Seattle Association
- **Julia Park**, Community Representative – Ballard
- **Katie Garrow**, Martin Luther King Labor Council
- **Larry Yok**, Community Representative – Chinatown/ID



Stakeholder Advisory Group

- **Maiko Winkler-Chin**, SCIDpda
- **Mark Nagle**, Expedia
- **Mike Stewart**, Ballard Alliance
- **Paul Lambros**, Plymouth Housing
- **Peter Schrappen**, Northwest Marine Trade Association
- **Robert Cardona**, Community Representative - Uptown
- **Ron Severt**, Space Needle
- **Savitha Reddy Pathi**, Wing Luke Museum
- **Scott Rusch**, Fred Hutchinson Cancer Research Center
- **Steve Lewis**, Alliance for People with disAbilities
- **Walter Reese**, Nucor Steel
- **Warren Aakervik**, Community Representative - Freight
- **Willard Brown**, Delridge Neighborhood Development Association



➤ **Next Meeting – May 30, 2018**



Neighborhood forums

Completed

- 4/21: Chinatown / Int'l District
- 4/23: Denny / SLU / Seattle Center
- 5/2: Midtown / Westlake
- 5/5: Delridge / Avalon / Alaska Junction

Upcoming

- 5/9: SODO / Stadium
- 5/12: Ballard / Interbay / Smith Cove

How to stay engaged

Contact ST

- › Call the project line to speak with an Outreach Specialist
- › Send an email with questions, concerns or comments



Get involved

- › Attend an open house
- › Participate in a neighborhood forum



Go online

- › Visit the project website
- › Respond to online surveys
- › Subscribe to email updates
- › Follow on social media



wsblink@soundtransit.org
206-903-7229

soundtransit.org/wsblink 



Mandatory Housing Affordability and First Hill Zoning

Geoff Wentlandt - OPCD



FIRST HILL
IMPROVEMENT ASSOCIATION

Mandatory Housing Affordability Citywide Implementation

a program of the Housing Affordability and Livability Agenda



FHIA Briefing

May, 2018

Presentation Overview

1. Background and Overview of MHA
2. MHA in First Hill
3. Open Space / Historic TDR Incentives

Background and Overview of MHA

Mandatory Housing Affordability

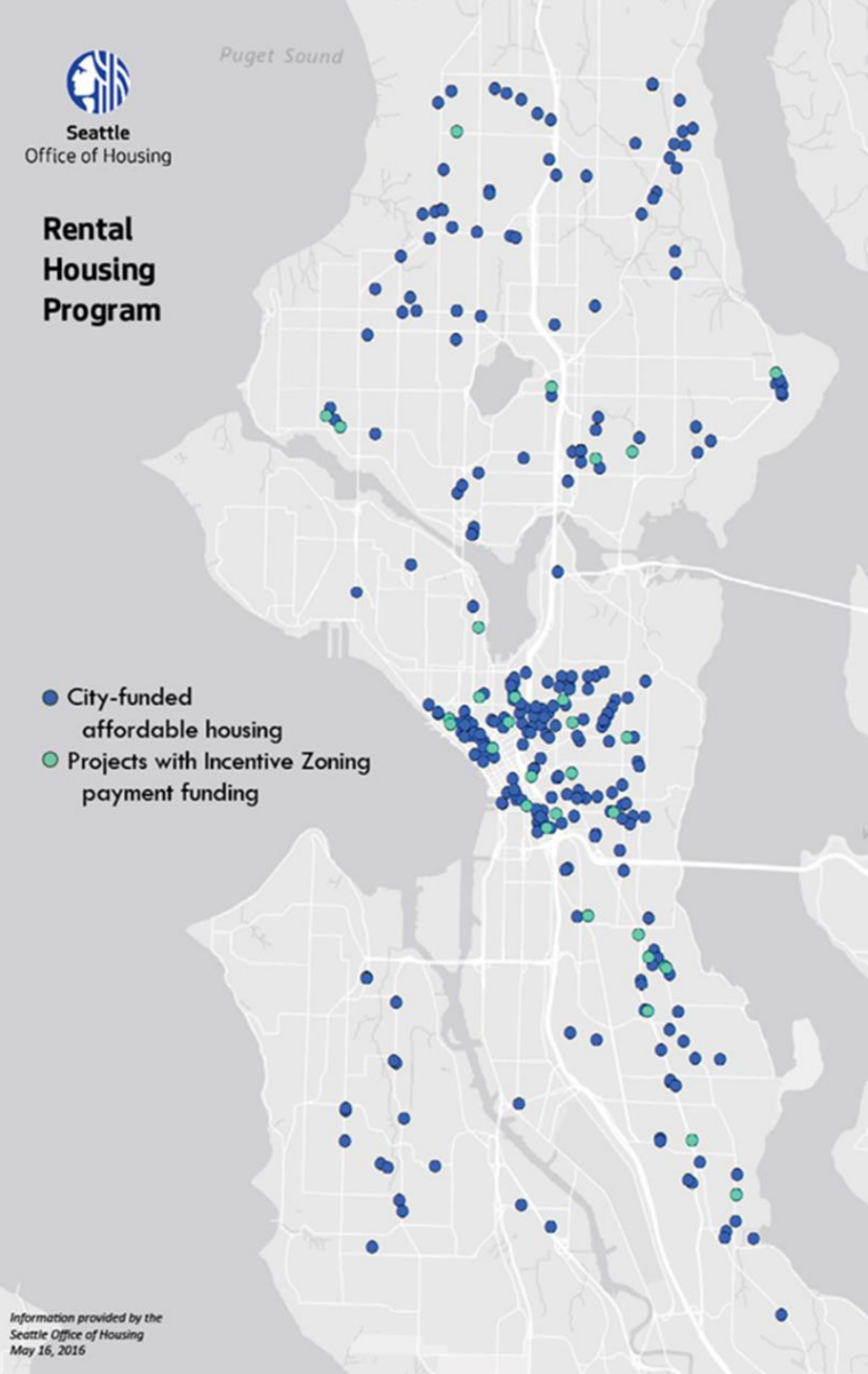
Creating more affordable housing through growth

We are enacting zoning changes so that new development will create at least 6,000 new income-restricted affordable housing units in ten years.



Affordable Homes from MHA

- ▶ Reserved for those with incomes at 60% of area median or below
 - \$40,320 for an individual, \$57,600 for a family of four
- ▶ Affordable for 75 years if built on site
- ▶ Located throughout the City if built with payments



Background and Overview of MHA

How we engaged community*

shaped by
community



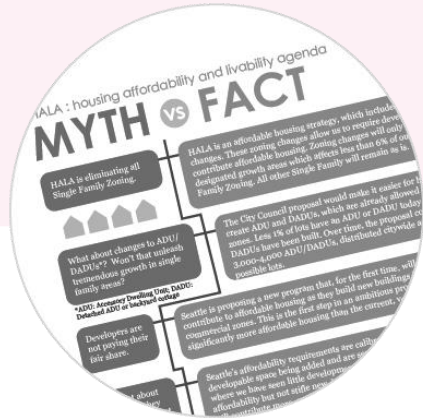
**IN-PERSON
TALKS**



**GOING WHERE
YOU ARE**



**SPEAKING YOUR
LANGUAGE**



**ANSWERING
YOUR QUESTIONS**



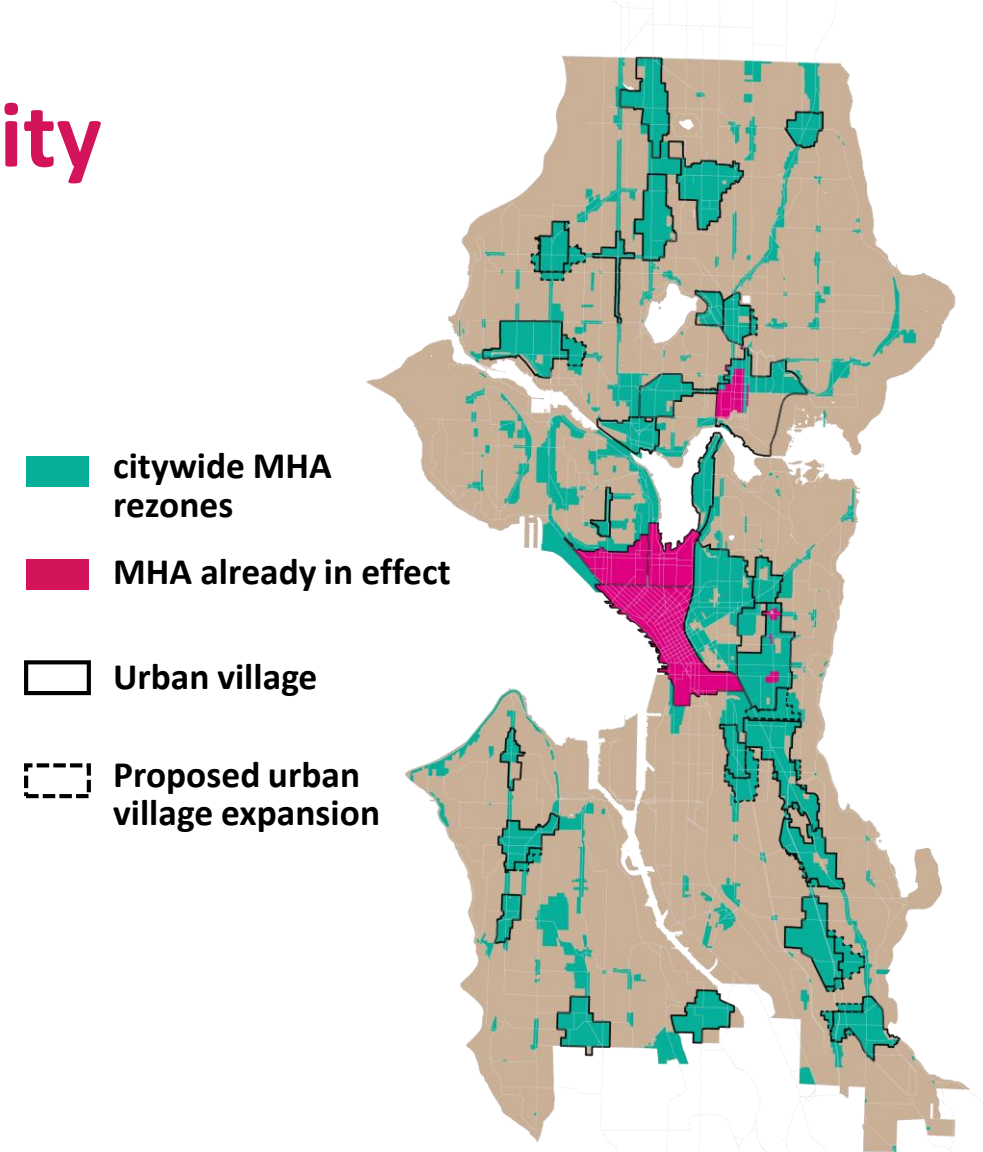
**YOUR INPUT SHAPED
OUTCOMES**

*** Deliberate efforts to
engage under-represented
communities**

Affordability throughout the city

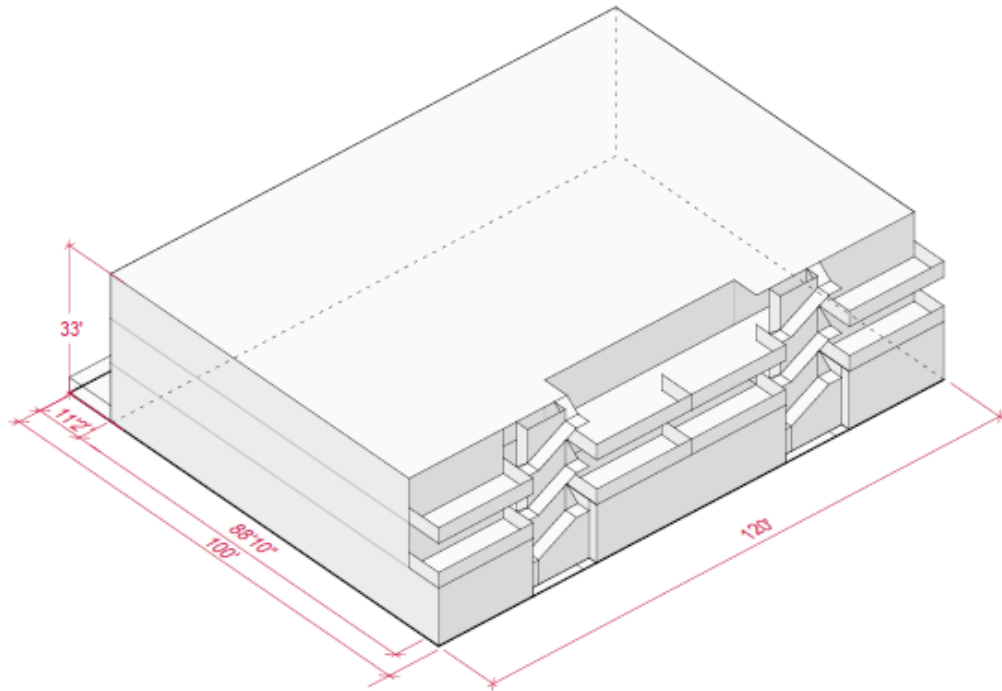
Propose MHA rezones and affordability requirements in:

- ▶ all urban villages and urban village expansion areas
- ▶ all areas outside urban villages with multifamily and commercial zoning



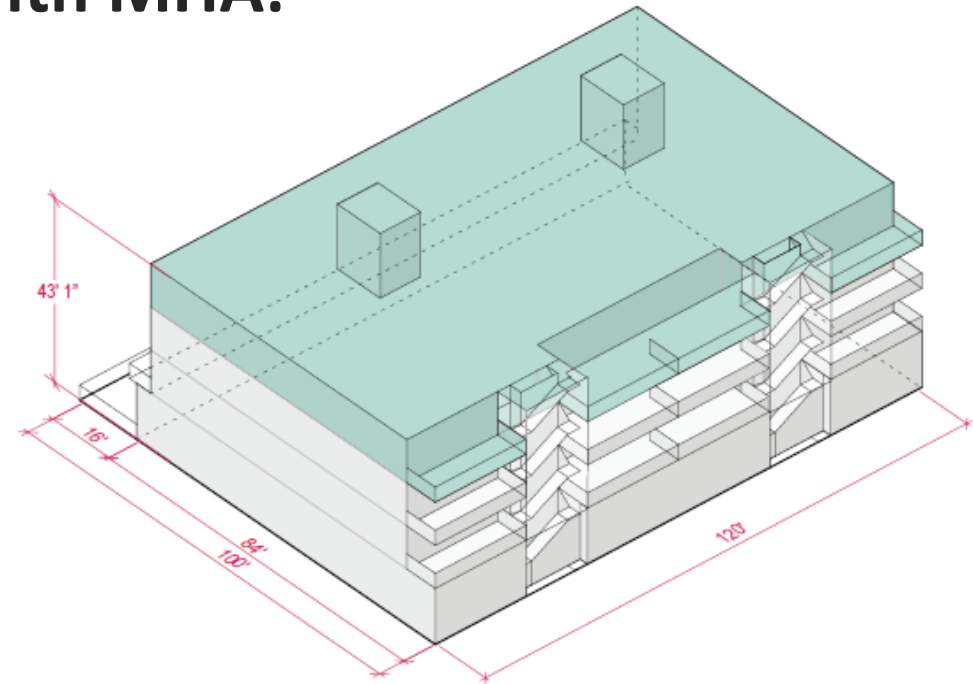
Affordability Requirements + Rezones

Without MHA:



market rate building with current code
no affordability requirement

With MHA:



+ additional development capacity
+ affordable housing contribution

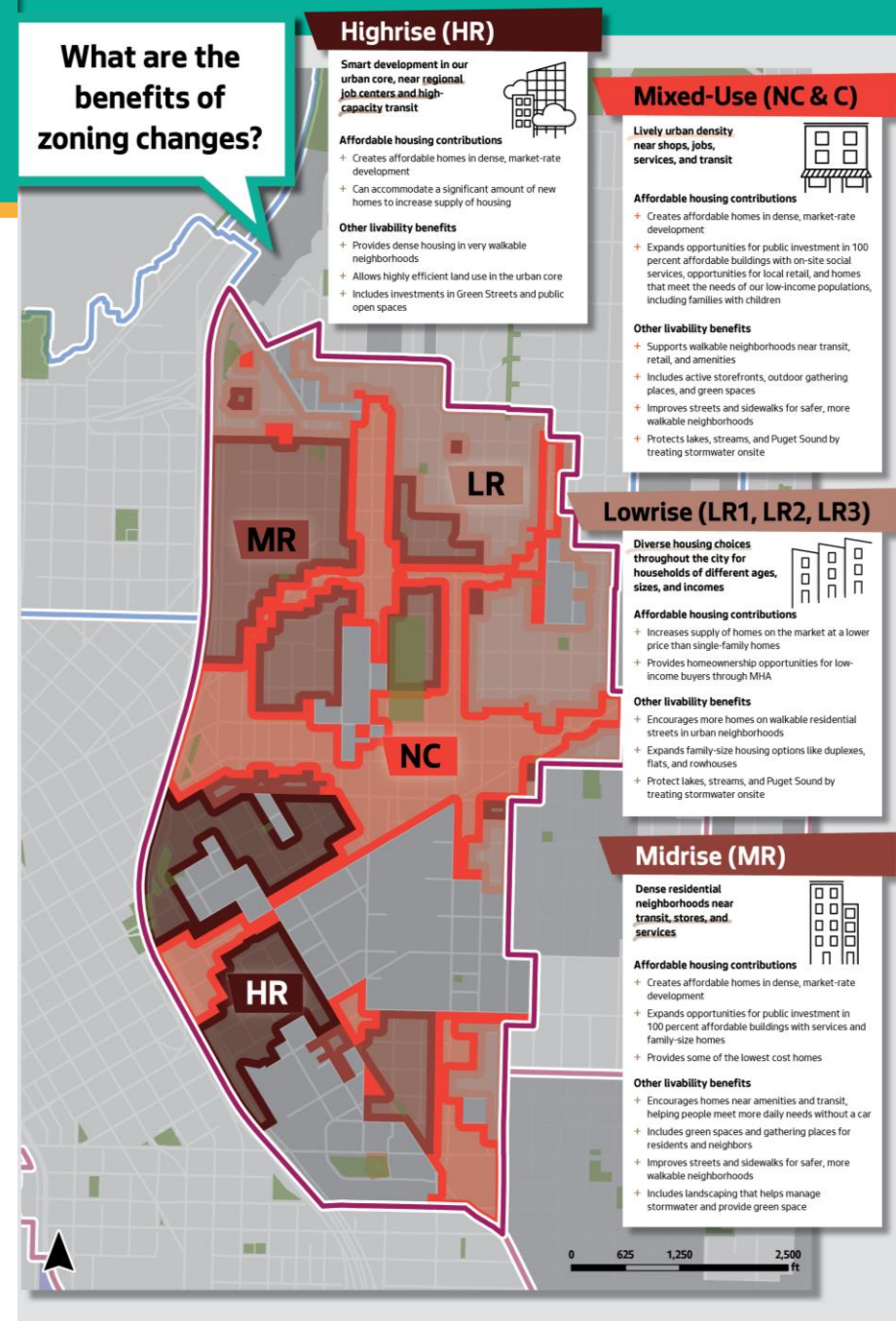
Use the Growth & Equity Analysis

Vary the scale of zoning changes based on displacement risk and access to opportunity.

First Hill ranks as having **high displacement risk** and **high access to opportunity**.

Mandatory Housing Affordability in First Hill

- ▶ **Primary principle:** In communities with high risk of displacement, propose one-step (M) increases except near frequent transit
- ▶ No changes to institutional overlays
- ▶ Encourage more slender towers in the HR zone
- ▶ Current proposal replaces existing voluntary First Hill incentive zoning program with MHA ...(Maybe)



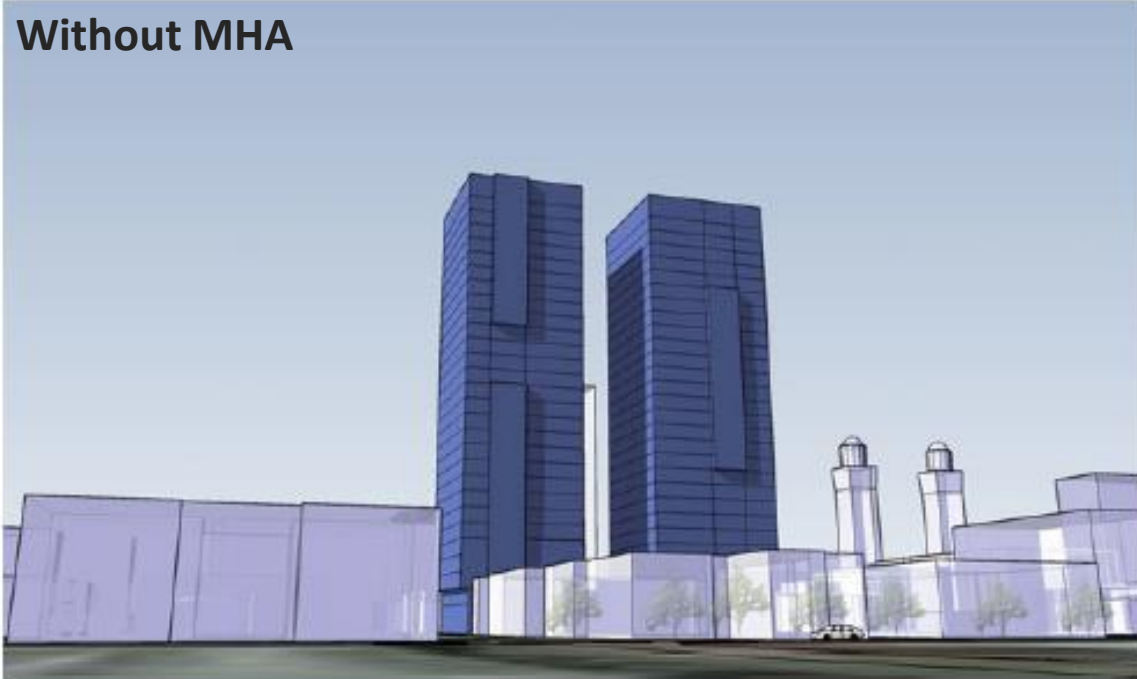
Summary of Zone Changes in First Hill

Changes would allow 6% - 17% more developable floor area.

Zone Name	Floor Area Ratio (FAR) Limit		Height Limit	
	Existing	Proposed	Existing	Proposed
Midrise (MR)	4.25	4.5	75'	80'
Neighborhood Commercial 160 <small>(Becomes NC-200)</small>	7.0	8.25	160'	200'
Highrise (HR)	14	15	300'	440'

Changes to the HR Zone

Without MHA



- Two residential towers each 300 feet tall
- More lot coverage, above the podium level
- Separate elevator and circulation cores
- \$3.0M for affordable housing if all bonus floor area is achieved through housing

With MHA



- One residential tower 440 feet tall
- More light and air reaching ground level
- Less view blockage from neighboring structures
- \$8.3M for affordable housing

Calculating the MHA Requirement

<i>Proposed requirements for residential and highrise commercial</i>		Geographic Area					
		Low Area		Medium Area		High Area	
		%	\$	%	\$	%	\$
Scale of Zoning Change	Zones with (M) suffix	5%	\$7.00	6%	\$13.25	7%	\$20.75
	Zones with (M1) suffix	8%	\$11.25	9%	\$20.00	10%	\$29.75
	Zones with (M2) suffix	9%	\$12.50	10%	\$22.25	11%	\$32.75

KEY:

% = MHA performance requirement (percentage of units that must be affordable at 60% AMI for 75 years)

\$ = MHA payment requirement (dollar per square foot that must be contributed to City for affordable housing)

Open Space & Transfer of Development Rights (TDR) for Historic Preservation Incentives

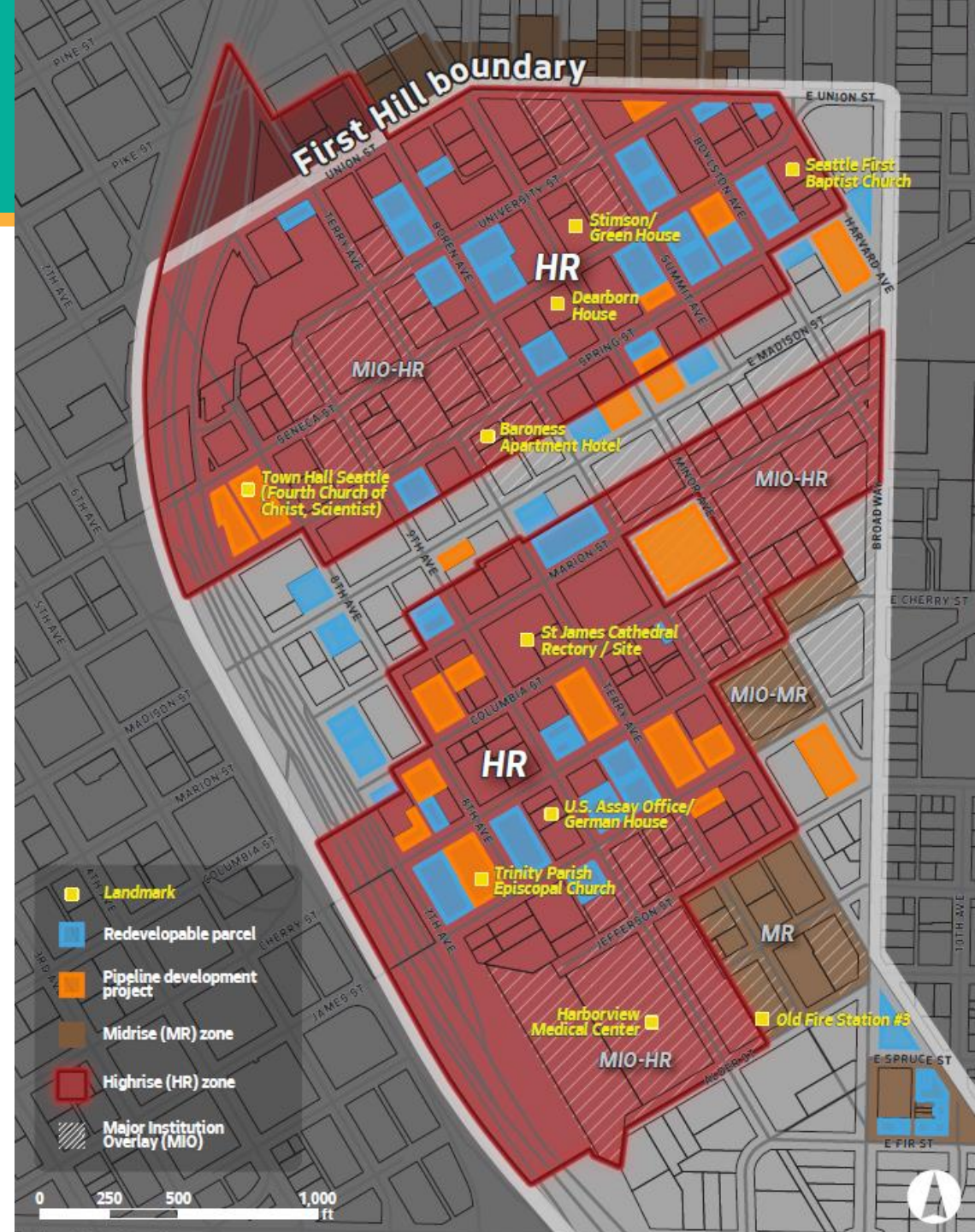
Incentive Zoning (IZ) in the HR Zone

Existing A Voluntary Program	MHA Proposal A Mandatory Program
IZ is needed for a developer to build bonus floor area above a base amount, up to the maximum allowed.	Affordable housing requirement applies to all square footage constructed.
\$15.15 per sq. ft. affordable housing payment for bonus floor area. Builders may achieve up to 100% of bonus floor area through affordable housing.	\$20.75 per sq. ft. affordable housing payment for all square footage constructed.
Up to 40% of bonus floor area may be achieved through contributions to open space, green streets or historic preservation TDR.	Since the affordable housing requirement applies to the whole building, no other IZ is proposed.
Existing regulations for preservation of Historic Landmark structures, and existing requirements to set aside 20% of ground level area for open space would continue to apply.	

Open Space and TDR Incentives

Incentive Zoning

- ▶ Two completed projects have used IZ since 2009, with one providing open space.
- ▶ Of three projects in permitting, two propose to provide open space, and one proposed to use Historic TDR from an adjacent site (Town Hall).



Options to Retain Incentive Zoning

Option	Description	MHA Contribution	IZ Contribution	Added Cost to Development
Proposed Legislation	MHA required. No IZ.	\$33M	None	n/a
Option A	Maintain the <u>voluntary</u> option to achieve up to 40% of extra floor area through open space, Green Street, or TDP. Exempting the portion of extra floor earned through these options from MHA requirements.	\$26M - \$33M	0 – 136,000 of TDP 0 – 29,000 sf open space	n/a or cost reduction
Option B	<u>require</u> all projects using IZ to achieve up to 40% of extra floor area through open space, Green Street improvements, or TDP without exempting this portion from MHA requirements.	\$33M	136,000 of TDP 29,000 sf open space	1% of total development cost

Scenario assumes construction of 2,000 new housing units built in the HR zones.

Mandatory Housing Affordability



Creating more **affordable housing** as we grow
6,000+ new affordable homes by 2025

thank you.

Updates and Q&A

Alex Hudson - FHIA



FIRST HILL
IMPROVEMENT ASSOCIATION

CHAIRS ARE BACK IN FIRST HILL PARK!



GRAFFITI AT 7TH + COLUMBIA



SAFER CROSSWALKS

SENECA & MINOR

CROSSWALK AND

4-WAY STOP

COMING SOON!

9TH & COLUMBIA

CURB BULBS AND

CROSSWALKS

NEXT WEEK!

FIRST HILL RETAIL

Newly Opened!

- Neon Taco @ Boren and Madison

Coming Soon!

- Whole Foods @ Broadway and Madison
- Bonchon @ James and Broadway
- Tou Go Coffee @ Broadway and Yesler



FIRST HILL
IMPROVEMENT ASSOCIATION



First Hill Spring Clean

Saturday May 12th

10am

First Hill Park

(University & Minor)

Coffee and Materials
Provided!



Mother's Day at Freeway Park

Sunday, May 13, 2018

12:00 - 2:00 PM

Freeway Park

700 Seneca Street

Massages and Storytelling!

OTHER EVENTS

- June 4th - Transportation Committee - 5:30pm
- June 6th - Urban Design Public Space Committee - 1pm
- June 7th - First Hill Fidos @ First Hill Park!
- June 19th - Outdoor Reading Party @ First Hill Park



Questions? Comments?

Thank You for spending your evening with us!

*Working together to make First Hill
a great neighborhood for all!*

