

GRAND STREET COMMONS - AFFORDABLE HOUSING ALLEY VACATION

SEATTLE DESIGN COMMISSION PUBLIC BENEFIT REVIEW

2201 S Grand Street
SDCI Project # 3035070
FEBRUARY 4, 2021



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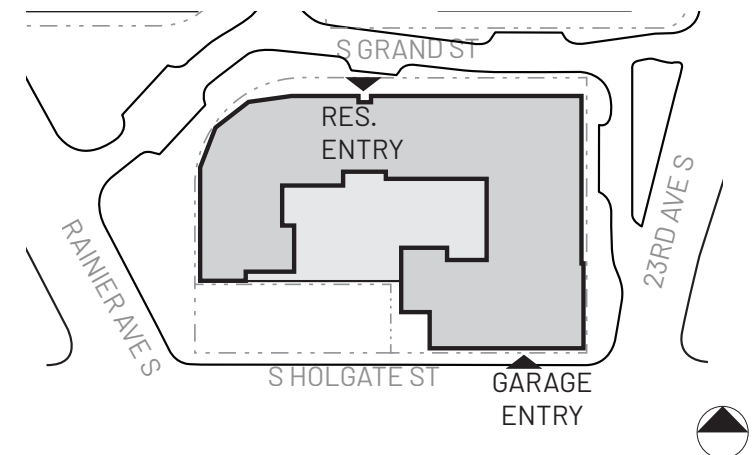
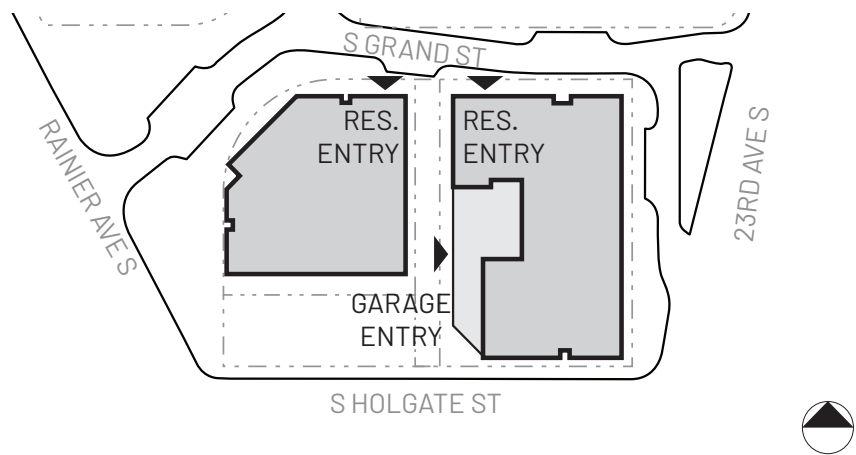
PROJECT OVERVIEW



The alley vacation will support an **affordable housing project funded by the Office of Housing** in the heart of the Mt Baker Hub Urban Village.



The Alley Vacation creates a 40% reduction in the cost per unit for Office of Housing, **generating 45 additional units of affordable housing** while simultaneously **saving \$4.7 million in Office of Housing costs.**



	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	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	\$85,377,966	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.

ALLEY VACATION YIELDS:

- 202 New Affordable Housing Units
- 45 more units than a no-vacation scheme
- Zero existing housing units displaced
- ~\$4.7 million savings to Office of Housing
- Affordability fixed at 60% AMI or below.
- Over 20% Family Sized Units
 - (54) Studios
 - (102) 1-Bedrooms
 - (5) 2-Bedrooms
 - (41) 3-bedrooms



FUTURE JUDKINS PARK LIGHT RAIL STATION



LOCATION
2201 S GRAND ST, SEATTLE, WA 98144

LOT SIZE:
39,268 SF (0.90 acres)

ZONING:
NC3-75(M)

DESIGN GUIDELINES:
Central Area Neighborhood Design Guidelines

CITY COUNCIL DISTRICT:
City Council District 3
District Councilmember: Kshama Sawant

PROJECT URBAN BOUNDARY:
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

Opportunity to vacate an unused alley to make way for much needed affordable housing, at a lower cost to the Office of Housing.



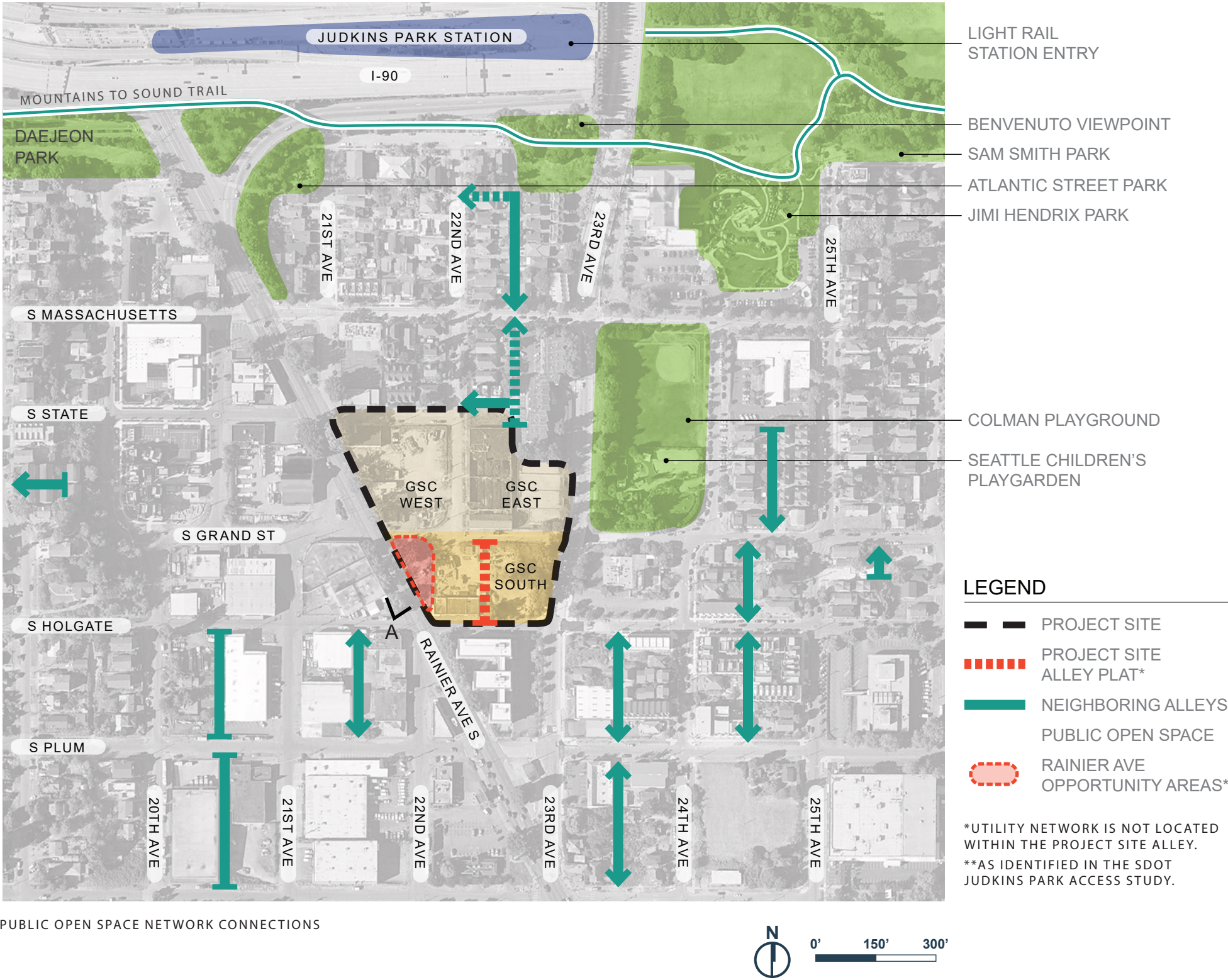
A RAINIER AVENUE OPPORTUNITY AREAS (EAST SIDE)



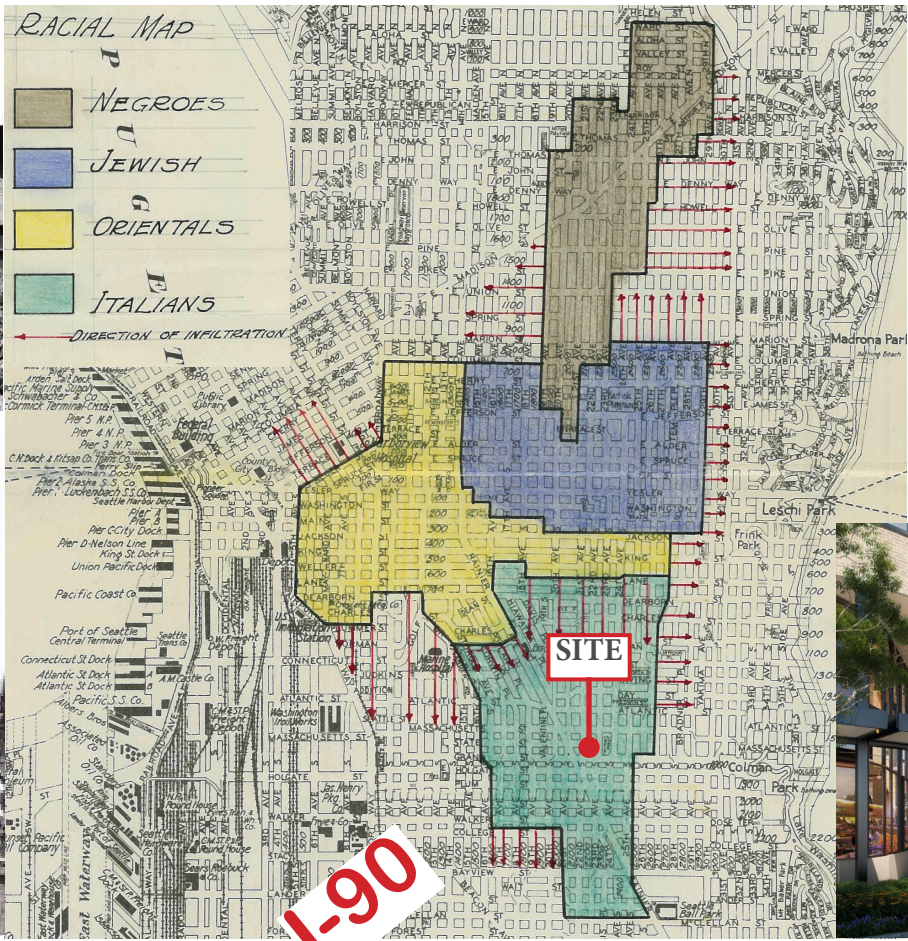
B RAINIER AVENUE OPPORTUNITY AREAS (WEST SIDE)



C 23RD AVE S AND GRAND ST INTERSECTION



PUBLIC OPEN SPACE NETWORK CONNECTIONS



Construction of I-90 in the early 1950s disrupted the neighborhood developed in the early part of the 20th Century. The N. Rainier Valley lost its center and became an affordable alternative to the Central District for African American and Asian communities.



Electric Rail Cars on Rainier Ave., 1891



GARLIC GULCH - Starting around 1900

1936 Racial Map



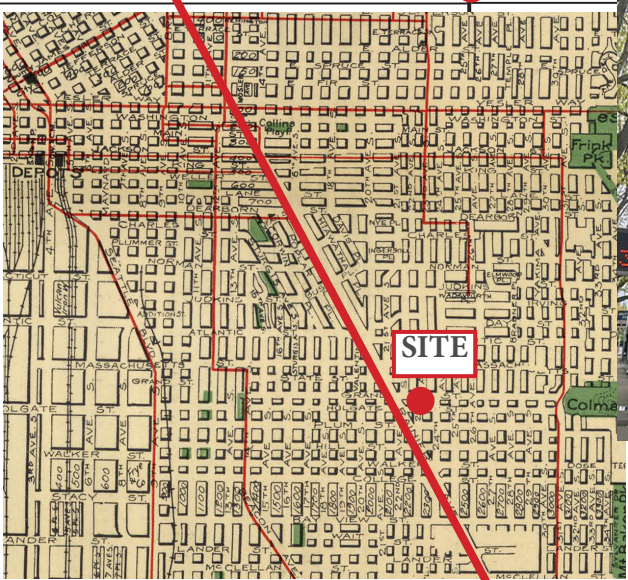
Opportunity for a new Community Destination



Rainier Ave geometry was developed off Native American footpaths connecting the lakes to Puget Sound. As settlement set in, the footpaths transitioned to horse and wagon trails to transport farm grown food north to Seattle.



Regrade at Dearborn St. and Rainier Ave., 1909



Map of Rainier Valley, pre-I-90



Local businesses reflecting historical demographics of the N. Rainier Valley





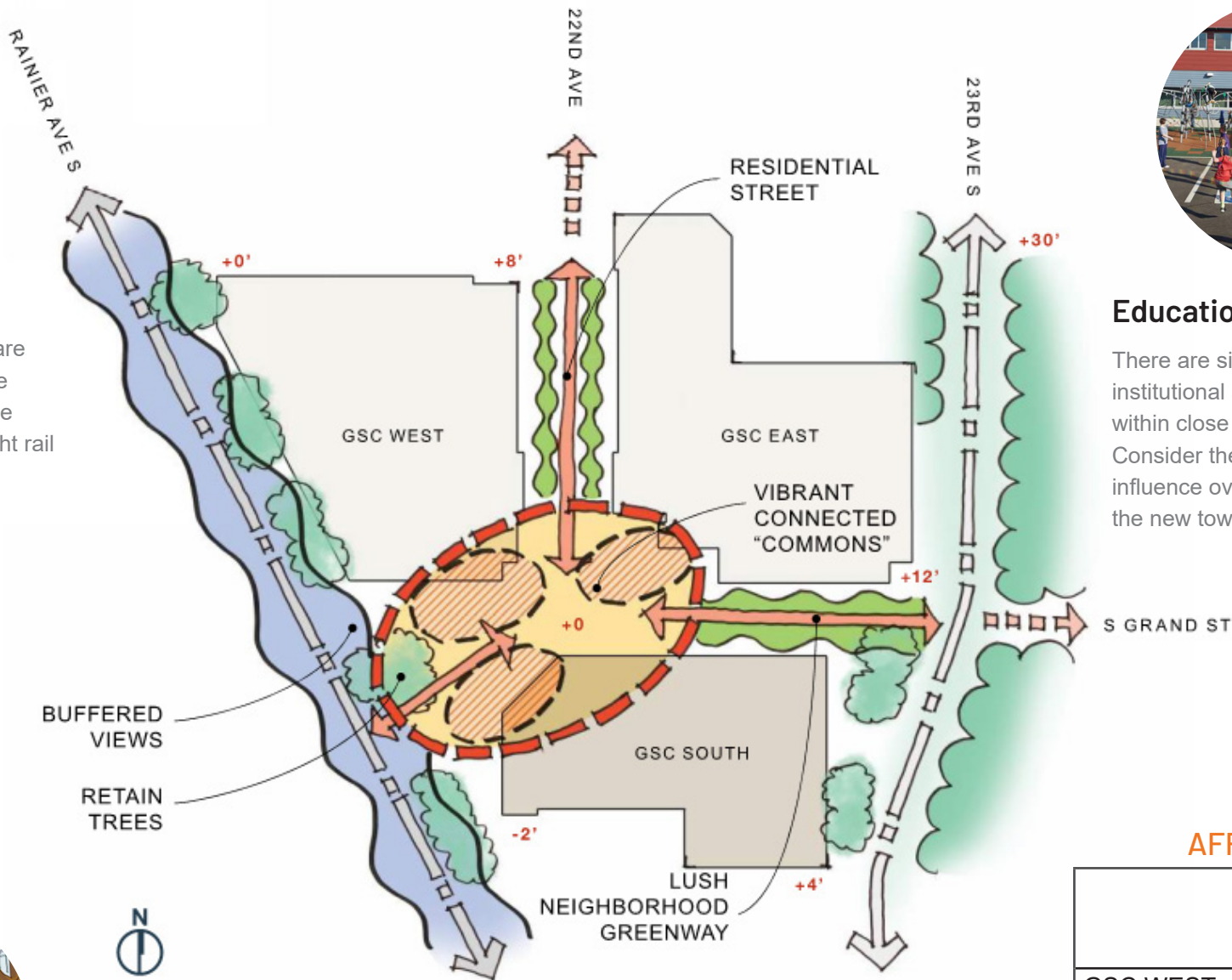
Transportation

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.



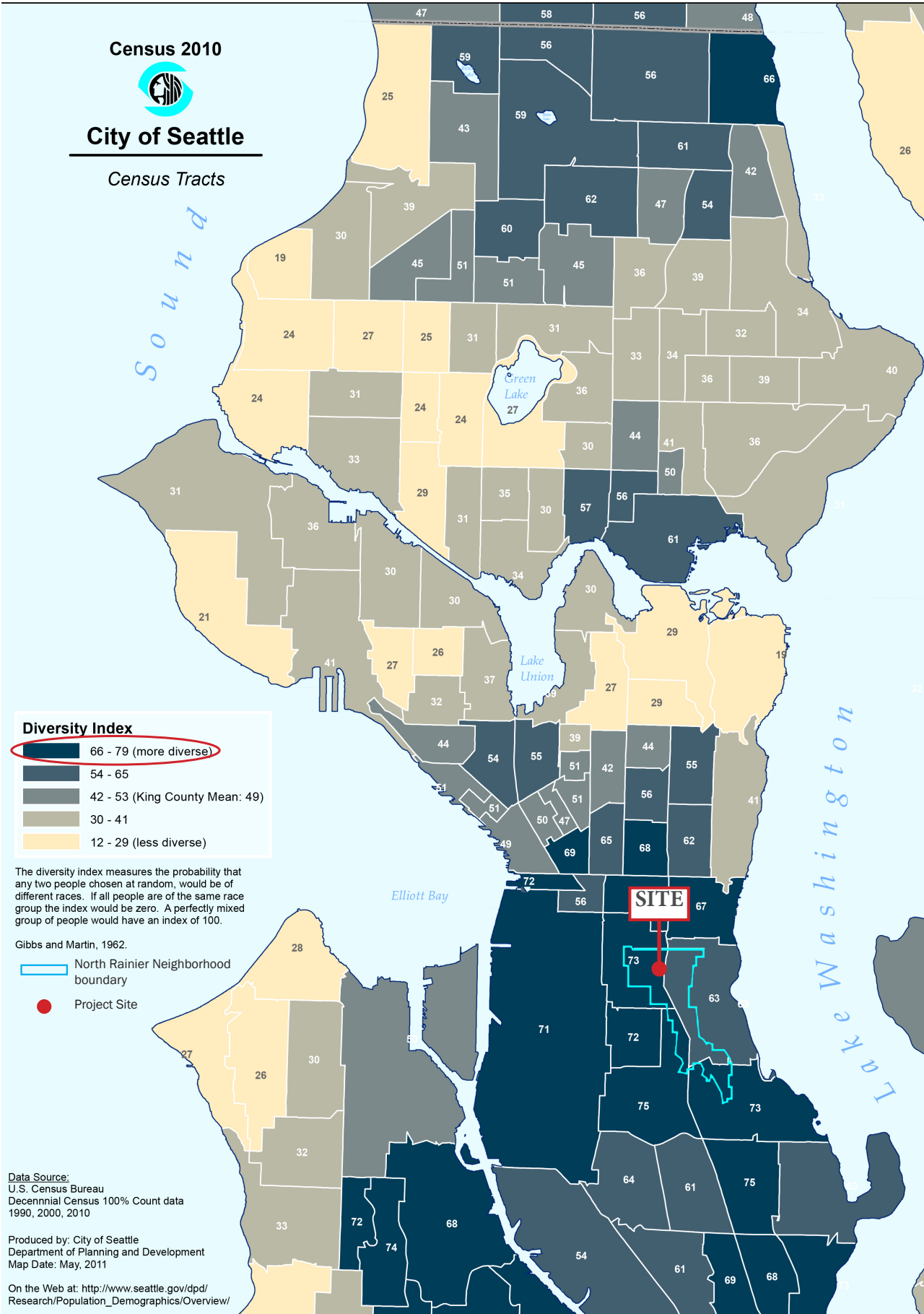
Education and Culture

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.

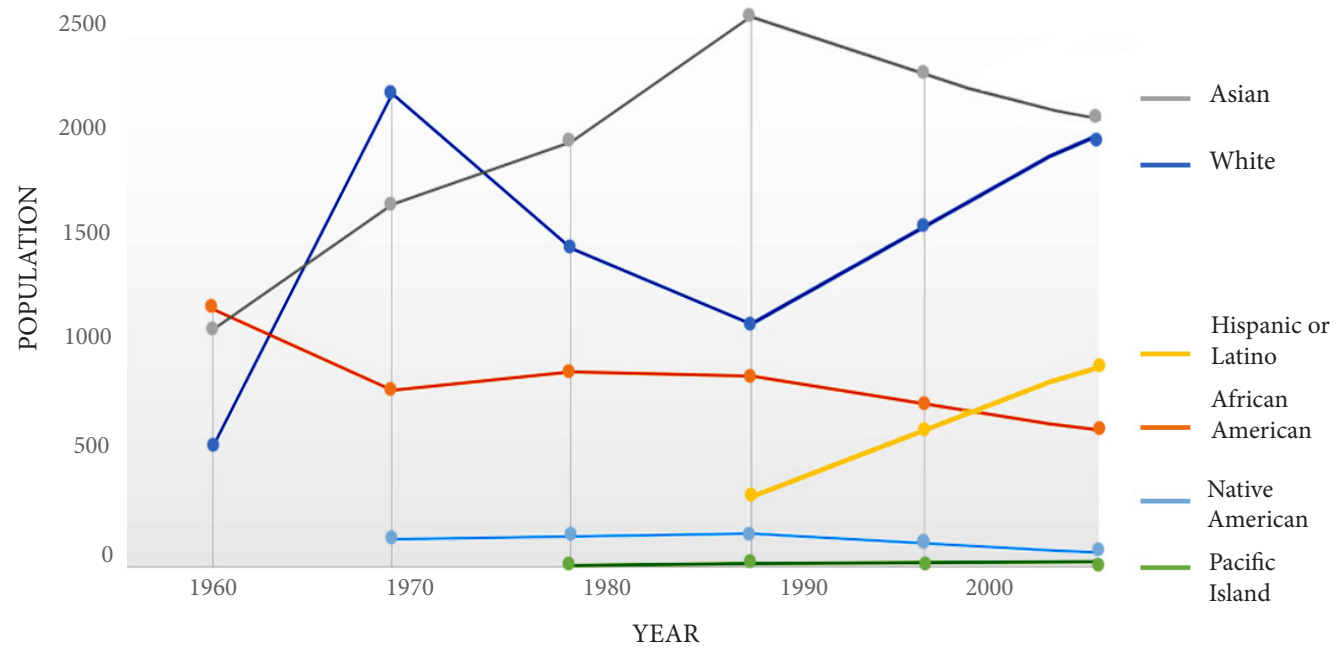
GRAND STREET COMMONS AFFORDABLE HOUSING SUMMARY

	# OF RESIDENTIAL UNITS	# OF AFFORDABLE UNITS
GSC WEST	282	78 (28%)
GSC EAST	287	80 (28%)
GSC SOUTH	202	202 (100%)
TOTAL	771	360 (47%)

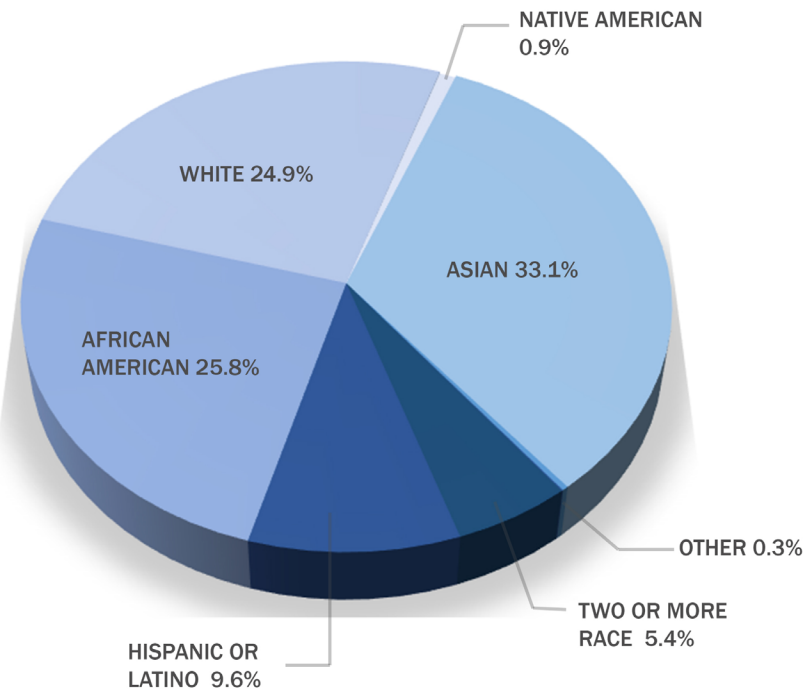
Grand Street Commons will transform three brownfield sites into a true mixed-use, mixed-income, transit-oriented neighborhood center.



CENSUS DATA: DEMOGRAPHIC SHIFT- 1960 to 2010



CURRENT DEMOGRAPHICS

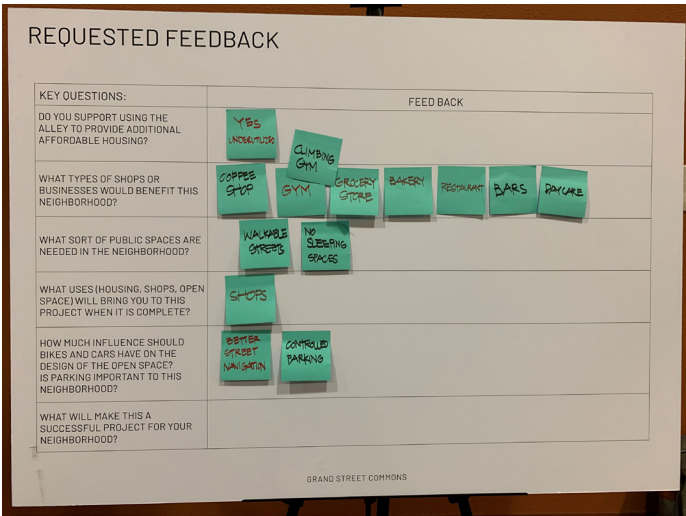
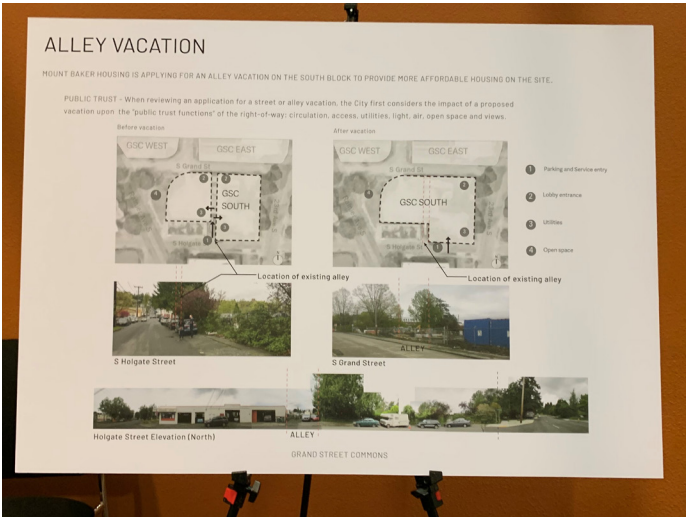


CULTURAL OBJECTIVES

- Identify the communities that defined the neighborhood before its urban core was interrupted by I-90 and understand the populations that have moved into the area since.
- Recognize Rainier Valley as a gateway to the Central Area and draw appropriate cultural inspiration to strengthen this connection.
- Develop a spatial response to the design guidelines that will create places for community interaction that are vital to the preservation and restoration of displaced populations in the area.

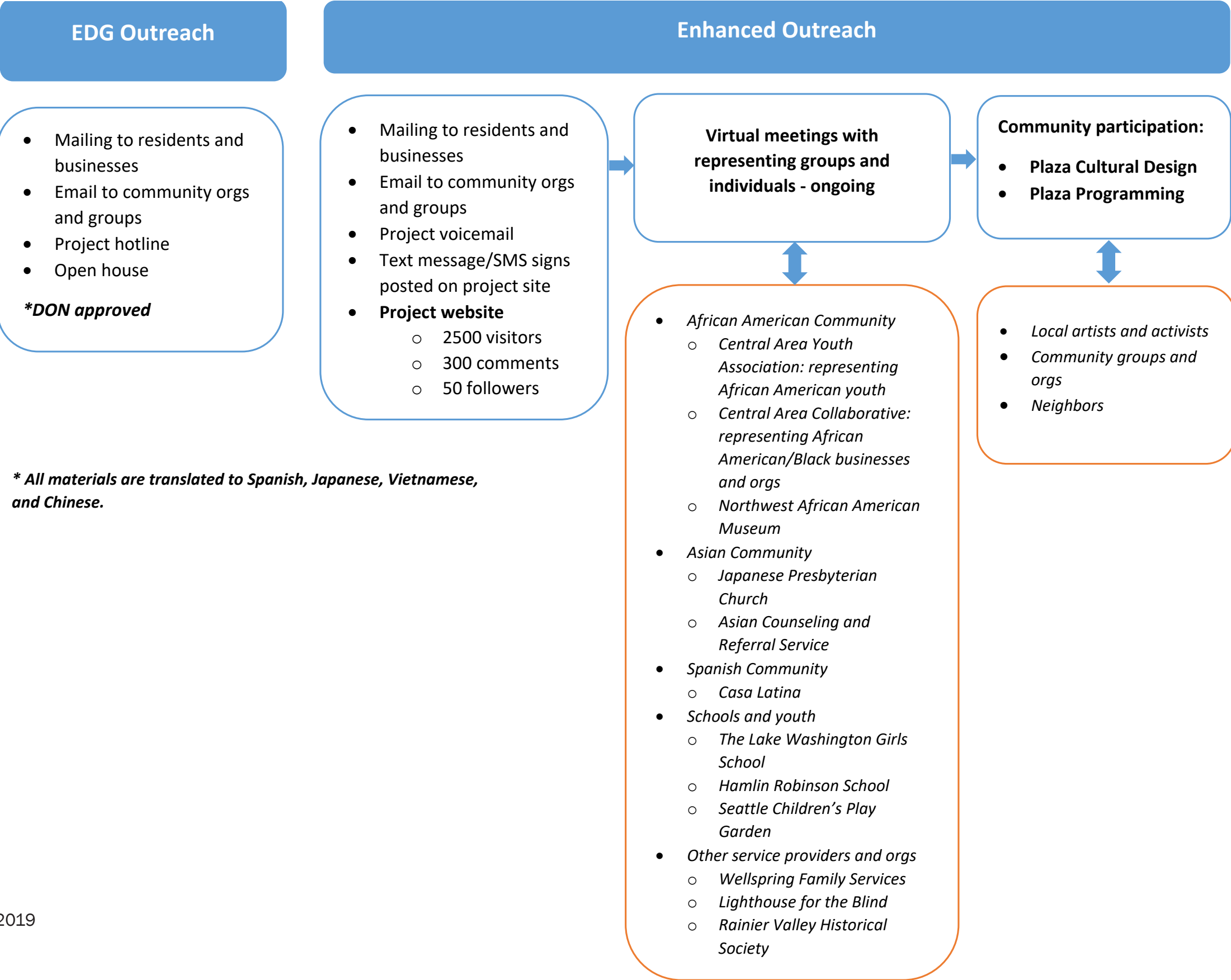
COMMUNITY OUTREACH

Fall – winter 2019

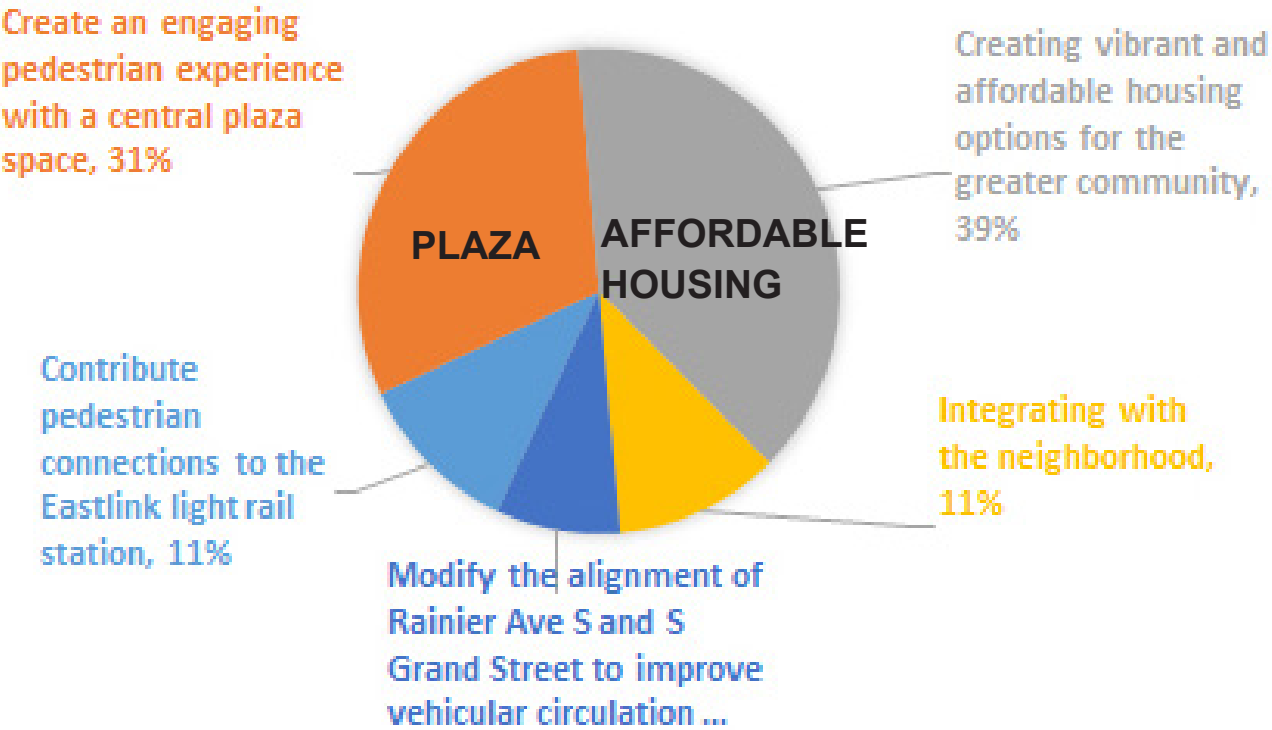


NEIGHBORHOOD OUTREACH MEETING - OCTOBER 24, 2019

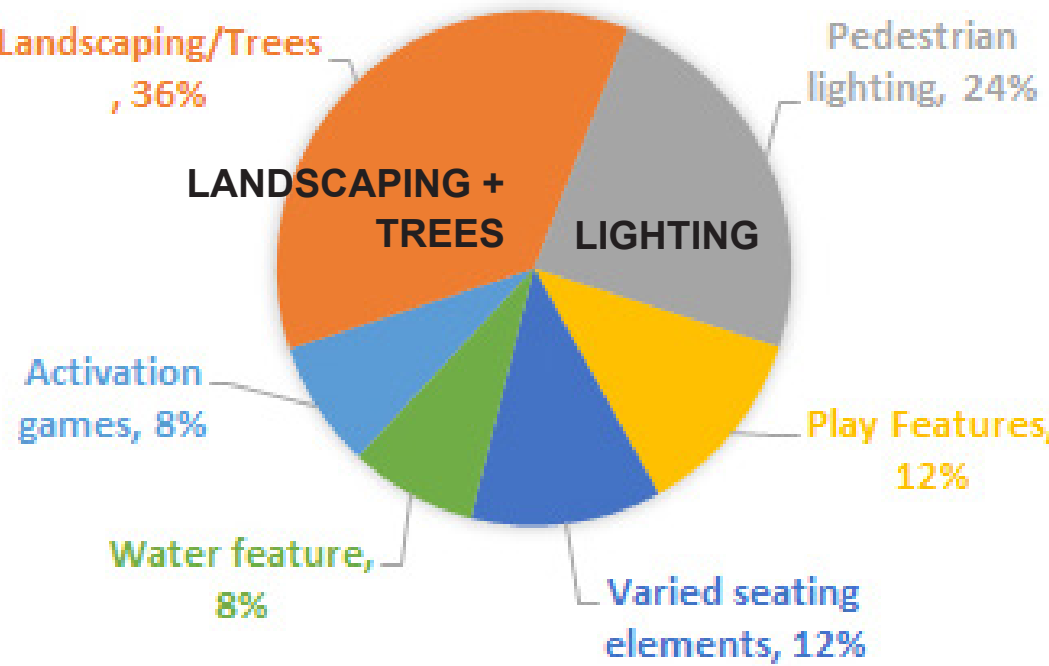
Summer 2020 – Present & Future



WHICH OF THE FOLLOWING GOALS DO YOU THINK SHOULD BE PRIORITIZED *THE MOST* AS PART OF THIS PROJECT?



WHAT ARE THE DESIGN FEATURES IN THE PLAZA THAT YOU'D MOST LIKE TO SEE?



- Priority should be given to **affordable housing** and a **central plaza space**.
- The plaza should feature **lots of landscaping** and have good **pedestrian lighting**.
- **Seating** and **activating uses** such as a water feature, games, or play features are encouraged.

SDC COMMENTS | PUBLIC BENEFIT

PUBLIC TRUST PRESENTATION - NOVEMBER 5, 2020

The SDC voted 10-0 to approve the Public Trust proposal.

The following comments were provided in response to the Public Benefit outlined in that meeting:

PLANNING

- 1. Work with SDOT to provide safe access to the proposed open space (East-West Pedestrian Circulation).

DESIGN

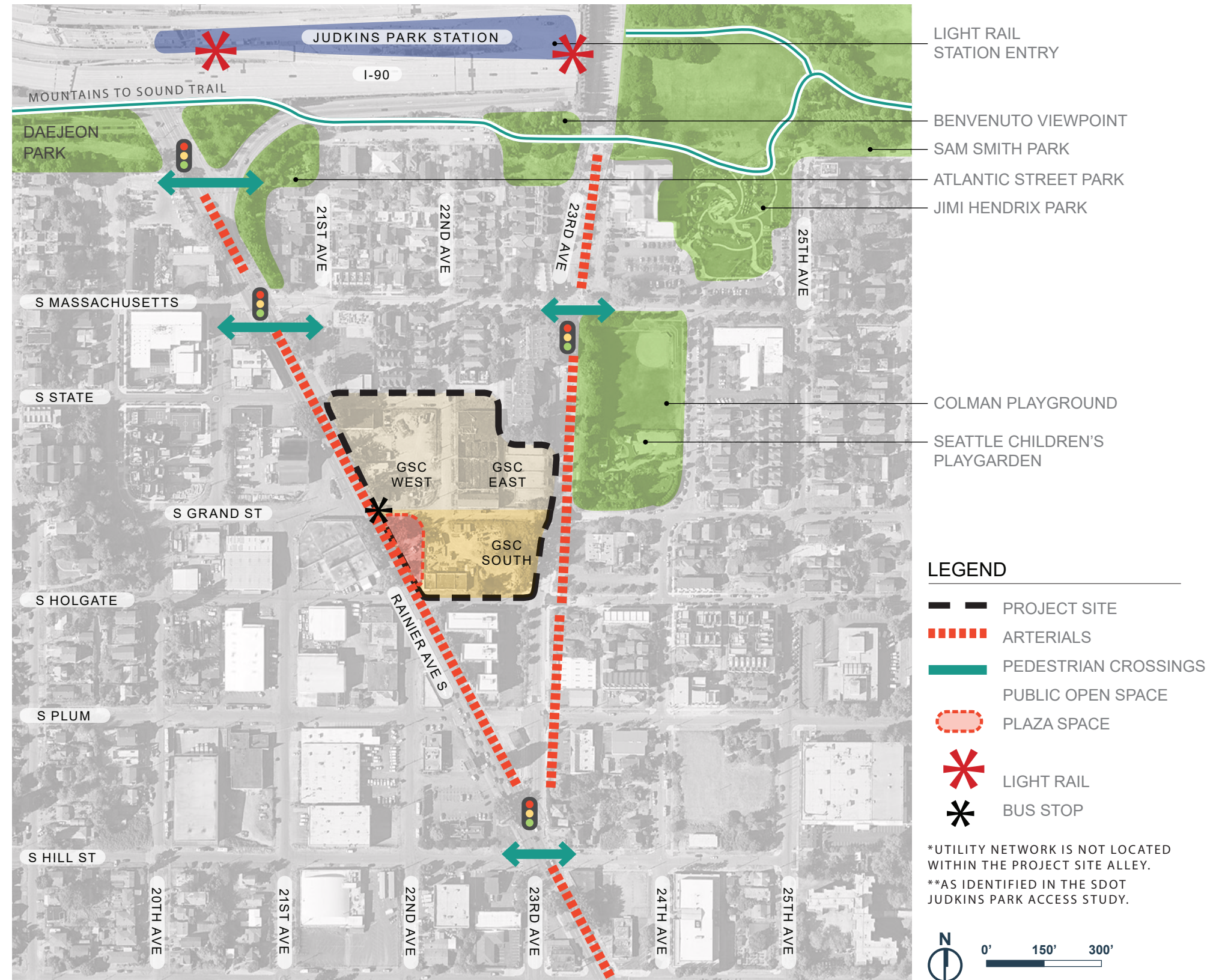
- 2. The SDC is concerned that the open space proposed better serves the market rate development, not the affordable housing.
- 3. Use traffic calming devices / consider a woonerf concept to improved pedestrian permeability across S Grand Street.
- 4. Explore solutions to mitigate the plaza’s adjacency to a loud, busy street.
- 5. Consider the relationship of the nearby bus stop in the plaza design.

COMMUNITY

- 6. Refine the design of the plaza to reflect the vision and goals of the underserved communities that will use the space.
[\$150,000 budget proposed]
- 7. Work with OH, DON, OCR to address displacement and advancing racial equity in housing.
- 8. Consider Public Art or Indoor Community Space as public benefit offerings.

PEDESTRIAN CROSSINGS

- There are East/West crossings north of the site, closer to the light rail station, but the closest one is two blocks north of Grand Street Commons.
- The East/West crossing south of the site is two blocks south, at S Hill Street (where S Rainier Ave meets 23rd Ave S).
- SDOT has a pedestrian safety initiative along Rainier Ave S. Team would like to support this work as best as possible.
- Team is working with SDOT and Metro to identify best locations for future crossings and design the plaza to receive those crossings when ready for install. This includes coordinating appropriate locations for curb ramps and facilitating installation of bus stops where required.



East - West Pedestrian circulation is problematic in the north Rainier Valley.
Transit improvements and increased private development warrant neighborhood improvements.

PUBLIC BENEFIT PROPOSAL

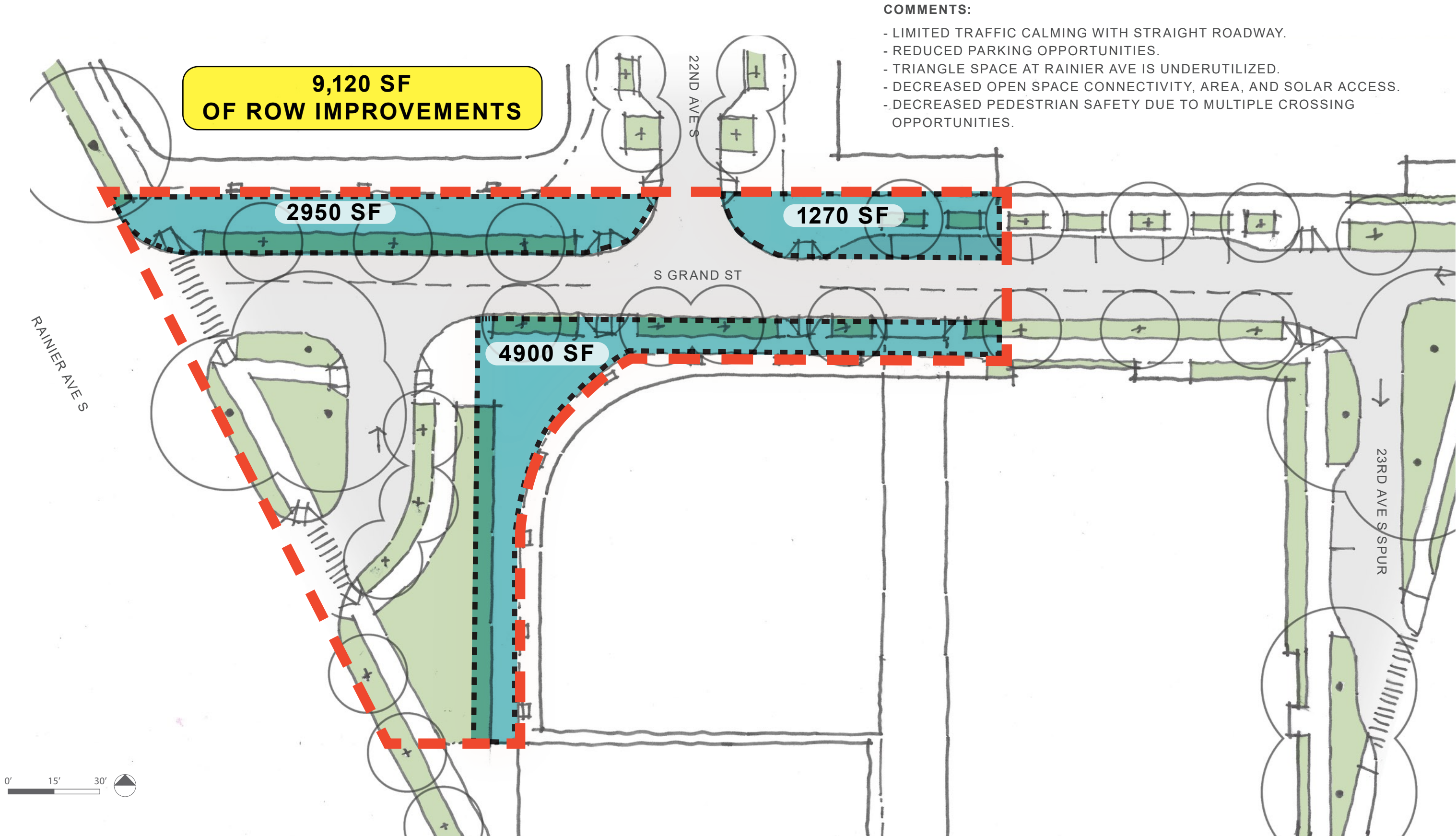
The Alley Vacation:

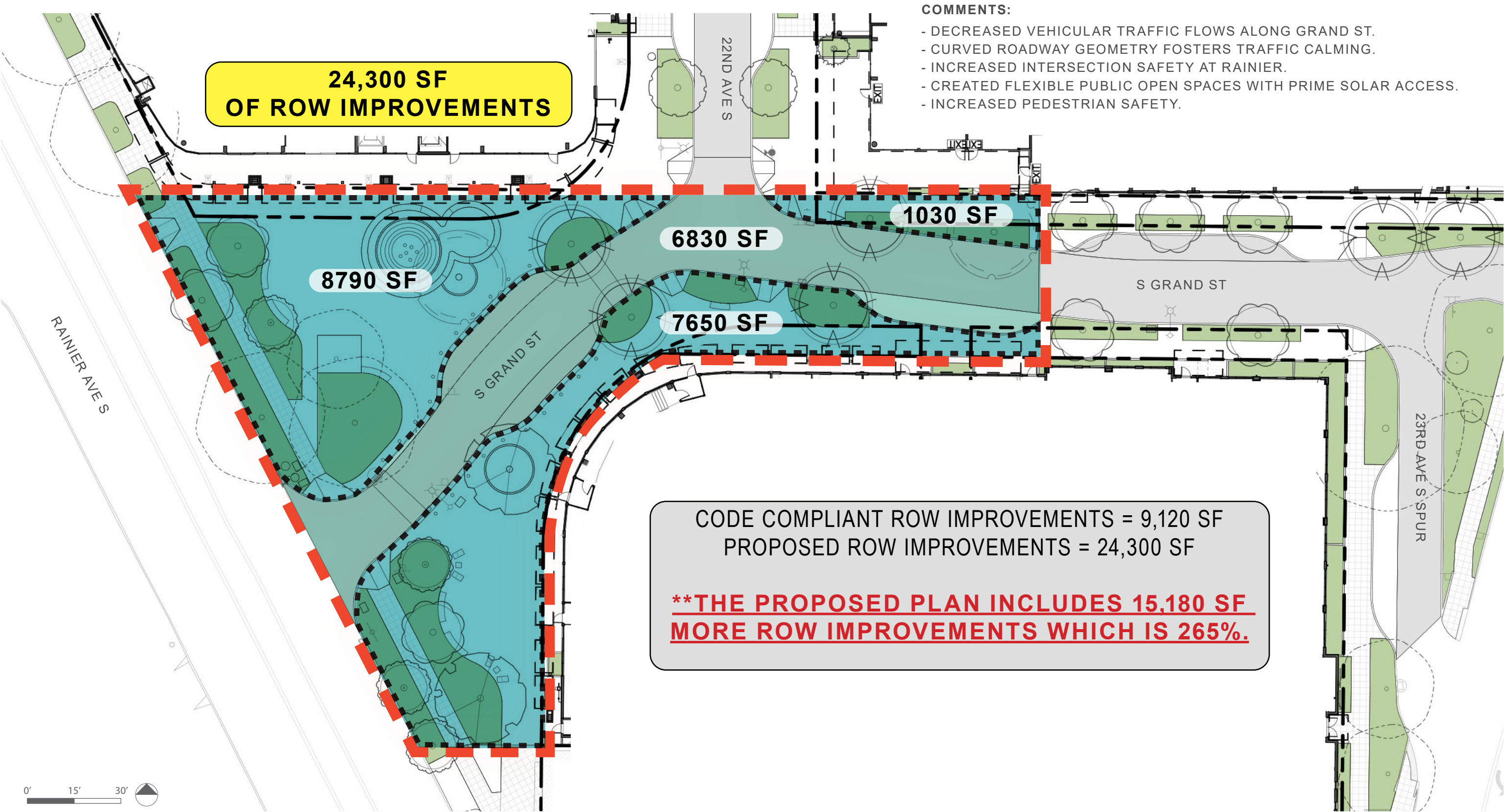
- Exchanges a low-value alley for significant right-of-way improvements that will **increase safety for the neighborhood** by reducing intersections, adding pedestrian lighting, and passive surveillance over the streets.
- Creates an opportunity to develop **a new neighborhood destination** that will provide missing commercial services and gathering space.
- Populates the open space with **amenities requested by the local community**.
- Provides **funding for working with the neighborhood** to implement cultural references into the design and opportunities for local businesses to stay in the neighborhood.

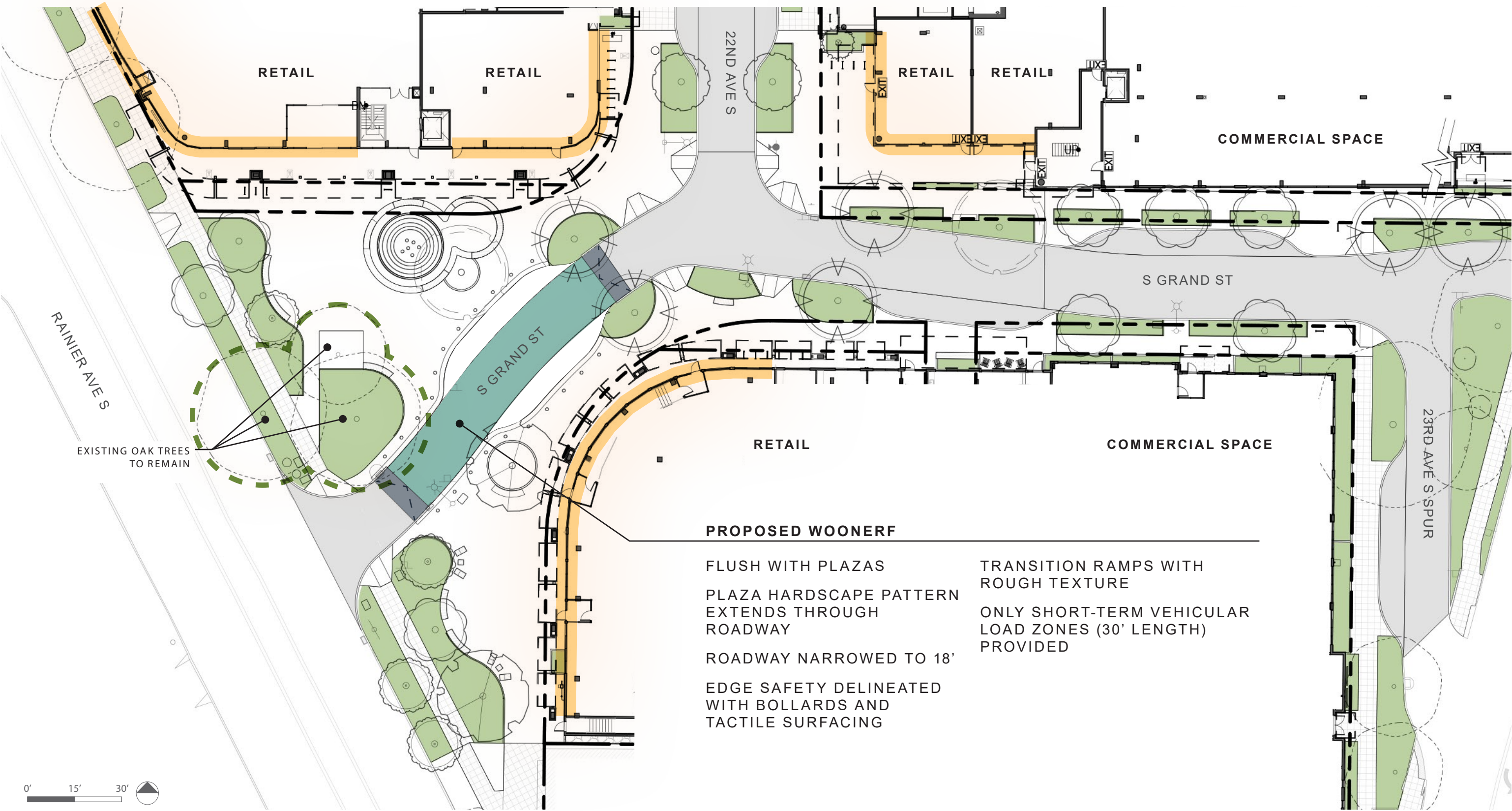


Provides **45 additional units of affordable housing** in a neighborhood concerned with gentrification and displacement while **saving Office of Housing \$4.7 million**.

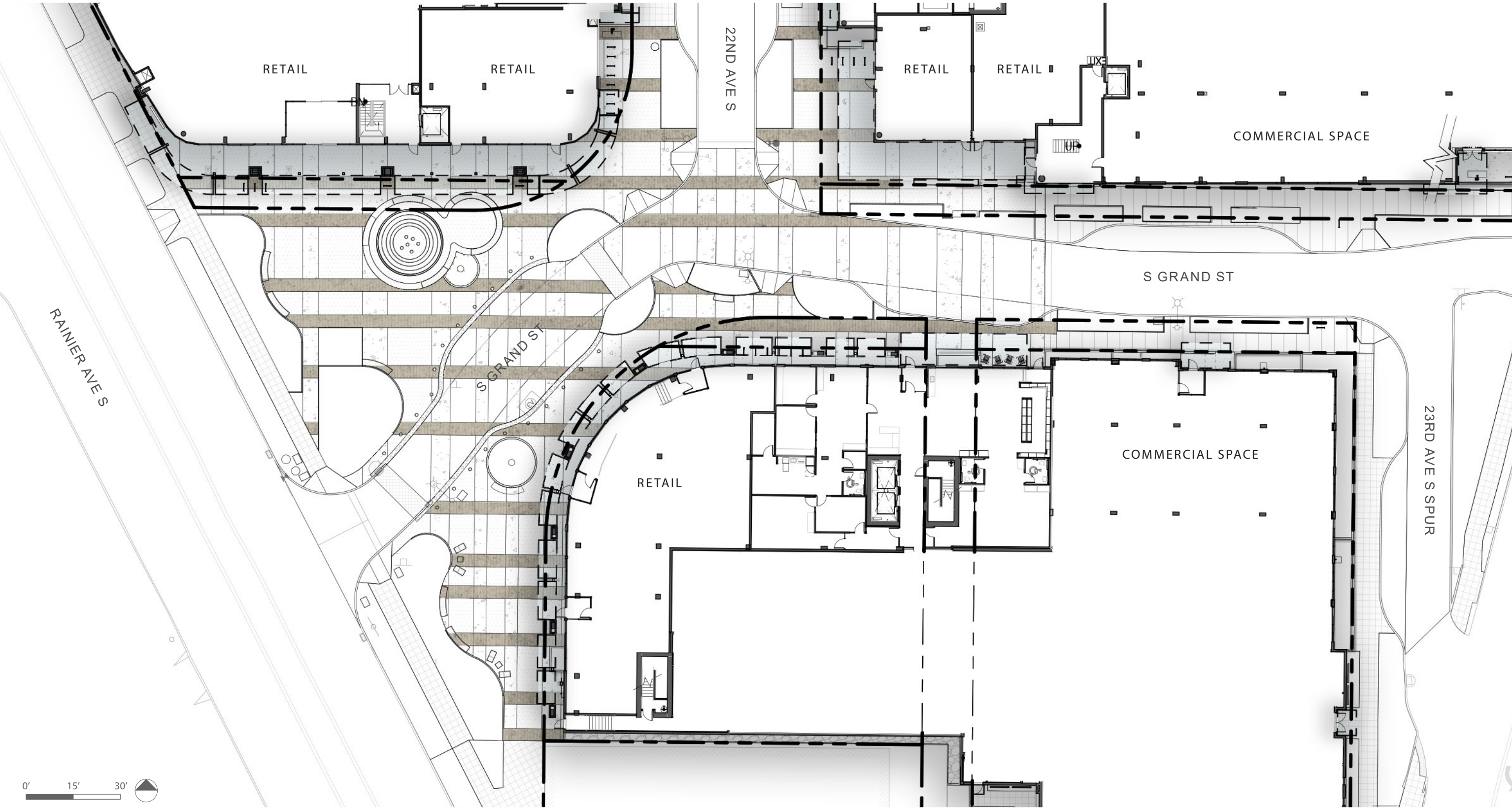


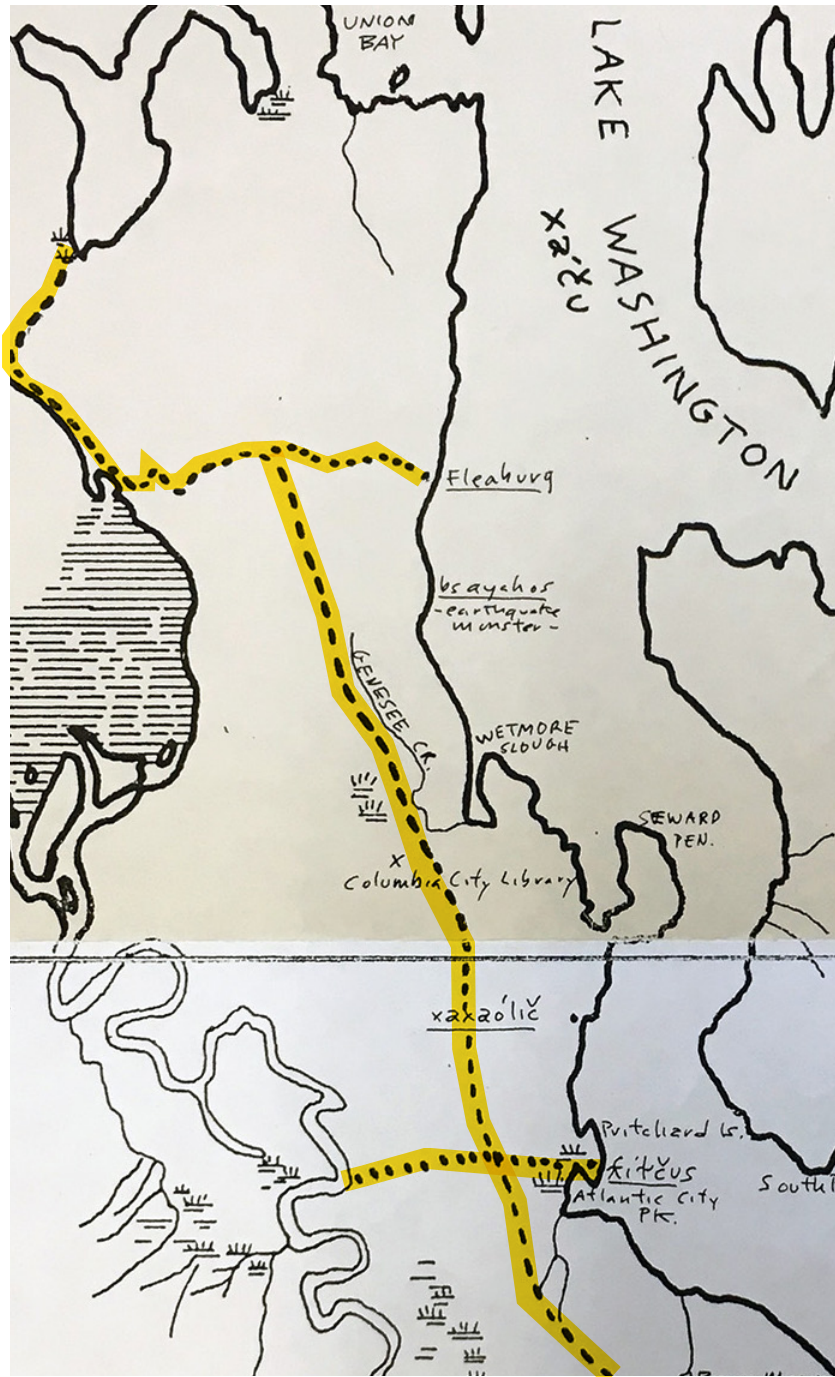








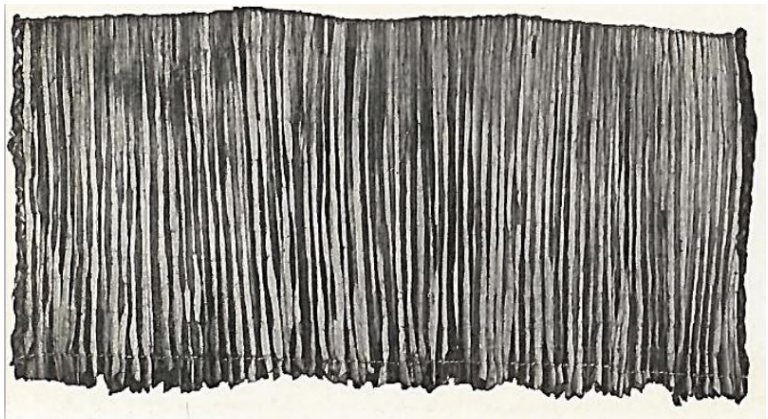




HOMELAND TERRITORY OF S'KATE'LBSABS (OF THE DUWAMISH TRIBE) WHO MIGRATED BETWEEN THE PUGET SOUND AND LAKE WASHINGTON



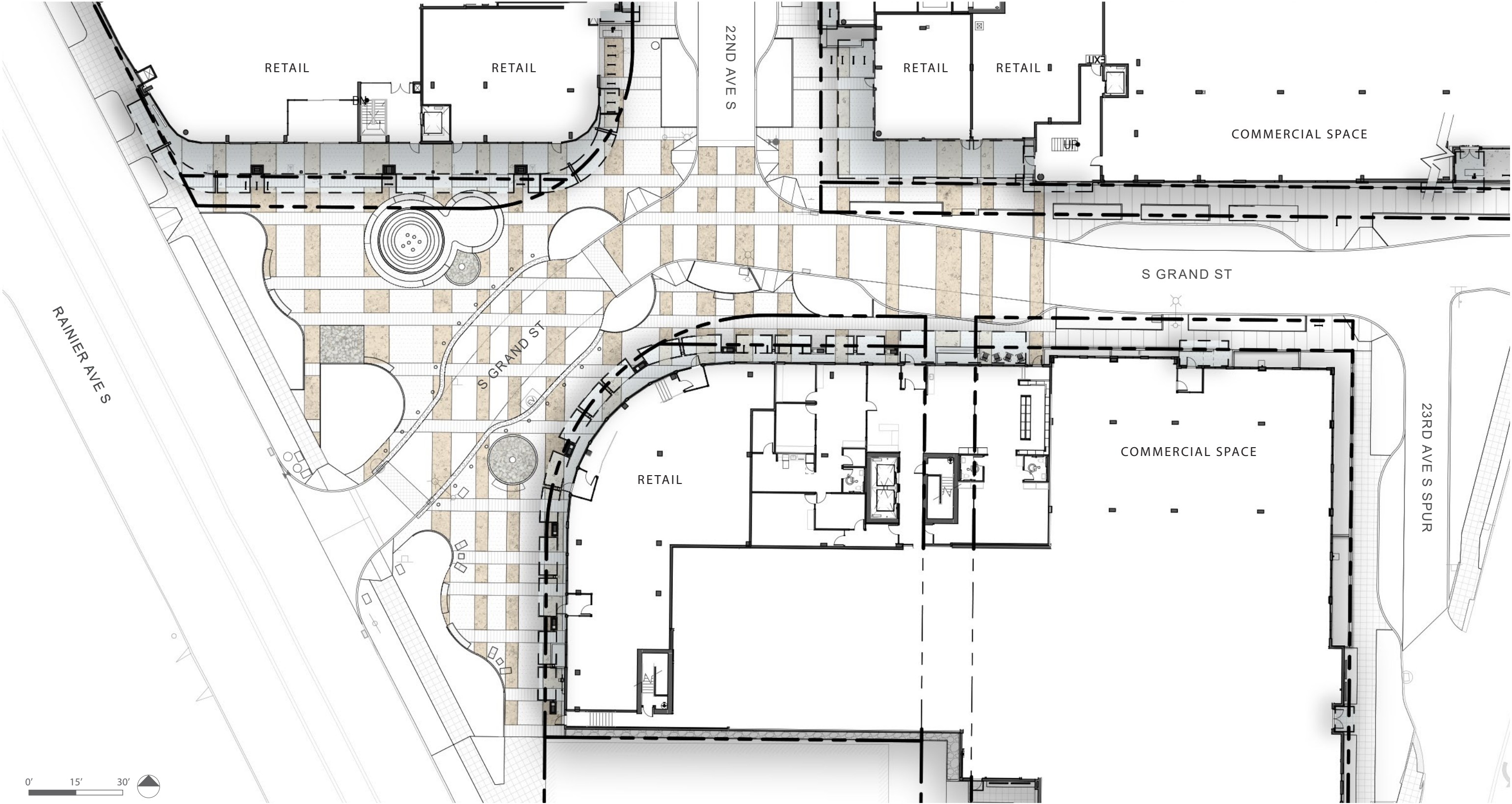
COAST SALISH WOMAN SEWING CATTAIL MAT (HARLAN SMITH 1900)

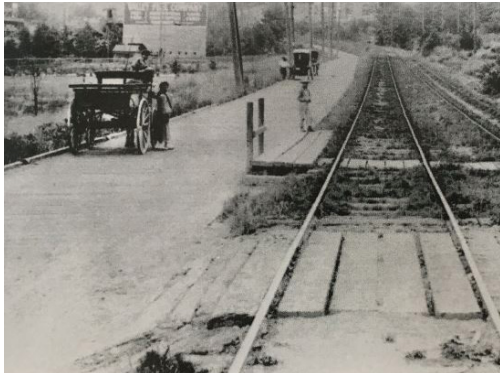
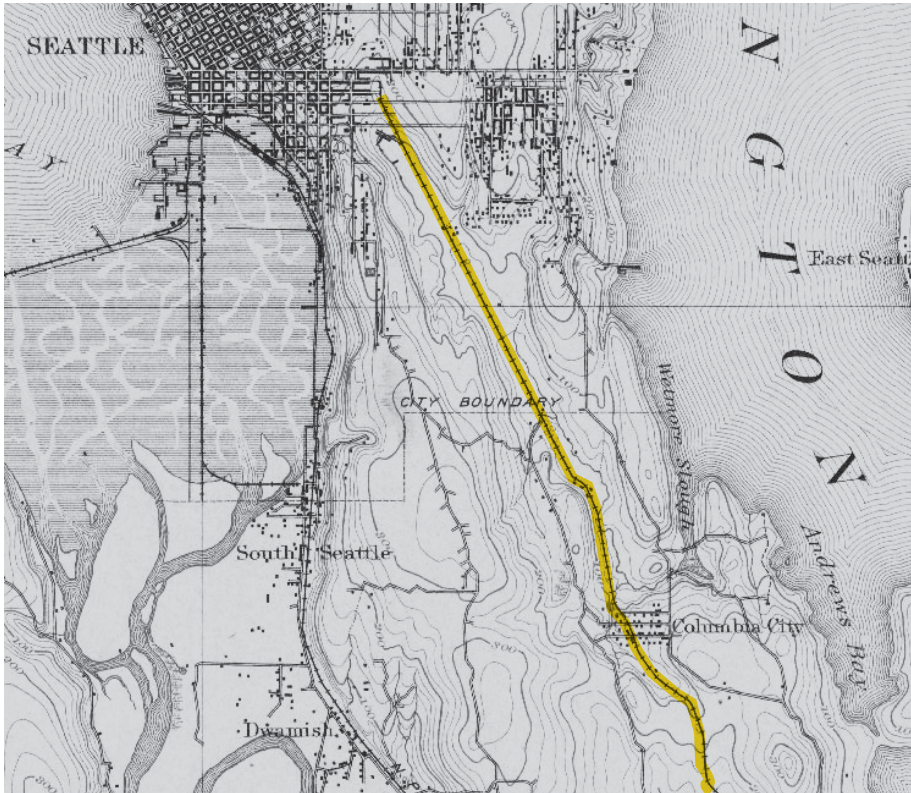


CATTAIL MAT IN PROCESS WITH MAT CREASER.



TINING TECHNIQUE IN CONCRETE

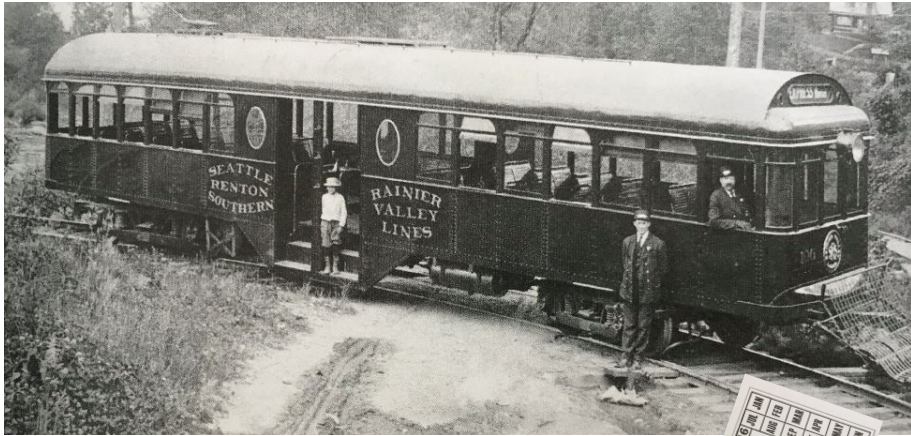




TRANSPORTATION DEVELOPMENT
ALONG RAINIER AVE: HORSE DRAWN
BUGGIES AND RAIL LINE. (1913)



STEWART LUMBER & HARDWARE
COMPANY. STREETCAR SPUR LINE OFF
RAINIER AND THROUGH BUILDING.
(1920)

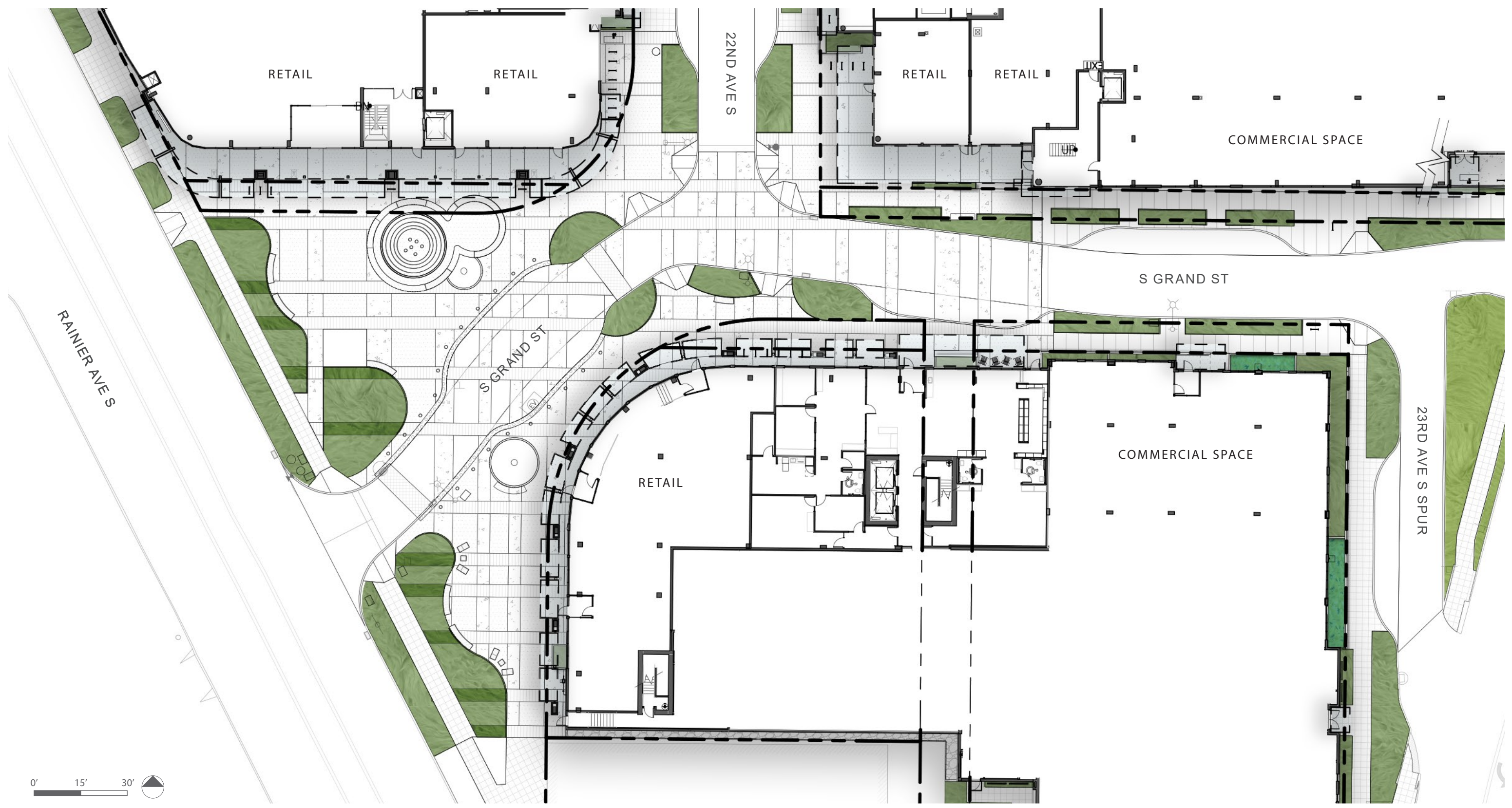


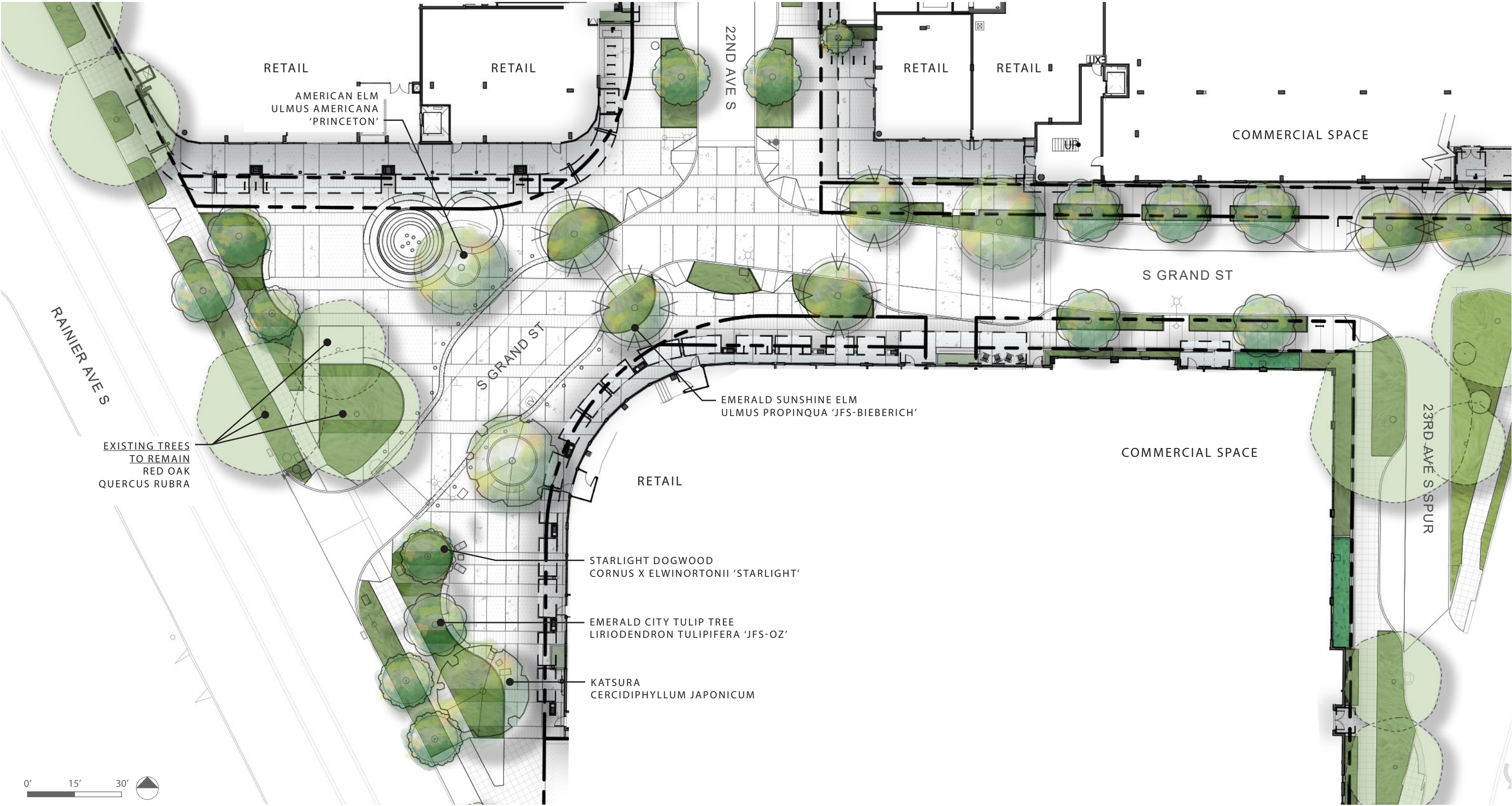
THE SEATTLE, RENTON AND SOUTHERN RAILWAY
(THE RENTON INTERURBAN)



SEATTLE METRO BUSES









DESIMON BROTHERS FARMS FROM THE RAINIER VALLEY SUPPLIED PRODUCE PIKES PLACE MARKET. (1899)



RAINIER VALLEY POPULATED BY SMALL FAMILY FARMS. GROWING FOOD FOR FAMILY CONSUMPTION AND NEIGHBORHOOD TRADING. (1902)



SIGNIFICANT ITALIAN POPULATION IN THIS AREA RESULTED IN NUMEROUS ITALIAN SHOPS AND BUSINESSES AND GAVE WAY FOR THE NAME 'GARLIC GULCH.'



Allium amplexans 'Graceful'



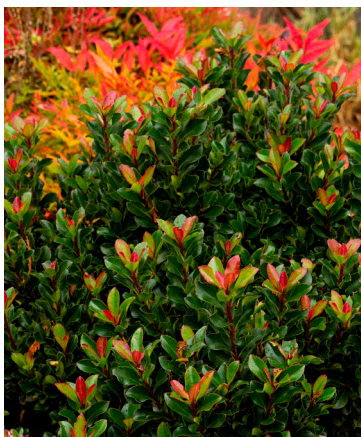
Allium 'Globemaster'
Globemaster allium



Carex divulsa
Berkely sedge



Gaulthoria shallon
Salal



Rhamnus umbellata 'Minor'
Dwarf yeddo hawthorn



Iris siberica 'Caesar's Brother'
Caesar's Brother Siberian iris

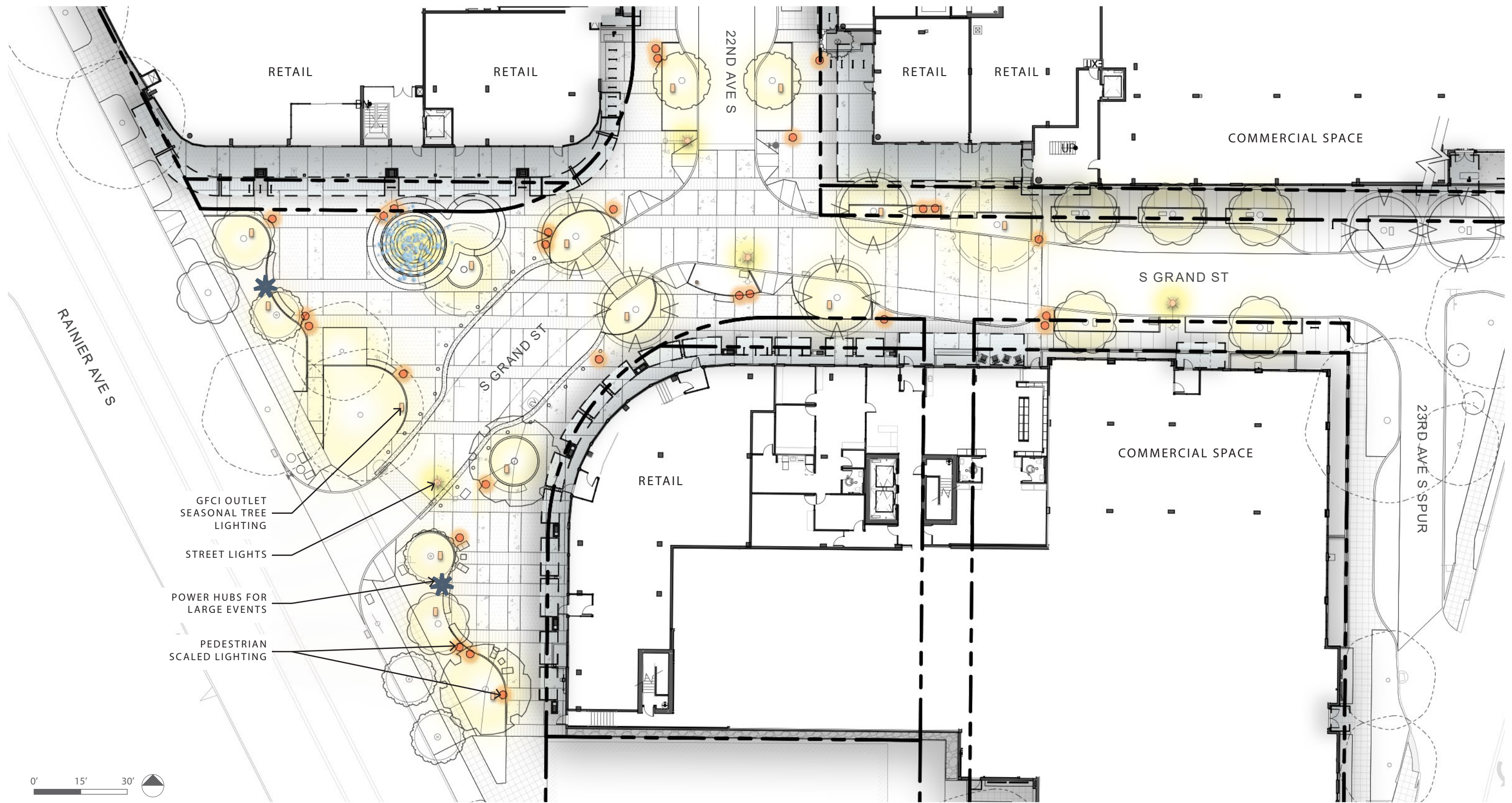


Mahonia nervosa
Dwarf Oregon grape

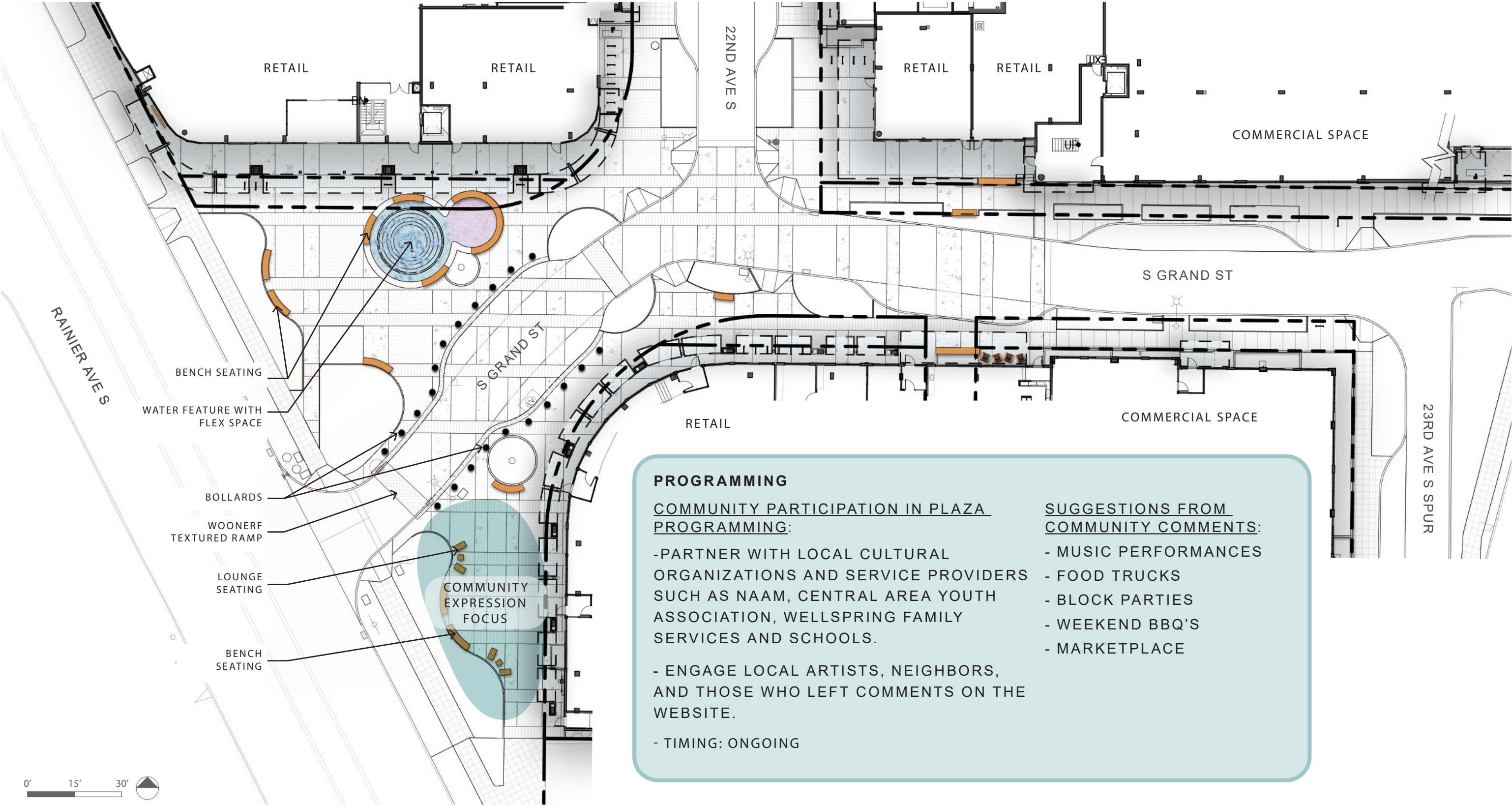


Vaccinium ovatum
Evergreen huckleberry

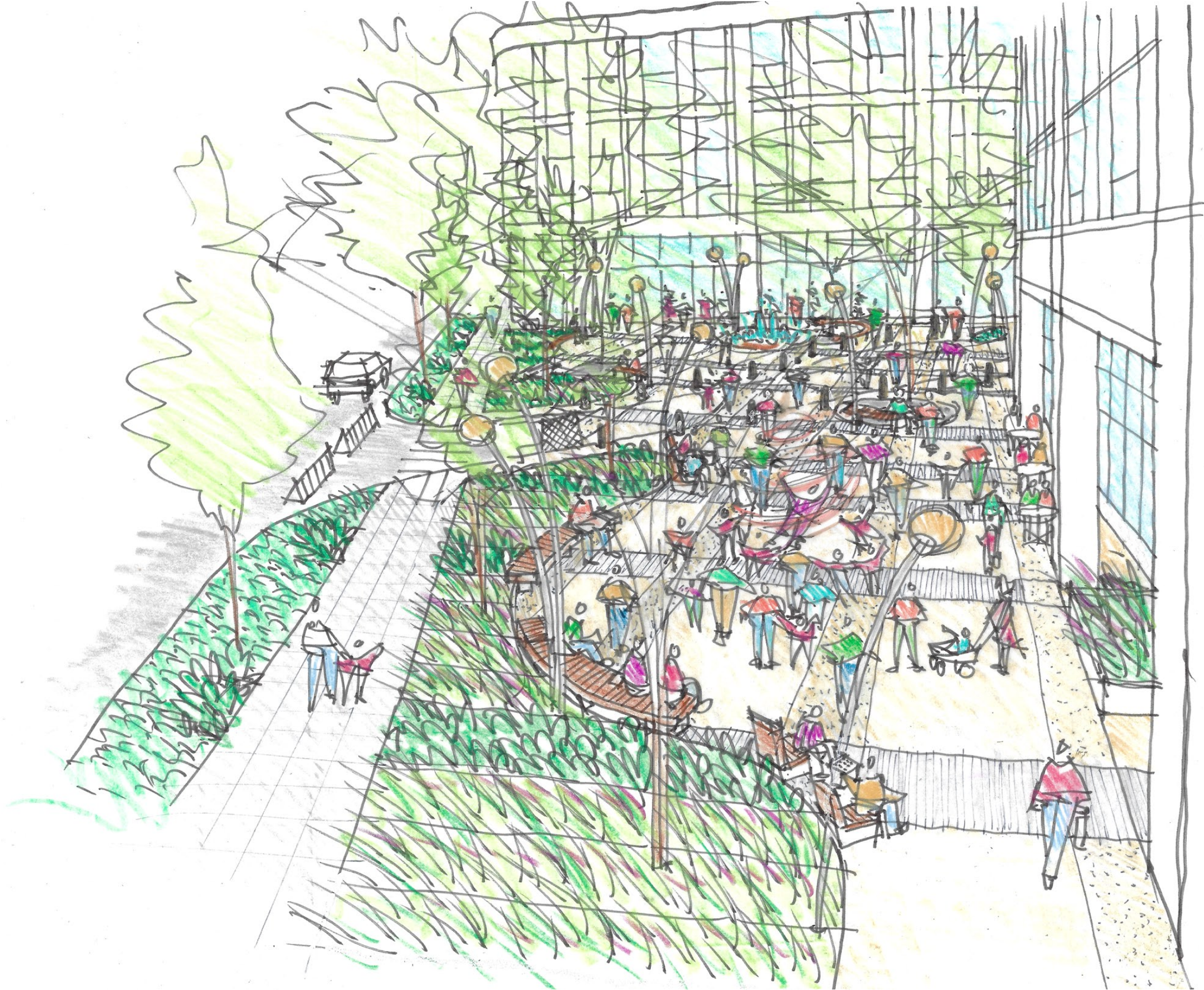


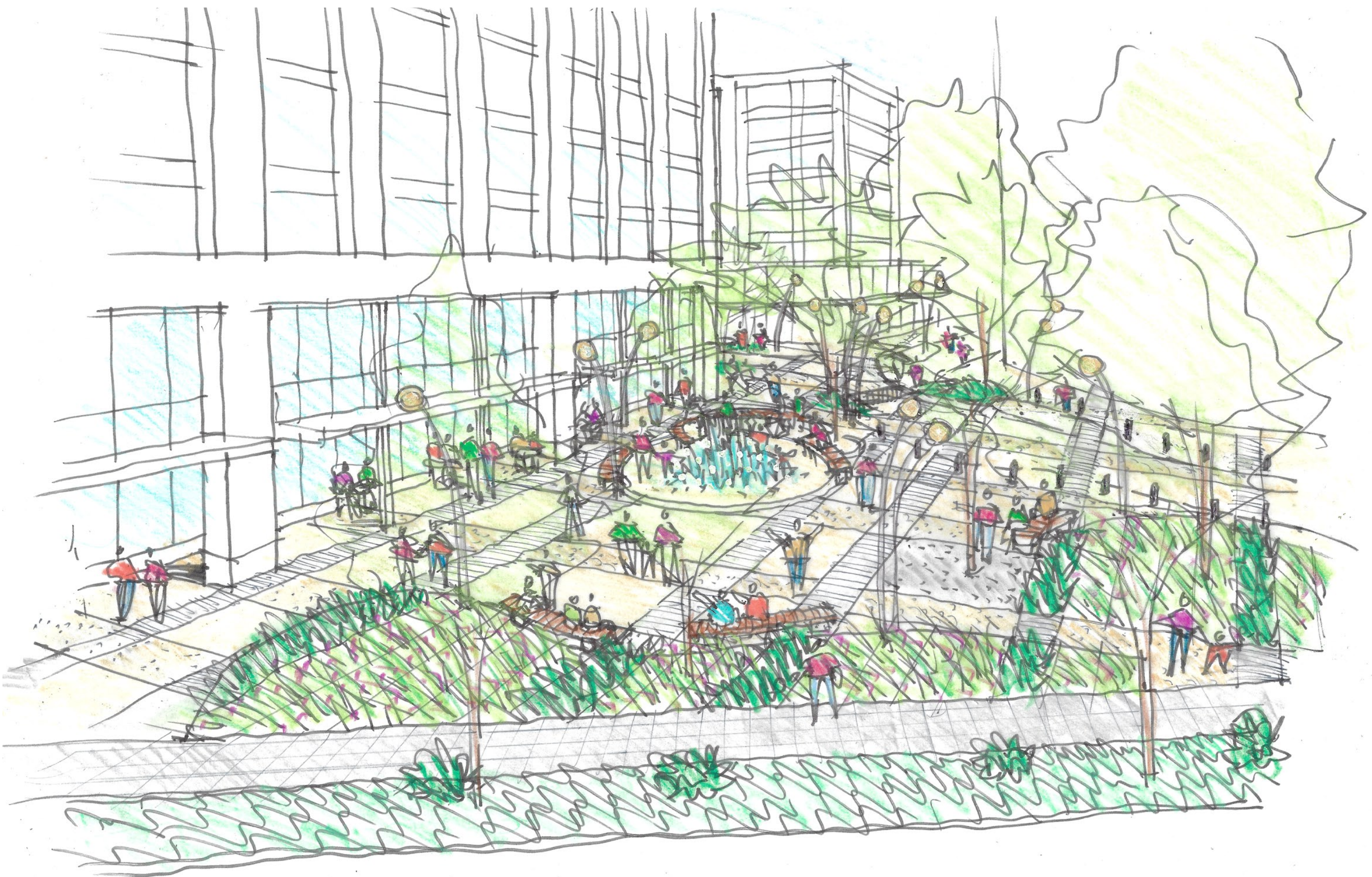


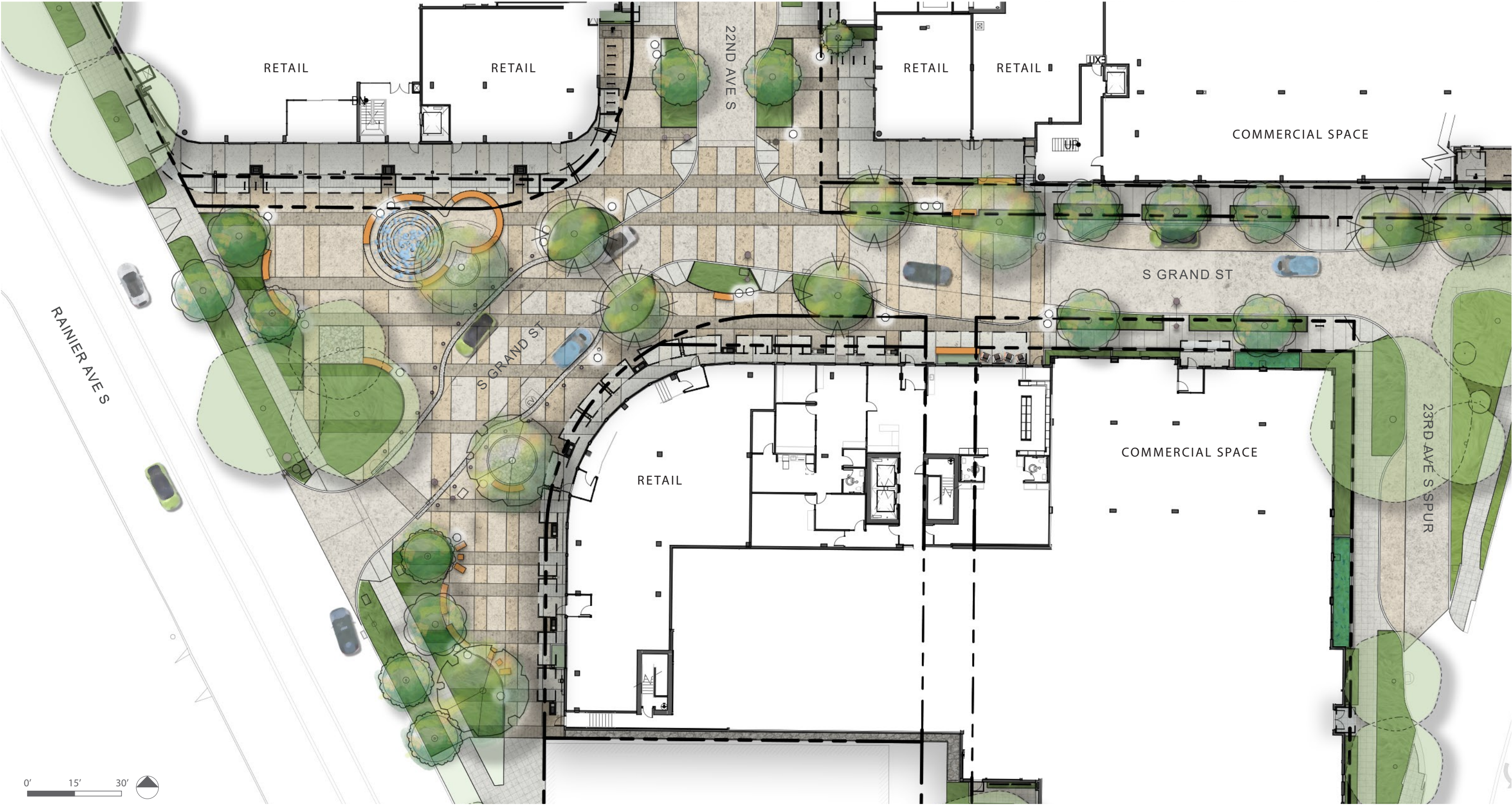


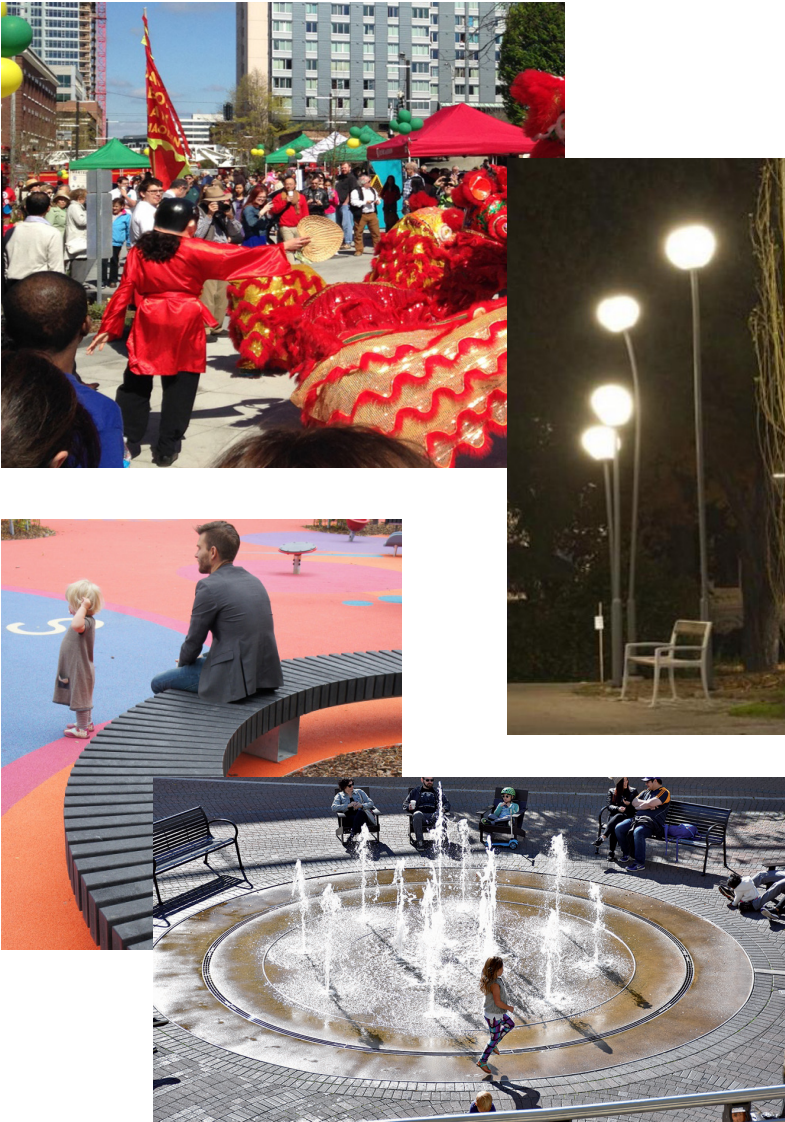
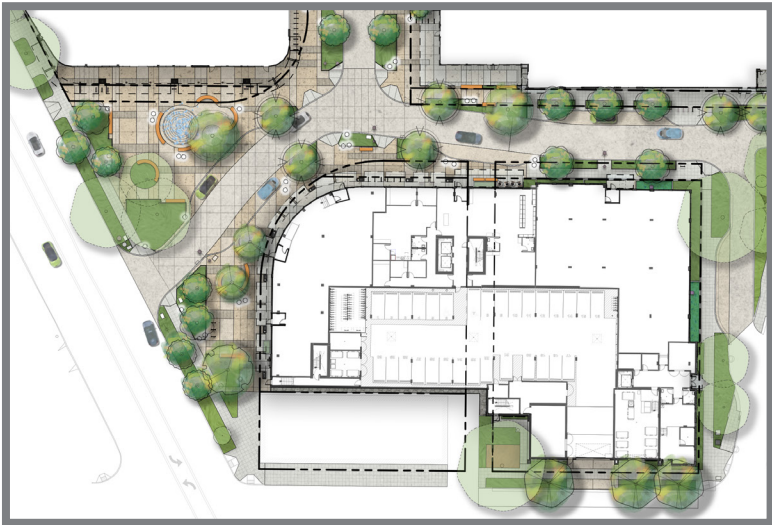




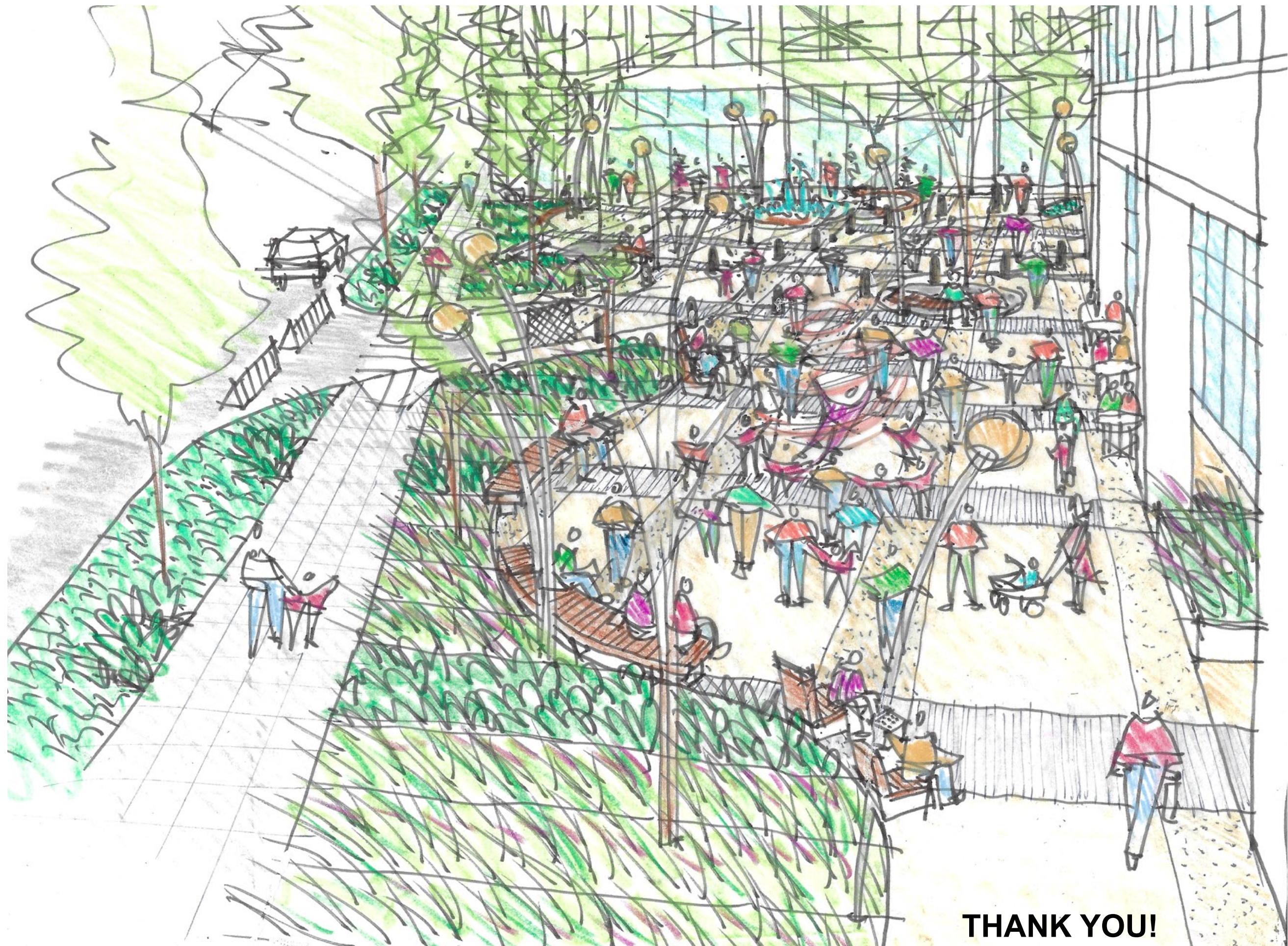








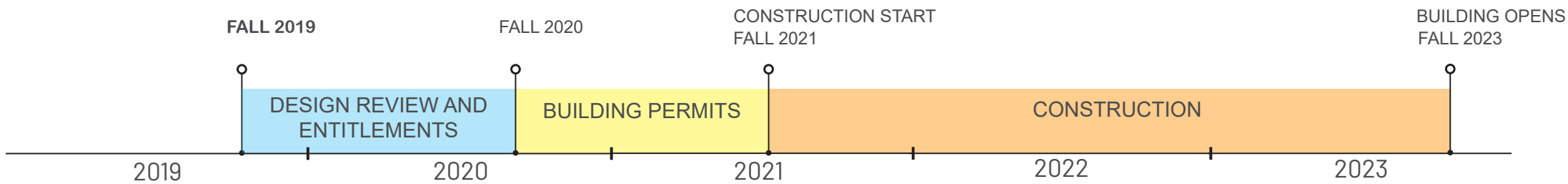
ITEM	ESTIMATED COST	HOW IT BENEFITS THE NEIGHBORHOOD
PEDESTRIAN OPEN SPACE	> \$1 million	The current design proposes to improve 265% the amount of right-of-way required of the project. The improvements reduce the area dedicated to cars and create a large public plaza to enhance the pedestrian environment, providing twice as much pedestrian space as would otherwise be required.
ACTIVATING USES	\$250,000	In response to community feedback, several amenities are proposed to help activate the public plaza spaces, including a water feature and varied seating options. These amenities encourage use of the plaza and provide a place for neighborhood residents to gather. The water feature can be shut off to expand usable open space for larger gatherings and events.
COMMUNITY EXPRESSION	\$150,000	Budget allocated to work with community groups to incorporate culturally relevant elements into the plaza design.
SUPPLEMENTAL LIGHTING	\$125,000	Adding pedestrian level lighting enhances the safety and security of the neighborhood and makes the plaza space usable for a longer period of the day. The overhead elements are sculptural and help create a sense of place during daylight hours.
TOTAL	> \$1.5 million	Total development budget allocated to public benefit.
Office of Housing Public Funding	(\$4.7 Million)	Total savings provided to the City of Seattle Office of Housing by combining two buildings into one via an approved alley vacation.



THANK YOU!

APPENDIX

PROJECT STATUS AND SCHEDULE



2019-2020

SDC Pre Petition	November 21, 2019
EDG Approval	April 10, 2020
EDG Community Engagement Plan Approval	September 16, 2019
EDG Community Engagement Completion	November 13, 2019
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

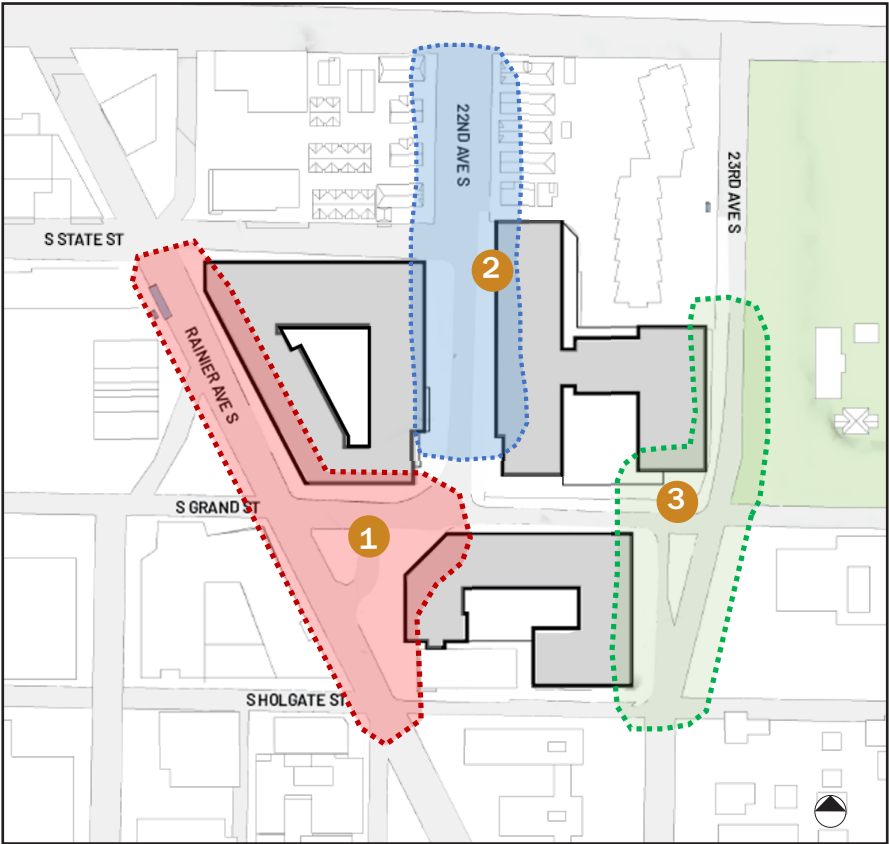
Public Benefit Presentation	February 2021
Alley Vacation Council Hearing	March 2021
MUP Approval	Spring 2021
Building Permit Approval	Spring 2021
Construction Starts	Fall 2021

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



THREE BUILDINGS

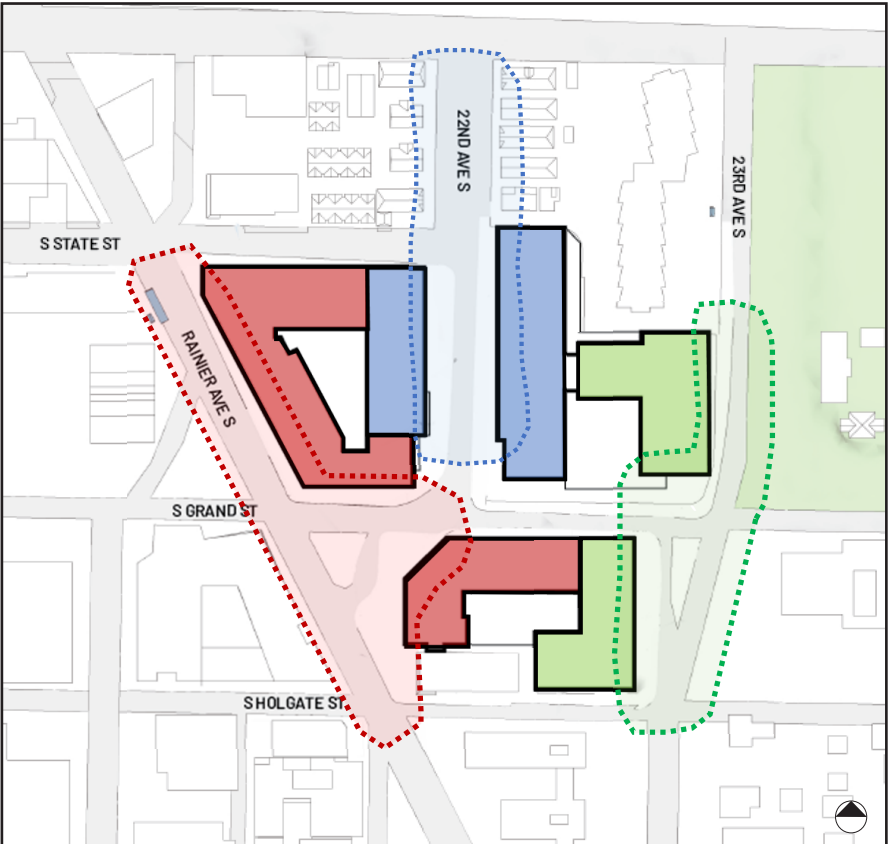
If the three blocks in Grand Street Commons were to be redeveloped in a more common scenario, it's likely each of the three buildings would have their own unique character as they would be developed at different times by different design and development teams. Massing and materials would be developed to respond to the existing context at project inception, which may or may not include the adjacent buildings. Inherently (and often unintentionally), outdoor rooms are created by the new building massing along the adjacent right-of-ways.



STREET CHARACTER

Developing three city blocks at once provides the opportunity to focus on the development of the outdoor rooms into an intentional exercise that will provide maximum benefit to the neighborhood at large. Grand Street Commons has several opportunities to create outdoor rooms between the new buildings:

1. Grand Street Plaza along Rainier Ave S
2. Residential Corridor along 22nd Ave S
3. Intersection of S Grand Street and 23rd Ave S

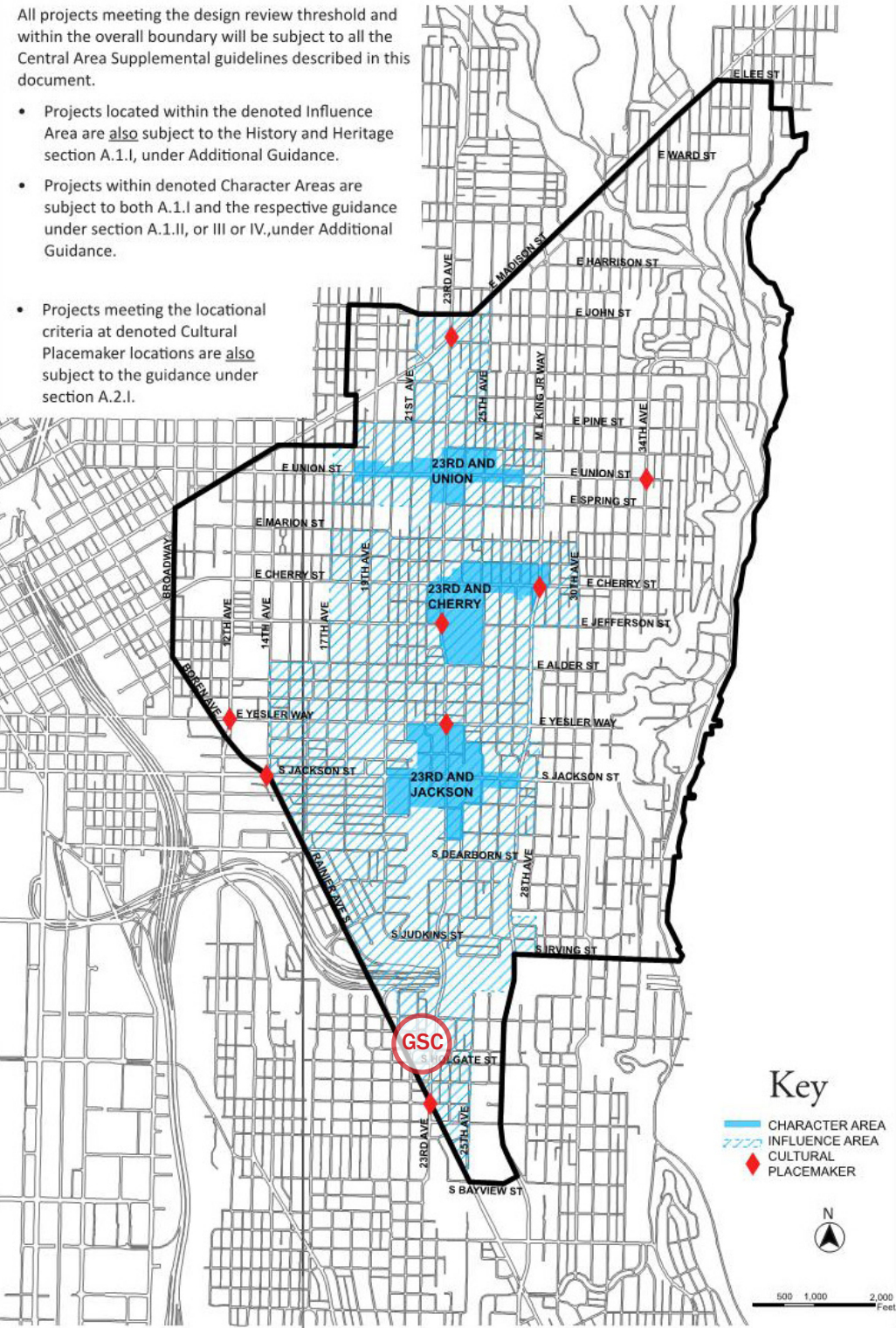


GRAND STREET COMMONS

Grand Street Commons proposes to embrace the outdoor room concept to maximize the public experience of the full three block development. The new buildings will have an intentional relationship through massing and materials to the buildings proposed for the opposite side of the right-of-way, creating a cohesive backdrop to the three primary outdoor rooms and a dynamic and unique urban environment.

NOTE: Plans above are diagrammatic and related to the preferred massing options shown later in this proposal. They are intended to represent the Urban Design Approach for the project, not specific building designs.

Central Area Character & Cultural Placemaker Map



ITALIAN - THE PORTICO



AFRICAN AMERICAN - THE STOOP



JAPANESE - THE ENGAWA



THE "PORCH" IN THE CENTRAL AREA DESIGN GUIDELINES

All sections of the Central Area Design Guidelines support the concept of the Porch as an architectural feature to include and celebrate in new buildings. Multi-story, mixed use buildings provide opportunity to include this concept in a variety of ways as demonstrated in the diagram to the left. The Porch may be a literal porch or stoops at grade-level residential units. The Porch can also serve commercial functions, similar to the Italian portico. Above grade, the Porch may be a balcony or bay window that provides eyes on the street and allows residents to interact with the streetscape below.



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

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



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

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



NORTH ELEVATION WITH THE ALLEY VACATION



NORTH ELEVATION WITH THE ALLEY VACATION



NORTH ELEVATION WITHOUT THE ALLEY VACATION



NORTH ELEVATION WITHOUT THE ALLEY VACATION