

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
DPD	Vanessa Murdock/733-9271	Melissa Lawrie/684-5805

Legislation Title:

Capitol Hill Light Rail Station Sites Development Agreement and Site-specific Design Guidelines

Summary of the Legislation:

A development agreement that establishes the land use and development standards that will govern the redevelopment of the properties acquired by Sound Transit on Capitol Hill for the construction of the light rail station. Additionally, the legislation will supplement the Capitol Hill Neighborhood Design Guidelines with site-specific design guidelines that will apply solely to these properties.

Background:

In October of 2011, after an intensive period of community engagement, the Department of Planning and Development (DPD) finalized the Urban Design Framework for the Capitol Hill Light Rail Station Sites. The Framework offered a vision for the redevelopment of the light rail station sites. While not regulatory, the Urban Design Framework provides important community input to inform zoning, design, and regulatory decisions. Legislation was passed by the City Council in September 2011 authorizing DPD to work with the community and Sound Transit in preparation of a development agreement for real property owned by a regional transit authority in the Capitol Hill Station Area Overlay District.

Shortly after the authorizing legislation, City and Sound Transit staff began negotiations on the terms of the proposed development agreement that if approved by both the Seattle City Council and Sound Transit Board, modifies standards for the redevelopment of the light station sites from otherwise applicable development regulations under zoning in place at that location. The development agreement and site-specific design guidelines are informed by the Capitol Hill Light Rail Station Sites Urban Design Framework that describes the community vision for the redevelopment of these sites.

Please check one of the following:

This legislation does not have any financial implications.

This legislation has financial implications.

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

The terms of the development agreement proposed in the legislation require one of the five sites (B-North) be made available exclusively for affordable housing available to individuals earning less than 60% Area Median Income (AMI). It is anticipated a future developer(s) of this site will apply for City of Seattle Office of Housing funds.

DPD Permit review staff will need additional time to familiarize themselves with the development standards in the development agreement and site-specific design guidelines. It is anticipated this time will be offset by the shorter design review process and extensive public outreach done to date that otherwise might occupy additional staff time in the Design Review Process. Also the applicability to the specific geographical location of the light rail station on Broadway, will limit the actions necessary to carry out the intent of this legislation.

b) What is the financial cost of not implementing the legislation?

There is no financial cost of failing to implement the legislation.

c) Does this legislation affect any departments besides the originating department?

The terms of the development agreement proposed in the legislation was negotiated with the participation of staff from the Office of Housing. Office of Housing funds may be made available to developers pursuing redevelopment of the site required to be exclusively affordable to individuals earning 60% or less of AMI.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?

A legislative rezone could be pursued by the City in order to achieve greater density on these sites; however, required affordable housing and a parking maximum may not be possible through such a rezone. Additionally, the time to undertake such a process would exceed the property disposition timeline currently pursued by the property owner, Sound Transit. A Contract Rezone by a potential developer could be sought, but may not produce the desired outcome over the whole of the sites.

e) Is a public hearing required for this legislation?

The Council's Planning Land Use and Sustainability committee must schedule a public hearing as required by the Land Use Code. No other public hearings have been held or planned to date

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

Notice of SEPA review and a subsequent public hearing by the Council will be published in both the Daily Journal, as well as DPD's Land Use Information Service.

g) Does this legislation affect a piece of property?

The legislation applies only to the properties acquired by Sound Transit for the

construction of the Capitol Hill light rail stations. These properties are referred to as sites A, B north, B south, C and D in the map below.
Please note the map is illustrative only.



h) Other Issues:

List attachments to the fiscal note below:

Director's report and recommendations.