

Mercy Angle Lake Family Housing

Development Agreement Summary

August 31, 2022

Project Summary:

The applicant is seeking to develop a mixed -use project on the .77-acre parcel located at 2650 200th Street South. The proposed project includes 11,000 square feet of street-level office space for The Arc of King County, a non-profit organization providing services to persons with intellectual and developmental disabilities, and 130 units of permanently affordable housing for families earning less than 30%, 50% and 60% of the area median income. This proposal includes 103 parking stalls; 25 for the commercial office and 78 for the residential units.

In concert with the code adjustments proposed through a development agreement, this proposal provides meaningful additional public benefits that align with the City of SeaTac Housing Action Plan and Comprehensive Plan. But for the Development Agreement, these additional public benefits would not be possible. These incremental additional public benefits are summarized below with additional detail provided later in this document (please see page 7 of this document for a full description of the incremental additional public benefits made possible by a Development Agreement).

- 35 additional affordable units to offset the displacement of local lower income families, including:
 - 4 additional units for families earning 30% of the King County Area Median Income (“AMI”), and
 - 31 additional units for families earning 60% of AMI;
- 10 additional affordable family-sized two- and three-bedroom units;
- 7 additional affordable units reserved for persons with intellectual and developmental disabilities (IDD);
- 35 additional affordable universally accessible units in an elevator-served building with ADA elements that exceed code minimum ADA requirements;
- A public bike parking plaza with transit screens located in front of the building;
- Increased pedestrian traffic and street activation along S. 200th created by the addition of 35 residential units and 5,500 additional sf of ground floor commercial space which is twice the code required minimum which will drive demand for services in the area and light rail ridership in the Station Overlay District and support the emergence of an Urban Village in this area;
- Two additional months of construction activity on the site that will drive additional demand for services in the immediate area during the total 18-month construction period.

Summary of Development Agreement Proposal:

1. **SMC 15.455.120 Parking Chart for Required Off-Street Spaces:** Reduce residential parking requirement to .60 stalls per unit
 - a. This request is supported by the Traffic Impact Analysis completed by Kimley-Horn which confirms that the reduced parking proposed meets the needs of the project.

According to Kimley-Horn, the ITE Parking Generation 5th Edition analysis for parking demand in affordable housing in a Dense Multi-Use Urban area concludes that .53 stalls/unit is sufficient as compared with the proposed .60 stalls/unit.

- b. There are three categories of land use identified in the ITE manual: Center City Core, Dense Multi-Use Urban, and General Urban/Suburban. The design team believes that the project site best meets the definition of “Dense Multi-Use Urban” based on the descriptions below combined with the active level of dense urban development in planning and process in the surrounding area and the City’s development goal of a pedestrian oriented Urban Village in the Station Overlay District.
 - i. Center City Core—the downtown area for a major metropolitan region at the focal point of a regional light- or heavy-rail transit system. This area type is typified by multi-storied buildings, a wide range of land uses, an extensive pedestrian sidewalk network, and shared and priced parking both on-street and in structured garages or surface lots. The area typically has more jobs than residents 8 Trip Generation Manual, 10th Edition and therefore is typically an employment destination. The area also includes the immediate vicinity of the commercial core.
 - ii. Dense Multi-Use Urban—a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.
 - iii. General Urban/Suburban—an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.

- c. Another tool that provides input into the appropriate number of parking stalls is King County Right Size Parking calculator, which, based on the location, unit mix and anticipated monthly parking cost of \$100/stall, indicates that the optimal number of parking spaces totals 67 or .51 stalls/unit. The proposed parking ratio of .60 helps compensate for the emergent nature of the Angle Lake neighborhood.
- d. This parking reduction request is mitigated by the following steps and factors that will reduce residents' demand for parking:
 - i. During lease-up of the building, the Mercy Housing onsite property management team will include information regarding the amount of available parking onsite as well as the limited surrounding street parking. In recent lease-ups, Mercy Housing has found that these efforts are helpful in matching tenant vehicles and demand for parking with the available supply of onsite parking.
 - ii. Parking will be secured and assigned by management to limit residents' expectation of unassigned parking availability.
 - iii. A short-term load zone that would fit two cars will be provided along the eastern edge of the building to facilitate ride share pickups/drops offs.
 - iv. A public transportation monitor will be installed in the building lobby that will stream real time information on Sound Transit train and King County Metro bus line departures in the immediate area to encourage and support residents using public transportation.
 - v. Management will prioritize parking spaces for large families living in the two - and three-bedroom units, as in our experience, these families often have a higher need for private vehicle transportation.
 - vi. 26 units will be reserved for persons with Intellectual and Developmental Disabilities (IDD). These residents are less likely to own a car and will rely on public transportation including King County Metro and Access vans and light rail, effectively reducing total onsite parking demand.
 - vii. Residents living at the development will have immediate access to public transportation including Sound Transit light rail located ½ block to the east and King County Metro bus lines running along S 200th and SR 99. Mercy Housing will actively support our residents' access to public transportation with onsite staff that will directly assist residents in completing their Orca cards applications. Additionally, Mercy Housing commits to purchasing an Orca card for each resident for the first three years of the project operation. As a further incentive to use public transportation, residents will be eligible for the following Metro and Sound Transportation reduced fare options:
 - 1. 14 families living at the development with incomes of less than 30% AMI will qualify for discounted fare Orca Lift Cards.
 - 2. All children and young adults under the age of 18 will be eligible to ride Sound Transit light rail and metro buses for no charge beginning September 1, 2022.
 - 3. The 26 residents with IDD will qualify for the Sound Transit Reduced Fare Permit and Access vans.

- e. The parking reduction request is further mitigated by the site's walk score of 60 out of 100 and "good" public transit score of 59 out of 100, a reflection of the site's proximity to some services and transit. The site's walk score compares favorably with the overall SeaTac walk score of 38 and very favorably with Windsor Heights Apartments, which has a much lower walk score of 36. As an example, residents will have ready transportation to the local Safeway grocery store located one mile south on International Boulevard using King County Metro Rapid Line A which runs every 15 minutes from the stop located 200 yards to east on International Boulevard.
 - f. References:
 - i. See attached Traffic Impact Analysis Dated August 2022.
 - ii. See Drawing Sheet T1.0 for unit mix and parking ratios provided.
 - iii. See Sheets A1.1, A1.2, and A1.3 for parking locations and layouts
2. **SMC 15.455.410 Off-Street Parking Design Standards:** Allow up to 30% of residential parking stalls to be provided as compact stalls.
- a. Permitting compact stalls in the residential parking allows the project to provide 6 additional parking stalls in the available space. These spaces are included in the 78 total residential parking stalls included in this proposal.
 - b. All residential parking will be assigned by building management. Residents with smaller cars will be assigned smaller parking stalls.
 - c. All commercial stalls will remain full-sized.
 - d. Compact stalls shall be 8 feet wide by 16 feet long and the backing distance shall be 24 feet.
 - i. The proposed stall size and ratio reflects the code requirements of nearby small cities including Kent (KCC 15.05.040 F), Des Moines (DMMC 18.210.100), Normandy Park, (NPMC 18.25.005) and Tukwila (TMC 18.56.040).
 - ii. Other nearby cities including Renton (RMC 4-4-080 8. C.), Burien (BMC 19.20.100 6.), and Seattle (SMC 23.54.030 E. 1.), allow significantly smaller compact parking stalls.
3. **SMC 15.310.200 Site Planning and Building Orientation:** Reduce setback to 2 feet at 26th Ave S.
- a. Reducing the setback allows the project to provide more total floor area for parking on levels 1 and 2, and for the podium-level community terrace that serves as the code-required outdoor recreation space.
 - b. Reducing the setback creates enough width in the east/west direction to allow a ramp to extend from 26th Ave S down to a basement level of parking that is not feasible without the setback reduction. Due to minimum floor-to-floor height requirements, and the IBC building height maximum, existing grades, and maximum slopes for drive ramps, the lowest parking level would not be possible without the setback reduction and without eliminating at least 10 parking stalls on the floor above to make room for the ramp below. Providing this lowest parking level not only allows the project to provide more completely screened parking, but also allows the project to provide a separate parking area for the commercial use, as required in **SMC 15.510.330 D**.
 - c. With the existing road edge along 26th Avenue South between 15 and 19 feet from the existing property line, the proposed pedestrian zone between the road and the building would be no less than 17 feet, which is greater than the required pedestrian zone for

both a principal arterial street section as provided by public works and the design standards of the Angle Lake Station Area Overlay District.

- d. References:
 - i. See 1/T1.6 for a comparison of the current setback and the proposed setback.
 - ii. See 1/A0.1 for an updated site plan.
 - iii. See 1/T1.3 for an elevation diagram illustrating location of reduced setback.
 - iv. See 26th Ave S Street Sections on sheet T1.6 for sections through the pedestrian zone showing setbacks.
 - v. See A1.1 for garage ramp location.
4. **SMC 15.400.200 Commercial, Industrial, Park Standards Chart:** Increase Maximum Lot Coverage to 81%.
 - a. Maximum building lot coverage in the RBX zone is limited to 75%, but allowed to be increased to 85% for projects providing certain development incentives per **SMC 15.425.300**. (The Economic Redevelopment incentives code inspired the bike plaza proposed in this Development Agreement).
 - b. In order for the reduced setbacks requested above to be utilized, the maximum lot coverage needs to be increased.
 - c. References:
 - i. See T1.6 for lot coverage calculation.
5. **SMC 15.445.210 Landscaping Standards Chart:** Reduce building façade landscaping width to 2 feet wide for the south portion (approximately 2/3) of 26th Ave S while maintaining code compliant transparency and weather protection at ground floor commercial space.
 - a. The façade of the ground-floor office space is intended to provide the walkable urban character as illustrated in the Angle Lake Station Area Plan. Per **SMC 15.610.610**, ground floor non-residential uses in the Station Area District Center are required to provide 75% transparency and weather protection at ground level. Weather protection that extends over a 5-foot wide planting strip would not be effective. A 2-foot wide planting strip would allow the required weather protection to extend over the sidewalk in a manner that would serve its intended functional as well as design purpose.
 - b. References:
 - i. See 2/T1.5 for planting strip widths and locations.
 - ii. See 1/A0.1 for an updated site plan.
 - iii. See 1/T1.3 for an elevation diagram illustrating location of reduced planting depth.
 - iv. See 26th Ave S Street Sections on sheet T1.6 for sections through the pedestrian zone showing planting areas.
6. Use code requirements for **SMC 15.310.460 Structured Parking** for screening of the parking levels along the north portion (approximately 1/3) of 26th Ave S.
 - a. **15.310.460: A. 2. Minimizing Views into the Parking Structure Interior.**
 - a. *For portions of parking structures without a ground floor retail, commercial, office, service or public use, a five (5) foot wide facade landscaping strip is required consisting of:*
 - i. *A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity.*

b. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall screen and minimize views into the parking structure interior by incorporating architectural elements on the parking structure facade without compromising the open parking structure requirements of the Building Code.

- b. This triangle-shaped parcel has just 3 sides. The east side along the alley is dedicated to parking access and drop off spaces. The south side along South 200th is dedicated to activated uses including lobby access to the housing and office space and the public bike parking plaza. Therefore, a portion of the required parking, building services, and utilities must be provided along 26th Ave S.
 - c. As the site narrows to the north, the parking bay takes up a larger portion of the building width on the ground and lower levels. The ground level on the north 130 feet of the 26th Ave S elevation is dedicated to uses that are not conducive to meeting transparency requirements. Additionally, the slope along 26th Ave S results in a misalignment between Level 1 and the exterior grade. Therefore, ground floor transparency at the heights stipulated in **SMC 15.310.610** is not possible along the north end of the building.
 - d. Because this parking is wrapped by other uses on three sides, it is not considered an “open” parking structure per building code, (it will require mechanical ventilation), so it would be possible to completely screen the parking and other uses in this location by using the planting noted above and architectural elements as required in **SMC 15.310.630 B. Treatment of Blank Walls.**
 - e. This northern portion of the block and building, as 26th travels north and curves away from S 200th, has a more wooded and secluded feel, especially relating to the mature trees and plantings in the road median. A wider vegetated buffer seems appropriate in this area.
 - f. References:
 - i. See 1/T1.21 for an elevation diagram illustrating locations of setbacks.
 - ii. See Sheets A1.2 and A1.3 for uses at blank wall areas.
7. **SMC 15.310.210 2. B.: Maximum Front Yard Setback:** Increase the Maximum Front Yard Setback amount that is permitted to be deeper than 10 feet.
- a. In order to provide a generous plaza at S 200th St, the facade steps back 16 feet from the property line for the plaza, then angles back toward the property line at the corner. 62% of the façade is set back farther than 10 feet.
 - b. All of the additional setback in this location is either plaza or additional landscaping.
 - i. See 1/T1.6 for setback diagram

Public Benefits:

Below is a summary of the potential additional public benefits achieved under the Development Agreement proposal.

	Public Benefits under Code Compliant Parking Ratio	Public Benefits under Sound Transit Requirements	Public Benefits under Development Agreement Proposal	Incremental Public Benefit Achieved by Development Agreement
Number of affordable housing units	95	85	130	35 additional affordable housing units
2- and 3-bedroom units	42	Not a Terms Sheet requirement but a development goal	52	10 additional units 2- and 3-bedroom units
Units below 30% AMI	10	0	14	4 additional units for families earning less than 30% AMI
Units below 60% AMI	85	85	116	31 additional units for families earning less than 60% AMI
Units for people with I/DD	19	0	26	7 additional units for persons with IDD
Universally accessible units	95	0	130	35 additional universally accessible units
Public outdoor space	Code minimum only	Not required	Public Bike Plaza	Public Bike Plaza
Resident Services	Not required	Not required	Onsite Mercy Housing Resident Services Staff providing suite of services free of charge to all residents	Onsite Mercy Housing Resident Services Staff providing suite of services free of charge to all residents
Additional Office Space & Activation of S. 200 th	5,500 sf ground floor commercial		11,000 sf of ground floor commercial	Additional 5,500 sf ground floor commercial with owner/occupant with 60 employees.

1. Affordable Housing

- a. This proposal will create 35 additional affordable units above what could be created under the existing code, including:
 - i. 4 additional units for families earning 30% of the King County Area Median Income (“AMI”)
 - ii. 31 additional units for families earning 60% AMI
- b. These additional affordable units will be reserved for low-income families for 99 years under the public and private financing covenants to be recorded on title.
- c. Mercy Housing will purchase the land from Sound Transit under the conditions included in the February 2022 Terms Sheet. This proposal will create an additional 45 affordable units above the minimum 85 affordable units required to be developed onsite under the Sound Transit Terms Sheet agreement.
- d. This proposal to increase the affordable housing on site responds to the demand for very low-income affordable housing documented in the City of SeaTac 2021 Housing Action Plan (“SeaTac HAP”).
- e. This request is further supported by the February 2022 Colliers market study that indicates that this development has a low .4% capture rate defined as the percent of the total surrounding population that would qualify for this affordable housing.
- f. These additional 35 affordable units “future proof” against the risk of displacement of lower income families identified in the SeaTac HAP . According to the SeaTac HAP, average rents in SeaTac have increased 48% since 2012 and nearly six out of ten households in the City of SeaTac are cost burdened, paying more than 30% of their income for housing costs.,
- g. The February 2022 Colliers market study identifies a low 1.2% vacancy rate in local affordable housing developments. Because of the high demand statewide for public financial subsidies needed to construct regulated affordable housing, the local supply of affordable housing is projected to increase more slowly than demand for affordable housing.

2. Family-sized Housing

- a. Under this proposal, 10 additional affordable, family-sized, two- and three-bedroom affordable housing units will be developed. As detailed in the February 2022 Colliers market study, there is a significant unmet need for affordable units for lower income large families in the City of SeaTac.
- b. According to the SeaTac HAP, the production of family sized two+ bedroom units has not kept pace with the increase in local household size; the average household size at 2.88 exceeds the average 2.42-person household size in King County. Further, 12% of the housing stock in the has more than one occupant per bedroom as compared with 3.6% in King County overall.
- c. Mercy Housing owns and operates over 2,700 units of affordable housing throughout the state of Washington, including 150 units of family housing in Kent Washington. Based on Mercy’s experience, the demand for affordable two- and three-bedroom units consistently strong. However, because it is more economical to develop and operate studio and one-bedroom units, many developments do not include two- and three-

bedroom units. Mercy Housing is deliberately focused on serving larger families in the City of SeaTac, providing two and three-bedroom units in over 40% of the units in this development.

- d. The Sound Transit RFP for this site did not specify a requirement for two- and three-bedroom units, however, recognizing the unmet need for affordable housing for large families, Sound Transit and Mercy Housing included a non-mandatory goal of achieving 50% two- and three-bedroom units in the February 2022 terms sheet. While the project's design and financial structure does not allow for half of the units to include two- and three-bedrooms, approval of the proposed Development Agreement would support the creation of an additional 10 affordable two- and three-bedroom units equal to 40% of the units. But for the Development Agreement, the project would fall much shorter of the goal of 50%.
 - e. These additional two- and three-bedroom affordable housing units contribute to the City's Comprehensive Plan goals of providing a variety of housing types in the local community and addresses the need for additional two- and three-bedroom units identified in the SeaTac HAP.
3. Housing reserved for persons with disabilities
- a. This proposal will include 7 additional affordable units reserved for persons or families with a family member with an intellectual and developmental disabilities (IDD) for a total of 26 units.
 - b. According to the City of SeaTac Comprehensive Plan, persons with IDD and other disabilities "are more likely than others to be unemployed or underemployed and are very likely to be of low income." Further, the Plan continues, "Housing for this group needs to be affordable, appropriate, and accessible."
 - c. Federal data indicates a 1.58% population prevalence of intellectual and developmental disabilities in the US. Using this number and the 2020 Census data for the City of SeaTac, there are an estimated 500 people with IDD of all ages living in SeaTac. This does not include their family members
 - d. Note that this development **will not** provide permanent supportive housing for chronically homeless residents.
 - e. Mercy Housing will partner with The Arc of King County, which will locate their headquarters on the project's ground level, to provide onsite supportive services to persons with IDD and their families living in this development.
 - f. Similar to Mercy Housing's other family and senior developments throughout Washington, Mercy Housing will also have resident services staff onsite (this staff is separate and in addition to the onsite property management staff) who will provide our residents with onsite resident services that are optional and free of charge for all families and individuals living at this development. Mercy resident services scope of programming will focus on residents' success in schools, health and wellness, and financial and housing stability. For example, at Appian Way, our 150-unit family development in Kent, Mercy will sponsor a back-to-school backpack with school supplies give away and a "meet your teacher" night in late August, ongoing after-school homework time throughout the school year along with computer lab access, and a

summer out of school time and lunch program. We have attached an outline of the Mercy Family Serviced Model for reference.

- g. Open to the Community: Mercy Housing Northwest's Resident Services programs are open to member of the surrounding community, not just residents in the building. For instance, our summer lunch programs serve any school age child in the area; and in many cases, homework support and school supplies are provided to families living in area surrounding the building who attend the same schools.
 - h. The proposed 35 additional units will also provide an increase in the supply of universally accessible affordable units in an elevator-served building to meet the "accessibility gap" identified in the SeaTac HAP. In addition to the typical code-required ADA accessibility features, Mercy Housing, as a practice, expands building accessibility elements beyond what is currently required by code. In this development, Mercy Housing anticipates including universal design features including, among other features, a wheelchair turn radius in all units, awning windows with accessible window hardware, auto door openers to all exterior and interior resident common areas, and an accessible play structure in courtyard.
 - i. This additional housing, located adjacent to light rail and King County metro bus lines, is particularly well suited for persons with IDD and physical disabilities as these individuals are less likely to own a private vehicle and more likely to require access to public transportation.
4. Activation of the neighborhood by providing above-code-minimum ground-floor commercial space with long-term owner/occupant organization:
- a. Per **SMC 15.310.730**, 50% of the length of each of the two street facing facades is required to be a commercial use, for a depth of at least 30 feet. This would result in approximately 5,500 square feet of commercial space.
 - b. The project is instead including 11,000 square feet of office space for The Arc of King County, an established local non-profit founded in 1936 The Arc of King County will be condominium owner of their office space and can therefore be expected to occupy the building as soon as construction is complete and to remain in the location for a significant duration.
 - c. The amount of commercial space provided is double minimum amount required by code, which should bring twice as many employees, clients, and visitors to the site, providing additional commercial and pedestrian activation of the area.
8. Bike Plaza to enhance multi-modal transportation infrastructure:
- a. The project will provide a public bike plaza along S 200th St, consisting of three plaza areas within a 90-foot wide, 15-foot deep building frontage area, separated by low planting areas to allow for terracing to meet the grade of the adjacent sidewalk. Elements of the bike plaza include:
 - Secure bike storage for 8 to 14 bikes, for on-demand daily rental
 - Short term bike parking racks for up to 8 bikes
 - Accessible bike parking for a broader range of populations and abilities
 - Electronic screen listing arrival times of nearby bus and light rail routes
 - Neighborhood and transit map
 - Bench seating

- b. S 200th St is designated as part of the city's Bicycle Network per the City of SeaTac Comprehensive Plan 2021 Amendment and the Angle Lake Station Area Plan. This proposal reinforces and supports the city's goals with regard to increasing multi-modal transportation including bike and transit ridership and public safety.
- d. The design elements of the bike plaza are intended to activate and enhance the walkability of this corridor and provide services to pedestrians and cyclist moving through the area, especially as the district evolves in the future. The secured bike parking will be available for commuters and other neighborhood residents using the light rail station. There will be transit screens and maps to assist locals and visitors with wayfinding, especially highlighting nearby bus stops, the light rail station, Angle Lake Park, and Des Moines Creek Trail. Bench seating and rich landscaping will also be provided to enhance the street experience.
- e. References:
 - i. See 2/T1.5 for enlarged Plaza Diagram

Written Response to Criteria for Approval in SMC 15.115.030(C)

- 1. Explain how the proposal conforms to the existing Comprehensive Plan policies. (Identify all applicable policies and make a written comment on how the proposal conforms to each policy)
 - i. **Angle Lake Station Area Plan**
 - 1. ***GP4 Encourage people-intensive land uses around the Light Rail Station*** (the Plan specifically references increased density in the District Center)
 - a. This proposal allows the project to provide 35 additional affordable housing units on site as compared to the quantity that can feasibly be provided while providing code compliant parking quantities.
 - b. This proposal includes an 11,000 sf headquarters for The Arc of King County that fronts on both S. 200th and 26th Avenue South. This provides ground floor office/service space with a people-intensive use at street level. The area of the proposed commercial ground floor use is more than twice what is required for code in this zone/overlay district. While it is true that more parking could be provided on the ground level with less commercial use in that location, the expanded, activated commercial use along with the increased housing density are consistent with and assist the city in meeting the Station Area Plan and Comprehensive Plan goals of creating people intensive land uses around the Light Rail Station.
 - 2. ***GP8 Create a visually attractive, amenity rich, active and safe pedestrian environment through building, site and streetscape design.***

Activate the Street: Locate buildings close to all adjacent streets and provide prominent street facing entries and high degrees of ground floor transparency.

Structured Parking: Parking in structures should be integrated as possible within developments and wrapped with active street frontage where appropriate.

Engage with the Sidewalk: Design in a way that engages with and complements the sidewalk by providing clear pedestrian access and design features that attract visual interest such as large ground floor windows.

- a. This proposal directly addresses the goals of the Station Area Plan listed above including:
 - i. Activate the street: The proposal to reduce the setback and landscaping requirements along 26th Ave S results in highly transparent, active, interior ground floor uses closer to the sidewalk and street. The slope of 26th Ave S makes exterior amenity-rich pedestrian uses more challenging. However, in shifting the active building uses closer to 26th Ave S, a larger public plaza along the more accessible S 200th is provided in return – with the prominent building entries, public bike plaza, street furniture, and landscaping.
 - ii. Structured parking: On the first and second levels facing S 200th and 26th Avenue S, the structured parking will be enclosed and hidden from the street by the commercial uses, residential units and street activating façade elements. At the north end of the building, where the building is narrower and parking is adjacent to 26th Ave S, the project will use design elements and landscaping to provide screening and visual interest to the facade.
 - iii. Engage with the Sidewalk: The requested reduction in façade planting requirements at the commercial street frontage along 26th Avenue South allows the building to be closer to the sidewalk and for weather protection to be provided that is functional and creates a more hospitable pedestrian experience.

b. Land Use Policy

- i. **2.2B:** *Promote dense residential and employment uses in transit communities to provide current and future residents with greater access to transportation, housing, and economic opportunities.*
 - a. This proposal would provide an additional 37% (35 total) housing units, above what is feasible with parking at the quantities required by code, providing an additional number of future residents with access to transportation, affordable housing and economic opportunities. It also provides 100% above code minimum commercial space. This increased density is desirable and appropriate given the project's proximity to the light rail station and location within the Angle Lake Station District Center transit community.

ii. Housing and Human Services

1. **Policy 3.4B:** *Promote a variety of housing types and options in all neighborhoods, particularly in proximity to transit, employment, and educational opportunities*
 - a. This proposal will assist the city in meeting the goal of providing a variety of housing options with the addition of 35 more affordable housing units on this site than allowed under code parking requirements. These units are in close proximity

to transit, employment, and educational opportunities as there are six schools within a one-and-a-half-mile radius of the site.

- b. The proposal will also assist the city in meeting the goal of providing a variety of housing types by providing an additional nine affordable two- and three-bedroom units which are in extremely high demand in the local market. A total of 40% of the units will include two- and three- bedrooms providing the variety of needed housing for larger families.

2. ***Policy 3.6D Cooperate with the private sector, non-profit agencies, and public entities in the planning and development of affordable housing in SeaTac.***

- a. This project meets this criteria as it will be developed, owned and managed by two non-profit organizations, Mercy Housing Northwest and The Arc of King County, for the purpose of providing affordable housing and services to the people of SeaTac. This development will include a collaboration between Mercy and The Arc of King County with private sector and public sector entities including King County, Sound Transit, The Washington State Housing Finance Commission, the State of Washington and the Amazon Housing Equity Fund. Mercy Housing and The Arc of King County has a combined 120 years of experience in affordable housing ownership and services to the IDD community.

3. ***Policy 3.7B Encourage the equitable distribution of special needs housing throughout the City.***

- a. This proposal increases the number of units set aside for persons with intellectual and/or developmental disabilities and for families of such persons from 19 to 26 units (20% of the total). This is a population that historically struggles to find permanent affordable and accessible housing. According to The Arc of King County, there are approximately 500 individuals in the City of SeaTac with intellectual and developmental disability. There are 200 individuals in the City of SeaTac receiving services through The Arc of King County. Based on the high percentage of individuals with IDD who are also physically disabled and unable to afford a private vehicle, this proposal further encourages the equitable distribution of special needs housing in a location adjacent to the light rail station that is particularly well-suited meeting the needs of this special needs population.

iii. **Transportation:**

1. ***Policy 4.4G Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations as described in the Safe and Complete Streets Plan.***

- a. This proposal assists the city in meeting its goal of extending bicycle facilities and providing connections to regional facilities and destinations through the inclusion of a public bike parking plaza on S 200th that will include secured bicycle parking facilities, along with wayfinding and transit information for pedestrians and cyclists.

2. ***Policy 4.6A Consider flexibility in general City parking requirements for new developments that aligns parking supply with demand while supporting multi-modal objectives promoting use of alternative modes while minimizing the potential for spillover into neighborhoods.***

- a. This proposal addresses the city's goals by providing additional multi-modal infrastructure through proximity to the Light Rail and inclusion of the public bicycle parking plaza to be located on S. 200th. Additionally, this proposal aligns the project's proposed parking supply with demand while minimizing the potential for spillover, as documented in and supported by the Kimley Horn traffic study and follow up memo along with the King County Right Sized Parking calculation.
2. Explain how the terms of the development agreement are generally consistent with the development regulations of the City (zoning, subdivision, fire, building, street, stormwater)
 - a. The intent of the development agreement is to better allow the project to meet the goals of the Comprehensive Plan and intent of the City's zoning regulations. Fire department access, stormwater management, and building code approach are all compliant with the City's development regulations and are unchanged from previous iterations of the projects that have been reviewed by the city.
3. Identify and list how the project or proposal elements, such as permitted uses, residential densities, nonresidential densities and intensities or structure sizes, are adequately provided for in the proposed development.
 - a. With the exception of the proposed reduction in setback along 26th Ave S the intensities, sizes, and uses are permitted outright by the zoning code.
4. Explain how the site:
 - a. Is adequate in size and shape for the proposed project or use;
 - i. At only .77 acres, the project site is well suited for a single-building multifamily project, and at 261 x 160 feet at its widest dimensions, the building footprint is comparable to several nearby hotel and apartment projects. The project will be approximately ten feet shorter than the adjacent parking garage.
 - ii. The proposed multifamily housing is well suited to the site shape and use.
 - b. Conforms to the general character of the neighborhood; and
 - i. The neighborhood is currently in transition from low density to the more intensive use allowed under the Station Overlay. The intent of this development agreement proposal is to develop a project that is consistent with and supportive of the neighborhood goals outlined in the Comprehensive Plan.
 - c. Would be compatible with adjacent land uses.
 - i. The project site and the project are compatible with adjacent land uses. The use is particularly well aligned with the transit use to the east. There are no known uses planned for the site to the west and northwest; these are controlled by the Port of Seattle. The parcels to the south are anticipated be developed in the near future into mixed-use projects that would be compatible with this multifamily development.
5. List and explain how specific development mitigation measures, development conditions, and mitigation requirements under the Washington State Environmental Policy Act (SEPA) are provided.
 - a. The project will meet the standard specific mitigation measures, condition and requirements under SEPA. There are no known non-standard mitigation measures indicated by the Environmental Site Assessment or the SEPA checklist.

6. List and explain how adequate and appropriate building/site design standards, such as maximum building heights, building setbacks, drainage and water quality requirements, landscaping, irrigation, lighting, and other development features, as applicable, are provided.
 - a. Unless as otherwise requested above, the project will comply with governing codes for the criteria listed above.
 - b. Maximum building height will comply with Washington State Building Code, Fire Department Regulations, and FAA requirements.
 - c. Drainage and water quality will be coordinated and comply with Public Works and with the appropriate utility providers requirements.
7. If applicable, list and explain how targets and requirements regarding affordable housing are addressed.
 - a. 100% of the 130 units will be reserved for households making less than 30%-, 50%- and than 60% of the area median income,
 - b. Covenants will be recorded on title by public and private funders requiring project remains affordable for at least 99 years.
 - c. Additionally, these covenants will stipulate that 20% of the units be set aside for large families in three-bedroom units and that 20% of the units will be reserved for persons with intellectual and developmental disabilities and their families who are disproportionately likely to be under- employed and lower income.
8. Explain how provisions are sufficient to assure requirements of parks and open space preservation are met.
 - a. The project is providing almost twice code minimum required open space (9.26%). The project also complies with requirements for residential recreation space with 80% of the required recreation space provided outdoors on the community terrace.
9. Explain any proposed interim use and phasing of developing or construction. List all proposed conditions under which the interim use shall be converted to a permanent use, including the time period for the conversion.
 - a. There is no proposed project phasing; it will be permitted and constructed as one project. There are no interim uses planned.
10. Where a “phased” development agreement is proposed, provide a site plan (or plans) clearly show the proposed interim and final use.
 - a. N/A
11. List and describe any requested departures from the standards in the municipal code by code section, including if any of the departures are only for a proposed interim use.
 - a. All requested departures are intended to be permanent.
 - b. See “Summary of Development Agreement Proposal” above for more detail.
 - c. **SMC 15.310.210 Building Placement/Setbacks –**
 - i. **A. Front Yard Setback. 1. Minimum.** – The project proposes to reduce the minimum setback along 26th Ave S from five feet to two feet.
 - ii. **2. b.: Maximum Front Yard Setback** – The project proposes to increase the length of front yard setback that is over 10 feet.
 - d. **SMC 15.310.610 Street Level Design –**

- i. **A. Ground Floor Transparency Requirements.** – The project proposes to waive transparency requirements at the north portion of 26th Ave S.
 - ii. **C. Pedestrian Weather Protection Along Building Facades.** – The project proposes to waive weather protection requirements at the north portion of 26th Ave S.
 - e. **SMC 15.400.200 Maximum Lot Coverage for RBX Zone** – The project proposes to increase the maximum lot coverage to 81%
 - f. **SMC 15.445.200 Landscaping Standards** –
 - i. **BUILDING FACADE IF >30 FT. HIGH OR >50 FT. WIDE** – The project proposes to reduce the width of building façade landscaping to 2 feet at the south portion of the 26th Ave S elevation.
 - g. **SMC 15.455.110 Required Off-Street Parking Spaces** –
 - i. **Multi-Family** – This project proposes to reduce the required number of residential parking stalls to 78, thereby providing a .60 stall per unit parking ratio.
12. If permanent code departures are requested, document how the departures are offset by a benefit to the City of equal or greater value relative to the departure requested.
- a. **SMC 15.310.210 A. 1.** – Reducing the building setback along 26th Ave S allows the project to provide more residential units, more outdoor recreation space, and a separate level of parking for the office use. The existing right-of-way along 26th Ave S is sufficiently wide for a generous pedestrian zone without needing to provide the setback, and there are also no adjacent parcels on which the project would be impeding by reducing the setback.
 - b. **SMC 15.310.210 A. 2. b.** – Increasing the length of deeper setback at S 200th St allows for a larger and more gracious public plaza area.
 - c. **SMC 15.310.610 A.** – The area in which transparency is proposed to be waived is structured parking, commercial trash room, and fire sprinkler riser room (which is required by the fire department to be accessible from the exterior), and the slope of the sidewalk is such that the floor of the second level of parking would be at or just below eye-level. If transparency was to be provided at these locations, the view into the building would be less attractive than the proposed landscaping/art/visual interest.
 - d. **SMC 15.310.610 C.** – The area in which weather protection is proposed to be waived has a significant slope, and will not provide transparency, so weather protection is less appropriate in this location than the proposed 5-foot landscape buffer.
 - e. **SMC 15.400.200** – The increased lot coverage allows the larger footprint required to provide the increased affordable housing, increased office space, and other benefits provided by this Development Agreement.
 - f. **SMC 15.445.200** – The area in which the building façade landscaping is proposed to be reduced is in the zone that is providing transparency and weather protection. Weather protection is not functional if most or all of it is above landscaping. As noted above, the comprehensive plan suggests transparency and weather protection for a more welcoming and walkable pedestrian area where appropriate.
 - g. **SMC 15.455.110** – Requiring fewer parking stalls per unit allows the project to provide more overall housing as well as to reserve more ground floor area for office space, which will provide a significant number of jobs to the region. Optimizing Transit Oriented Development that reduces car traffic and allows people to participate in

society without necessarily owning a car is acknowledged to be good for the neighborhood, the city, and the region.

13. Describe the build-out or vesting period for the proposal.
 - a. Construction is anticipated to begin in June of 2023 and is expected to be complete by the end of December 2024.
14. Describe the particular public benefit that will accrue to the City if the development agreement is approved.
 - a. The primary benefit of this development agreement is the addition of 35 additional affordable housing units, including significantly more units of family-sized affordable housing and housing for persons with IDD. See above section titled “Public Benefits” for more information.
 - b. A key additional benefit is the activation of South 200th and 26th Avenue S with increased pedestrian traffic and demand for services generated from the housing residents, and the employees and families served by The Arc of King County at their 11,000 sf ground floor headquarters fronting on these arterials.