

Seattle Streetcar Center City Connector
Seattle, Washington
Small Starts Project Development
(Rating Assigned November 2016)

Summary Description	
Proposed Project:	Streetcar 1.3 Miles, 4 Stations
Total Capital Cost (\$YOE):	\$166.55 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (45.0%)
Annual Operating Cost (opening year 2020):	\$5.68 Million
Current Year Ridership Forecast (2014):	11,000 Daily Linked Trips 3,457,200 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	20,100 Daily Linked Trips 6,343,600 Annual Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The City of Seattle proposes to connect the existing South Lake Union Streetcar Line with the First Hill Streetcar Line, which began operations in January 2016. The project includes transit signal priority, expansion of the existing maintenance facility, modifications to two existing stations, and the purchase of 10 vehicles. The service is planned to operate 21 hours a day on weekdays and 17 to 19 hours a day on weekends and holidays, with service every five minutes during peak periods and every five to 7.5 minutes during weekday off-peak periods and weekends.

Project Purpose: The project will serve the growing demand for Center City circulation trips and is expected to improve transit service quality and reliability downtown because it will operate in exclusive transit lanes. The streetcar will support local circulation for people arriving in the Center City on 56 bus routes, three bus rapid transit lines, regional light rail, two commuter rail lines, and a number of passenger ferries. It will also provide connections with Amtrak and intercity bus services.

Project Development History, Status and Next Steps: The project entered Small Starts Project Development in July 2014. The City selected a locally preferred alternative in July 2014 that was added to the region's fiscally constrained long range transportation plan in November 2014. The City anticipates completion of the environmental review process with receipt of a Finding of No Significant Impact in early 2017, receipt of a Small Starts Grant Agreement in 2017, and the start of revenue service in March 2020.

Significant Changes Since Last Evaluation (November 2015): The total project cost increased from \$134.88 million to \$166.55 million due to additional design, increased administrative costs and a refined utility relocation scope. The City of Seattle's anticipated Small Starts funding amount did not change, but the Small Starts share decreased from 56 to

45 percent because of the cost increase. Additionally, the City now anticipates receiving an SSGA in 2017 rather than October 2016.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	45.0%
Section 5339 Alternatives Analysis	\$0.90	0.5%
Local:		
City of Seattle Municipal General Obligation Bonds	\$58.93	35.5%
City of Seattle Municipal Utility Reimbursement Revenues	\$31.73	19.0%
Total:	\$166.55	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: High

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density across all station areas is 19,100 persons per square mile, which rates High on FTA benchmarks. Total corridor employment is 196,000, which corresponds to a Medium-High rating. On-street parking in the core central business district (CBD) area averages \$26 per day, corresponding to a High rating per FTA benchmarks. There are currently 0.3 parking spaces per employee in the CBD, corresponding to a Medium rating per FTA benchmarks. The ratio of the proportion of LBAR housing units within proposed station areas to the proportion in the county served by the project is 7.45, rating High by FTA benchmarks.
- The Center City Connector corridor, which essentially encompasses downtown Seattle, is lined with high-density development including mid- to high-rise mixed-use office and residential buildings. Existing land uses along the corridor include office buildings, parking garages, retail stores/services, hotels, government services, multifamily residential, and civic, cultural, and entertainment uses. Many of the buildings are mixed-use, with ground floor retail. In the outer parts of the corridor, away from the downtown core, there are also some warehouses, surface parking lots, and a small amount of vacant land. The pedestrian environment is well developed throughout the corridor, with nearly complete sidewalk coverage as well as marked and signalized pedestrian crossings.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High

- *Transit-Supportive Corridor Policies:* Seattle has a very strong planning emphasis on transit-oriented and compact development. The City's current comprehensive plan (2005) directs the majority of growth to Urban Centers and Urban Villages, with the greatest percentage of that growth directed at the Urban Centers of greater downtown. The percentages could be further increased per the draft comprehensive plan update that is expected to be adopted in mid-2016. Neighborhood plans support high densities along the alignment and include various recommendations for pedestrian and streetscape improvements. Seattle's Design Review Guidelines address the downtown streetscape to reinforce positive urban form and a strong pedestrian environment. The City has continued to program capital improvements to address pedestrian deficiencies. Parking policies include residential permit zones, on-street priced parking, and prioritizing curb space for transit.
- *Supportive Zoning Regulations Near Transit Stations:* The Center City Connector passes through some of the city's most intensively zoned land use districts. Base floor area ratios (FAR) typically range from three to seven in the corridor, but these can be increased to as much as five to 20 through the use of incentives and transfer of development rights. Seattle makes extensive use of incentive zoning; bonus FAR can be provided for public amenities such as rail transit station access, pedestrian improvements, open space, affordable housing, child care facilities, human services, and green street improvements, and uses such as residential and ground-floor retail are often exempted from FAR calculations. The downtown land use code also relies upon location-specific overlays to regulate street level uses and building design attributes. Parking maximums are in place for all non-residential development at one parking space per 1,000 square feet.
- *Tools to Implement Land Use Policies:* Regional and local government agencies have been leading transit-supportive planning and outreach for some time. These efforts have included station area planning efforts led by Sound Transit and the City of Seattle for the existing and planned light rail system. Seattle has a multifamily tax exemption program that can be applied for developments with an affordable housing component in transit station areas. A plan-level environmental impact review can be conducted for major projects to streamline state-level review requirements.

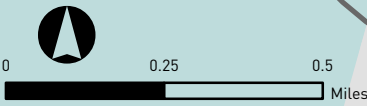
Performance and Impacts of Policies: High

- *Performance of Land Use Policies:* Recent development activity in the Center City has been robust. Of the 10,000-unit residential growth target set for the Downtown Urban Center between 2005 and 2024, 54 percent had been constructed and 89 percent permitted as of the last quarter of 2013. There are currently 53 projects in development along the corridor. Most are mixed-use projects with ground floor retail and upper level office, hotel, or residential use.
- *Potential Impact of Transit Investment on Regional Land Use:* Although the Seattle CBD is largely built-up, there are still a significant number of vacant or redevelopable parcels in the corridor, including older or low quality buildings, vacant lots, or surface parking. The City's development capacity model shows a potential for 11.5 million square feet of commercial development and 29,000 residential units over 10 years considering current market conditions.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- Seattle has a range of plans and policies in place related to support affordable housing, using both public and private market tools. The City is working to create new policy goals that will direct the vast majority of new affordable housing into transit communities. The City's comprehensive plan includes targets for the number of new housing units by income level. Seattle makes use of incentive zoning, allowing additional residential or non-residential floor area beyond base height or FAR limits to be achieved in certain zones, including downtown, for a variety of incentives including provision of affordable housing. While projects are underway in existing streetcar corridors, no examples were provided of current or proposed projects in the Connector corridor incorporating an affordable housing element.

- Proposed Alignment and Stops
- Proposed Turnaround Track
- Analysis Zones
- 1/2 mile buffer around Stops
- Existing Streetcar
- Existing Maintenance Facility Access Track
- Existing Maintenance Facility
- Proposed Maintenance Facility Expansion Site
- Key Arena
- Marion St Pedestrian Bridge
- Seattle Childrens Museum
- Intermodal Hub
- Sound Transit Link Light Rail Station
- Ferry
- Major Landmarks



Data Sources: King County GIS, City of Seattle, PSRC