

Attachment E

ARCH Preliminary Site Analysis- Plymouth Redmond PSH

SITE ADDRESS: 16725 CLEVELAND ST. REDMOND, WA

LOT AREA: 25,913 SF

ZONING: Downtown Mixed Use, Anderson Park

Proposed project

Plymouth contemplates developing 100 residential units, residential open space, supportive service amenities, and ground floor retail in a 5-story building on the Cleveland St. site.

The proposed residential area is driven and limited by four items that would impact any potential mixed-use development on the site.

1. Site dimensions;
2. Height limits;
3. Parking requirements; and
4. Shallow water table.

Based on these constraints, the preliminary Plymouth plan does not leave significant unrealized development capacity on the site.

Development Capacity:

1. The proposed site is a long skinny site (approximately 120' by 235') with vehicular and garbage access solely from Cleveland Street. This constraint narrows the allowable building width on the site by an additional 20'.
2. Plymouth's preliminary program maximizes the 5 stories allowable on the site. Other developers may seek a 6th floor through a TDR or Green Building program. An additional floor may yield 25 additional units. Plymouth is not seeking either route because of timing and financial limitations. Additionally, the parking requirements may be increased directly to the number of units, resulting in 31 additional required stalls.
3. The current parking requirement per Table 21.10.040C dictates a required 125 spaces for a 100 unit development. Plymouth is working to confirm their proposed development will meet Section 2 of RCW 36.70A.620 with 100% of the units serving people with disabilities.

The parking requirement may limit additional unit creation if another floor were feasible for non-affordable, senior, or supportive housing.

4. Plymouth does not have site specific geotechnical analysis at this time. Anecdotal information from other developers in the downtown area identify the water table is fairly shallow which may limit the depth of subterranean parking to a single level. 100 parking stalls is not feasible in a single level of parking. The water table would limit the parking stall count, and therefore,

residential unit count of any development not eligible for parking reductions will limit the total number of units created on the site.

Development Alternatives

The following table summarizes potential development alternatives to achieve affordable housing on the property.

Program:	Plymouth Housing	4% Family*	4% Senior	Market Rate**
Units:	100	60	100	60
Narrative:	Supportive Housing for people with disabilities and exiting homelessness; uses parking reduction.	Blend of Studio, 1br, and 2br units in 6 story building; may need parking reduction	Affordable, senior housing in 5 story building in similar layout as Plymouth; uses parking reduction.	Blend of Studio, 1br, and 2br units in 6 story building; no parking reduction; affordable produced through mandatory requirements
Total Affordable Units:	100	60	100	6
0-50% AMI	100	0	0	0
51-60% AMI	0	60	100	0
61-80% AMI	0	0	0	6*
Assessed Land Value:	\$4,664,300	\$4,664,300	\$4,664,300	\$4,664,300
Land Investment per affordable unit:	\$46,643	\$77,738	\$46,643	\$777,383

Notes:

*A 4% family project may have challenges competing for funding with larger projects that can achieve greater construction cost-efficiencies.

**In a market rate development, the City may be able to negotiate a small additional set-aside of affordable units by contributing the full value of the land (estimated 10-15 units).

Conclusion

Based on these potential alternatives, the proposed Plymouth project represent a relatively greater return on the City's investment of land in terms of the number of affordable units created and the depth of affordability.