

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact	CBO Contact
Seattle Dept of Transportation	Bill LaBorde	Aaron Blumenthal

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to City streets; designating the name of a new street constructed as part of the Central Waterfront project, connecting Alaskan Way with Elliott and Western Avenues, between Pike and Bell Streets, as “Elliott Way”; truncating use of the Elliott Avenue name at Western Avenue; superseding prior ordinances to the extent inconsistent; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: SDOT and the Office of the Waterfront and Civic Projects are building a new roadway connecting the reconstructed Alaskan Way with connecting Alaskan Way existing Western and Elliott Avenue couplet that runs north-south through Belltown. The new street runs from Pike St to Bell St where it connects to Western Ave.

The new street has been designated as “Elliott Way” in all Waterfront planning, design and outreach documents since before publication of the Waterfront Seattle Framework and Concept Plans in July 2012 and in subsequent environmental documentation, including the Draft and Final Environmental Impact Statement, which was published in October 2016. This consistent use of Elliott Way through all phases of project development reflects the intuitiveness of the new name given its geographic location and connection most directly with Elliott Ave at the north end of the street. The new connector street has been under construction since December 2019 and is now nearing substantial completion. Truncating use of the Elliott Avenue name at Western Avenue is consistent with existing addressing and decreases potential confusion from intersections with similar colloquial names.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes x No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes x No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

SDOT is required to manufacture, install and maintain new street name signs regardless of the name ultimately selected and, so, the cost of these signs has already been reflected in the Waterfront spend plan and in appropriations bills already approved by Council.

Are there financial costs or other impacts of *not* implementing the legislation?

Not directly (though see response to Question 4a below)

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

In addition to SDOT and the Office of the Waterfront and Civic Projects, this legislation impacts SFD and SPD and their navigation for emergency services. Disconnected names within the street grid have the potential to create confusion when reporting incidents or responding to incidents, causing an increase in response time. This change will require additional training for first responders and call takers and will need to be included in updates to navigational systems.

b. Is a public hearing required for this legislation?

No

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

No

d. Does this legislation affect a piece of property?

Yes, this legislation impacts the address of one parcel (King County Parcel ID 1977200245), currently using 2101 Western Avenue, 2103 Western Avenue and 2107 Elliott Avenue as addresses. The parcels are currently occupied by “Allegra Properties.” The addresses will be unchanged.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

This legislation is not anticipated to disproportionately impact vulnerable or historically disadvantaged communities.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

No

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

No

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)?**

N/A

Summary Attachments:

Summary Attachment A – Alaskan Way and new Elliott Way

Summary Attachment B – Alaskan Way from Union to Pine

Summary Attachment C – Elliott Way from Pine to Virginia

Summary Attachment D – Undeveloped Elliott Way RR Franchise

Summary Attachment E – Elliott Way from Virginia to Blanchard

Summary Attachment F – Elliott Way from Blanchard to Western

Summary Attachment G – Elliott Ave at Western