

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	Executive Contact/Phone:
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** 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

a. Legislation Title: AN ORDINANCE related to a settlement agreement between the City, the Washington State Department of Transportation, King County, and the Alliance for Pioneer Square related to an appeal of the City's Final Environmental Impact Statement for the Alaskan Way, Promenade, and Overlook Walk projects; approving the agreement and authorizing the Directors of the Office of the Waterfront and the Department of Transportation to implement the terms of the settlement agreement.

b. Summary and background of the Legislation:

The City began the environmental review process for the Waterfront Seattle program with the Environmental Impact Statement (EIS) scoping process in August 2013. Environmental review is an important step in the planning and design of the future waterfront.

In 2015 and 2016 respectively, the City published a Draft and a Supplemental Environmental Impact Statement for the Alaskan Way, Promenade and Overlook Walk. Following public meetings and opportunities to comment on both the Draft and Supplemental Draft, the City of Seattle released the Final Environmental Impact Statement (EIS) on October 31, 2016. The Final EIS evaluates the potential impacts to the natural and built environment that could result from the AWPOW projects and responds to the public comments submitted during the comment periods for the AWPOW Draft EIS and Supplemental Draft EIS.

The Alliance for Pioneer Square filed an appeal of the adequacy of the Final EIS to the City Hearing Examiner. The Washington State Department of Transportation (WSDOT) and King County (County) intervened in the appeal of the Final EIS to the Hearing Examiner. The City, WSDOT and County deny that the FEIS is inadequate.

The Alliance, the City, WSDOT and County (the Parties) are entering into this Agreement to fully resolve any dispute over the adequacy of the AWPOW FEIS. This settlement agreement will allow the project to proceed to implementation. The agreement covers several issues:

- Access to the Habitat Bench immediately north of the Washington Street Boat Landing.
- Funding, through the Waterfront Local Improvement District, for improvements to east-west connections in Pioneer Square.
- Construction coordination and communication during construction of Alaskan Way and the east-west connection improvements.

- Funding of existing low-rate short-term parking agreements during construction.
- The design of Alaskan Way between Yesler Way and South King Street; in particular, terms for future retrofit of SR 519/Alaskan Way between Yesler Way and South King Street to narrow Alaskan Way by eliminating the transit lane on each side of Alaskan Way when light rail to West Seattle becomes operational.

2. CAPITAL IMPROVEMENT PROGRAM

- a. Does this legislation create, fund, or amend a CIP Project? ___ Yes ___X_ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget? ___ Yes ___X_ No
- b. 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?

The settlement agreement provides that the City will retrofit SR519/Alaskan Way between Yesler Way and South King Street to narrow Alaskan Way within fifteen (15) months of the completion of Sound Transit Light Rail to the West Seattle Alaska Junction, subject to future budget approval that would be a direct long-term cost for the City. In addition, the agreement states that the City will provide and maintain access for the public to the Habitat Bench immediately north of the Washington Street Boat Landing, which may result in increased long-term operations and maintenance costs. Also, the settlement agreement includes an agreement to increase funding for east/west connection improvements in Pioneer Square from \$12 million to \$20 million, which would be funded by the proposed Waterfront Local Improvement District.

- c. Is there financial cost or other impacts of *not* implementing the legislation?

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?
No.
- b. Is a public hearing required for this legislation?
No.
- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?
No.
- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No.

e. Does this legislation affect a piece of property?

No.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

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).

This legislation supports the City's long-term goal to improve Seattle's Waterfront.

h. Other Issues:

List attachments/exhibits below: