



Legislation Text

File #: CB 120062, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Madison Bus Rapid Transit (BRT) - RapidRide G Line project; authorizing the Director of the Seattle Department of Transportation (SDOT) to acquire, accept, and record, on behalf of The City of Seattle, a signal pole and trolley wire easement from Seattle University, a Washington non-profit corporation, situated in a portion of Lots 1 through 6, Mile's Addition to the City of Seattle, together with a portion of vacated East Spring Street, vacated 11th Avenue, and vacated Madison Court, and an easement for public sidewalk from Casita Grande LLC, a Washington limited liability company, situated in a portion of Block 6, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (Commonly known as Nagle's Addition to the City of Seattle); designating the easements for transportation purposes, placing the easements under the jurisdiction of SDOT; and ratifying and confirming certain prior acts.

WHEREAS, the Madison Bus Rapid Transit (BRT) - RapidRide G Line project (the "Project") is identified as a priority project in The City of Seattle's (the "City") 2012 Transit Master Plan and the Seattle Department of Transportation's 2015 Move Seattle 10-Year Strategic Vision for Transportation; and

WHEREAS, to that end, the Project is one of seven multimodal projects created and implemented in partnership between the City and King County Metro to re-channelize lanes, improve signal operations, and add transit stations to create a bus rapid transit service along the Madison Street corridor; and

WHEREAS, once the Project is completed, King County Metro will operate bus service along the Madison Street corridor from 1st Avenue in downtown Seattle's Central Business District to Martin Luther King Jr. Way in Madison Valley as the Madison BRT - RapidRide G Line route (the "G Line"); and

WHEREAS, the G Line will serve densely developed neighborhoods in downtown Seattle, the Waterfront, First Hill, Capitol Hill, the Central Area, and Madison Valley by providing a vital link in the region's high-capacity transit network and connecting dozens of King County Metro bus routes such as Route 48

along 23rd Avenue, including numerous regional transit opportunities, the 3rd Avenue Transit Spine, the University Street Link Light Rail Station, the Seattle Streetcar system, and ferry service at the Colman Dock Ferry Terminal via the Marion Street Pedestrian Bridge; and

WHEREAS, the Project consists of high-capacity transit and multimodal improvements along the G Line and on Spring Street between 1st Avenue and 9th Avenue; and

WHEREAS, the Project will deliver pedestrian and bike improvements for access and safety, including new and/or improved Americans with Disabilities Act-compliant ramps, signal and infrastructure upgrades, re-pavement, new public art, and landscaping; and

WHEREAS, the Seattle Department of Transportation is coordinating the Project design with Seattle Public Utilities (SPU) and Seattle City Light (SCL) to enhance streetlights; fiber communications; power, water, and sewer infrastructure; and drainage improvements; and

WHEREAS, more specifically, SCL will fund the streetlight improvements in the First Hill neighborhood and SPU will replace a water main and repair/replace drainage and wastewater structures and pipes; and

WHEREAS, the Project will improve transit capacity, frequency, travel time, reliability, connectivity, and comfort, and provide safe public transportation for historically underserved neighborhoods between the Central District and the Seattle Waterfront; and

WHEREAS, the easements granted to the City are necessary to complete and maintain the Project; NOW,

THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Signal Pole and Trolley Wire Easement, dated July 7, 2020, granted by Seattle University, a Washington non-profit corporation, recorded under King County Recording Number 20200722001585 and attached as Attachment 1 to this ordinance, granting to The City of Seattle (the “City”) an easement for constructing, repairing, replacing, and maintaining two traffic signal poles and related equipment, and for attaching and maintaining support wires for the trolley bus wires attached to said traffic signal poles,

over, under, upon, and across property legally described and depicted in Exhibits A and B of Attachment 1 to this ordinance, is accepted.

Section 2. The Easement for Public Sidewalk, dated November 3, 2020, granted by Casita Grande LLC, a Washington limited liability company, recorded under King County Recording Number 20201117003206 and attached as Attachment 2 to this ordinance, granting to the City an easement for public sidewalk, over, under, upon, and across property legally described and depicted in Exhibits A and B of Attachment 2 to this ordinance, is accepted.

Section 3. The easements accepted in Sections 1 and 2 of this ordinance are designated for transportation purposes and placed under the jurisdiction of the Seattle Department of Transportation.

Section 4. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 5. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2021, and signed by me in open session in authentication of its passage this ____ day of _____, 2021.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2021.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2021.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment 1 - Recorded Signal Pole and Trolley Wire Easement granted by Seattle University

Attachment 2 - Recorded Easement for Public Sidewalk granted by Casita Grande LLC