



SEATTLE CITY COUNCIL

Transportation and Utilities Committee

Agenda

Wednesday, December 16, 2020

9:30 AM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

Alex Pedersen, Chair
Dan Strauss, Vice-Chair
M. Lorena González, Member
Lisa Herbold, Member
Tammy J. Morales, Member
Debora Juarez, Alternate

Chair Info: 206-684-8804; Alex.Pedersen@seattle.gov

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206-684-8888 (TTY Relay 7-1-1), email CouncilAgenda@Seattle.gov, or visit
<http://seattle.gov/cityclerk/accommodations>.



SEATTLE CITY COUNCIL
Transportation and Utilities Committee
Agenda
December 16, 2020 - 9:30 AM

Meeting Location:

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or Seattle Channel online.

Committee Website:

<http://www.seattle.gov/council/committees/transportation-and-utilities>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

In-person attendance is currently prohibited per Washington State Governor's Proclamation No. 20-28.14 through January 19, 2021. Meeting participation is limited to access by telephone conference line and Seattle Channel online.

Register online to speak during the Public Comment period at the 9:30 a.m. Transportation and Utilities Committee meeting at <http://www.seattle.gov/council/committees/public-comment>.

Online registration to speak at the Transportation and Utilities Committee meeting will begin two hours before the 9:30 a.m. meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Pedersen at Alex.Pedersen@seattle.gov

Sign-up to provide Public Comment at the meeting at <http://www.seattle.gov/council/committees/public-comment>

Watch live streaming video of the meeting at <http://www.seattle.gov/council/watch-council-live>

Listen to the meeting by calling the Council Chamber Listen Line at 253-215-8782 Meeting ID: 586 416 9164

One Tap Mobile No. US: +12532158782,,5864169164#

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [Appt 01711](#) **Appointment of Yasir Alfarag as member, Seattle Bicycle Advisory Board, for a term to August 31, 2021.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

Presenter for Items 1 - 4: Simon Blenski, Seattle Department of Transportation (SDOT)

2. [Appt 01712](#) **Appointment of Maimoona Rahim as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

3. [Appt 01713](#) **Reappointment of Andrew L. Dannenberg as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

4. [Appt 01714](#) **Reappointment of Sarah Udelhofen as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

5. [Appt 01715](#) **Appointment of Arthur Kuniyuki as member, Seattle Transit Advisory Board, for a term to August 2, 2022.**
- Attachments:* [Appointment Packet](#)
- Briefing, Discussion, and Possible Vote
- Presenter for Items 5 to 7: Nico Martinucci, SDOT
-
6. [Appt 01716](#) **Reappointment of Keiko Budech as member, Seattle Transit Advisory Board, for a term to August 2, 2022.**
- Attachments:* [Appointment Packet](#)
- Briefing, Discussion, and Possible Vote
-
7. [Appt 01717](#) **Reappointment of Barbara A. Wright as member, Seattle Transit Advisory Board, for a term to August 2, 2022.**
- Attachments:* [Appointment Packet](#)
- Briefing, Discussion, and Possible Vote
-
8. [Appt 01718](#) **Appointment of Akshali Gandhi as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2021.**
- Attachments:* [Appointment Packet](#)
- Briefing, Discussion, and Possible Vote
- Presenter for Items 8 and 9: Polly Membrino, SDOT
-
9. [Appt 01719](#) **Appointment of Emily D. Davis as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.**
- Attachments:* [Appointment Packet](#)
- Briefing, Discussion, and Possible Vote

10. [CB 119955](#) **AN ORDINANCE relating to Seattle Public Utilities; relating to certain properties in the city of Renton at the intersection of Interstate 405 and Seattle Public Utilities' (SPU) Cedar River Pipelines right-of-way; declaring certain property rights surplus to the needs of SPU; authorizing the General Manager and Chief Executive Officer of SPU to execute and deliver a Quit Claim Deed to the Washington State Department of Transportation and to accept a Quit Claim Deed and three easements from the State of Washington as consideration for the release of the surplus property rights, all as necessary for the relocation of SPU's Cedar River water transmission pipelines in conjunction with the State's construction of the I-405 Renton "S" Curves project; all located in the SE quarter of the NW quarter of the SW quarter of Section 17, Township 23, Range 5 East, W.M., King County, Washington; and ratifying and confirming certain prior acts.**

Attachments: [Att A - Quit Claim Deed from City to State](#)
 [Att B - Quit Claim Deed from State to City](#)
 [Att C - Easement from State to City for Areas within Limited Access](#)
 [Att D - Easement from State to City for Areas outside Limited Access](#)
 [Att E - Transfer of Easement from State to City](#)
 [Att F - Map Depicting Areas of Conveyance](#)

Supporting
Documents: [Summary and Fiscal Note](#)
 [Summary Ex 1 – Vicinity Map](#)
 [Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Brian Goodnight, Council Central Staff; Eugene Mantchev, Seattle Public Utilities (SPU)

11. [CB 119958](#) **AN ORDINANCE relating to the Cedar River Watershed; authorizing two years of ecological thinning, in accordance with the Cedar River Watershed Habitat Conservation Plan, in Sections 8 and 9, Township 22, North, Range 8, East, W.M., Sections 3, 4, and 10, Township 21, North, Range 10, East, W.M., and Section 33, Township 22, North, Range 10, East, W.M.; declaring the logs resulting from ecological thinning to be surplus to the City's needs; authorizing the sale of such logs pursuant to applicable City contracting and surplus property sale procedures; and directing deposit of the proceeds therefrom to the Water Fund for the purposes of the Habitat Conservation Plan implementation.**

Supporting
Documents:

[Summary and Fiscal Note](#)

[Summary Att A – Proposed Ecological Thinning 2021-2022](#)

[Presentation](#)

[Muckleshoot Support Letter](#)

[Sierra Club Support Letter](#)

Briefing, Discussion, and Possible Vote

Presenters: Brian Goodnight, Council Central Staff; Rolf Gersonde and Amy LaBarge, SPU

12. [CB 119963](#) **AN ORDINANCE relating to Seattle Public Utilities; updating water regulations to conform to current standards; making technical corrections; amending Sections 21.04.010, 21.04.020, 21.04.050, 21.04.060, 21.04.080, 21.04.150, 21.04.210, 21.04.300, 21.04.460, 21.04.530, 21.04.580, 21.08.010, and 21.12.020 of the Seattle Municipal Code; repealing Section 21.04.590 of the Seattle Municipal Code; and adding new Sections 21.04.025, 21.04.061, and 21.04.062 to the Seattle Municipal Code.**

Supporting
Documents:

[Summary and Fiscal Note
Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Brian Goodnight, Council Central Staff; Michelle Lange and Keri Burchard-Juarez, SPU

13. [CB 119976](#) **AN ORDINANCE relating to the East Marginal Way Grade Separation Project; authorizing the Director of the Seattle Department of Transportation (“SDOT”) to acquire, accept, and record, on behalf of The City of Seattle, three quit claim deeds and an assignment and assumption of easement agreement for the East Marginal Way Overpass from the Port of Seattle, a municipal corporation of the State of Washington (the “Port”); laying off the deeds as right-of-way; placing the real property conveyed by such deeds and easement under the jurisdiction of SDOT and designating for street purposes; authorizing the Chief Executive Officer and General Manager of Seattle Public Utilities (“SPU”) to acquire, accept, and record, on behalf of The City of Seattle, a stormwater easement from the Port; placing the stormwater easement under the jurisdiction of SPU and designating for utility purposes; authorizing the Chief Executive Officer and General Manager of Seattle City Light (“SCL”) to acquire, accept, and record, on behalf of The City of Seattle, an overhead and surface easement from the Port; placing the overhead and surface easement under the jurisdiction of SCL and designating for utility purposes; and ratifying and confirming certain prior acts. (This ordinance concerns the following rights of way: a portion of Parcel B, City of Seattle Lot Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2, 3, 44, and 45, Block 385, Seattle Tide Lands; a portion of Parcel Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 1 through 7 and Lots 26 through 30, Block 378, Lot 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; a portion of Lots 2, 3, 4, 10, 11, 12, and 13, Block 377, Seattle Tide Lands, together with a portion of Duwamish Avenue, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Lots 4 and 10, Block 377, Lots 3 and 44, Block 385, and Lot 4, Block 387, all in Seattle Tide Lands, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Parcel Y, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; and a portion of Parcels A and B, City of Seattle Lot**

Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2 and 3, Block 385, Lot 3, Block 387, and vacated 8th Avenue Southwest, all in Seattle Tide Lands, and a portion of Parcels Y and Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 3, 4, 5, 6, 7, 29, and 30, Block 378 and Lots 3, 4, 40, 41, 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands.)

Attachments: [Att A - Quit Claim Deed for a Portion of Parcel No. 766670-0561](#)
[Att B - Quit Claim Deed for a Portion of Parcel No. 766670-0325](#)
[Att C - Quit Claim Deed for a Portion of Parcel No. 766670-0275](#)
[Att D - Assignment and Assumption of Easement Agreement](#)
[Att E - Seattle Public Utilities Stormwater Easement](#)
[Att F - Seattle City Light Easement - Overhead and Surface](#)

Supporting Documents: [Summary and Fiscal Note](#)
[Summary Att 1 - Vicinity Map](#)
[Summary Att 2 - Project Map](#)
[Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Bill LaBorde, Seattle Department of Transportation (SDOT)

14. [CF 314459](#) **Petition of Grand Street Commons LLC, for the vacation of the alley in Block 14, Jos C. Kinnear's Addition to the City of Seattle, being the block bounded by South Grand Street, 22rd Avenue South, South Holgate Street and 23rd Avenue South.**

Attachments: [Vacation Petition Application](#)

Supporting

Documents: [Presentation 1](#)
 [Presentation 2](#)
 [Memorandum](#)

Briefing and Discussion

Presenters: Lish Whitson, Council Central Staff; Beverly Barnett, Seattle Department of Transportation (SDOT); Michael Jenkins, Seattle Design Commission; Conor Hansen, Mt Baker Housing; Melissa Wechsler; Runberg Architecture Group; and Kris Snider, Hewitt Seattle

E. Adjournment



Legislation Text

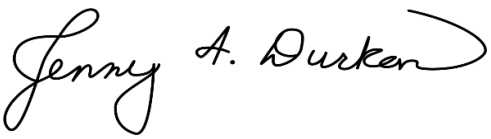
File #: Appt 01711, **Version:** 1

Appointment of Yasir Alfarag as member, Seattle Bicycle Advisory Board, for a term to August 31, 2021.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Yasir Alfarag</i>		
Board/Commission Name: <i>Seattle Bicycle Advisory Board</i>		Position Title: <i>Member 1</i>
X Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? X Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council X Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>		Term of Position: * 9/1/2019 to 8/31/2021 <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: <i>Eastlake</i>	Zip Code: <i>98102</i>	Contact Phone No.: <div style="background-color: black; width: 100px; height: 1.2em;"></div>
Background: <i>Yasir is a Political Science and Urban Planning student at the University of Washington. Yasir volunteers with Seattle Neighborhood Greenways and is passionate about bicycling safety. Yasir has been cycling in Seattle for three years and is familiar with every neighborhood in town. Yasir would love to be a community voice for cyclists in Seattle and share their perspective and feedback to projects.</i>		
Authorizing Signature (original signature):  Date Signed (appointed): 12/1/20		Appointing Signatory: <i>Mayor Jenny Durkan</i>

*Term begin and end date is fixed and tied to the position and not appointment date.

YASIR ALFARAG

About

I am an undergrad Political Science Major and an Urban Planning Minor student at the University Of Washington. With my education, I am planning to work with local government. When I'm not studying, I am working, cycling, or reading.

Education

University of Washington | June 2020 - present

- Political Science, Minor in Urban Planning

Seattle Central College | September 2019 - June 2020

Manchester Community College | September 2016- September 2017

Achievements

Dean's list from Seattle Central College in three consecutive quarters

Skills

Customer service
Approachable
quick learner
attention to detail
Negotiations

Writing
Arabic speaker
Self-motivated
Microsoft Office/Excel

Work Experience

The U.S. House of Representatives | Intern | September 2020- Present

- Answer constituent phone calls.
- Sort and input mail.
- Draft constituent letters

Trader Joe's | Crew Member | July 2019- present

YASIR ALFARAG

- Restocking shelves, engaging with customers, in charge of inventory for a section of the store, training new Crew Members.

Starbucks | Barista | Jan 2017- July 2019

- Train new baristas at Starbucks Reserve SODO.
- Featured on the company website for my experience and curiosity with coffee.
- Worked at the headquarters in their coffee cupping room.
- Invited to work at the first Starbucks Reserve location

Chipotle | Kitchen Manager | Jan 2016-Jan 2017

- Ordered inventory for the store, led crew members to prepare food, and ensure food safety.

Volunteer Experience

Seattle Neighborhood Greenways

- Volunteered to draft legislation to introduce bike lanes and street safety to Seattle's City Government.
- Reach out to businesses and people who are affected by the upcoming street changes.

Seattle Subway

- Educate people to vote for pro-transit legislation in the community, reach out to organizations to have their support.

References

Marcia Horton

Philosophy Professor

Seattle Central College

YASIR ALFARAG



Don Bettencourt
General Manager

Trader Joe's



Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
		4	1.	Member	Yasir Alfarag	9/1/2019	8/31/2021	1	Mayor
2	F	5	2.	Member	Kashina Groves	9/1/2018	8/31/2020	1	City Council
1	M	3	3.	Member	Alexander Lew	9/1/2019	8/31/2021	2	Mayor
1	F	4	4.	Member	Andrea Lai	9/1/2019	8/31/2021	1	City Council
6	F	6	5.	Member	Emily Paine	9/1/2019	8/31/2021	2	Mayor
	M	7	6.	Member	Benjamin Estes	9/1/2019	8/31/2021	1	City Council
6	M	2	7.	Member	Andrew Dannenberg	9/1/2020	8/31/2022	2	Mayor
6	F	1	8.	Member	Meredith Hall	9/1/2018	8/31/2020	1	City Council
			9.	Member	Sarah Udelhofen	9/1/2020	8/31/2022	2	Mayor
6	M	2	10.	Member	Patrick Taylor	9/1/2018	8/31/2020	1	City Council
		3	11.	Member	Maimooma Rahim	9/1/2020	8/31/2022	1	Mayor
			12.	Get Engaged Member	Jose Ulises Nino Rivera	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	1			1					2			
Council	2	3			1	1				2			
Other													
Total	4	4			2	1				4			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

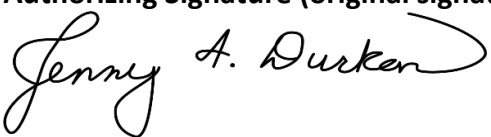
File #: Appt 01712, **Version:** 1

Appointment of Maimoona Rahim as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Maimoona Rahim		
Board/Commission Name: Seattle Bicycle Advisory Board		Position Title: Member 11
X Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? X Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council X Mayor <input type="checkbox"/> Other: Fill in appointing authority		Term of Position: * 9/1/2020 to 8/31/2022 <input type="checkbox"/> Serving remaining term of a vacant position
Residential Neighborhood: Central District	Zip Code: 98122	Contact Phone No.: [REDACTED]
Background: Maimoona is the Volunteer and Advocacy Coordinator at Cascade Bicycle Club and is passionate about bicycling in Seattle. Maimoona would love to be involved in making Seattle a safer and more equitable city regarding biking and bike infrastructure. Being on the Seattle Bicycle Advisory Board would give Maimoona the opportunity to advocate for the needs of my community and ensure that black and brown cyclists are being represented and considered when decisions are made. Additionally, Maimoona am very interested in transportation planning and land use, as well as mobility justice and racial equity. Maimoona looks forward to using a mobility justice and racial equity lens to better Seattle.		
Authorizing Signature (original signature):  Date Signed (appointed): 12/1/20		Appointing Signatory: Mayor Jenny Durkan

*Term begin and end date is fixed and tied to the position and not appointment date.

Maimoona Rahim

PHONE [REDACTED]

EMAIL [REDACTED]

LOCATION Seattle, WA

EXPERIENCE

Cascade Bicycle Club

Volunteer and Advocacy Coordinator
February 2020 - Present

- Work with the local parks departments and staff to develop strategies and carry out advocacy and support trail use
- Develops and maintains project plans
- Inputting data, compiling and maintaining accurate records and for the department's volunteer newsletter.
- Gathering information for flyers, newsletters, and messages for volunteers as well as the public.

Bike Works

Development Assistant
November 2019 - March 2020

- Provides assistance to all levels of leaders and staff as needed, supporting attainment of objectives in alignment with corporate policies, procedures, and regulations
- Administers government-supported community development programs and promotes department programs and services
- Coordinating with external parties and vendors as needed, identifying and targeting opportunities for improvements and savings
- Builds and maintains productive relationships with all levels of team members to facilitate timely and accurate reporting functions
- Processes contributions and sent out acknowledgments

Museum of Design Atlanta

Events + Volunteer Coordinator
February 2018 - September 2019

- Managed administrative logistics of events planning, including contract signing, fee collection, scheduling, booking and promotions.
- Performed various administrative functions, including filing paperwork, delivering mail, sorting mail, office cleaning and bookkeeping.
- Coordinated florists, photographers, videographers, musicians, and guests during rehearsals and reception events.
- Oversaw training and mentoring of up to 20 new volunteers each quarter.

Maimoona Rahim

PHONE [REDACTED]

EMAIL [REDACTED]

LOCATION Seattle, WA

EXPERIENCE

AAT Zine

Co-Creator; Project Coordinator
November 2016 - December 2017

- Procured talented individuals, performing artists and musicians to entertain guests during events.
- Tracked all hours and expenses to keep project on task and within budgetary parameters.
- Managed project requirements and accomplished objectives by self-monitoring progress and promptly solving issues.
- Planned and arranged meetings with external organizations and individuals, enabling all parties to meet and discuss project progress
- Wrote, reviewed and edited proposals for grants, gifts and contracts

Gage Academy of Art

Art Events Coordinator Intern
August 2015 - January 2017

- Worked with marketing team on development and delivery of creative campaigns to support fundraising activities.
- Researched and identified potential donors.
- Assisted in planning and organizing of special events, solicited sponsors and in-kind donors.

Herrick Memorial Library

Supervisor; Circulation Desk Attendant
February 2012 - May 2015

- Closely monitored front desk visitors to maintain secure and clean environment.
- Marketed library's many services to visitors and patrons through active communication.
- Mitigated librarian workload by managing patron requests and locating materials.
- Enhanced training programs to strengthen employee knowledge. Maintained accurate records and confidentiality of library book and periodical inventory.

EDUCATION

Alfred University

BA in Communication Studies + Fine Arts
Graduated in December 2015

SKILLS

Adobe Creative Suite; Public Speaking; Event Planning; Donation Procurement; Team Management; Curation; Fundraising; Customer Service; Microsoft Office; Networking; Photography; Sales; Social Media

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

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6	M	2	10.	Member	Patrick Taylor	9/1/2018	8/31/2020	1	City Council
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			12.	Get Engaged Member	Jose Ulises Nino Rivera	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
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Mayor	2	1			1					2			
Council	2	3			1	1				2			
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Legislation Text

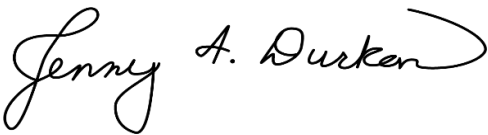
File #: Appt 01713, **Version:** 1

Reappointment of Andrew L. Dannenberg as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Andrew Dannenberg		
Board/Commission Name: Seattle Bicycle Advisory Board		Position Title: Member 7
<input type="checkbox"/> Appointment OR <input checked="" type="checkbox"/> Reappointment	Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 9/1/2020 to 8/31/2022 <input type="checkbox"/> Serving remaining term of a vacant position	
Residential Neighborhood: Laurelhurst	Zip Code: 98105	Contact Phone No.: [REDACTED]
Background: Andrew (Andy) is an affiliate professor for the Department of Environmental and Occupational Health Sciences, School of Public Health and Department of Urban Design and Planning, College of Built Environments, at the University of Washington. Andy has 38 years of experience in teaching, research, and practice of public health as a physician in government and academic. Andy is a passionate bicyclist and has bike for transportation and recreation since the 1970s. Andy believes Seattle has incredible opportunities to innovate with new projects, policies, and programs that could influence bicycling throughout the country. He is excited to serve a second term on the Seattle Bicycle Advisory Board to work on further innovations to advance bicycling as a sustainable and health-promoting activity in Seattle.		
Authorizing Signature (original signature):  Date Signed (appointed): 12/1/20		Appointing Signatory: Mayor Jenny Durkan

*Term begin and end date is fixed and tied to the position and not appointment date.

CURRICULUM VITAE

Andrew L. Dannenberg, M.D., M.P.H.

Education and Training

A.B. (Biology)	Swarthmore College, Swarthmore PA, 1974
M.D.	Stanford University School of Medicine, Stanford CA, 1979
M.P.H. (Epidemiology)	Johns Hopkins School of Hygiene and Public Health, Baltimore, 1983
Family Medicine Residency	Medical University of South Carolina, Charleston, SC, 1979-1982

Professional Experience

2010-present Affiliate Professor, Dept. of Environmental and Occupational Health Sciences, School of Public Health, and Dept. of Urban Design and Planning, College of Built Environments, University of Washington, Seattle

2015-present Program Director, University of Washington Master of Public Health and Master of Urban Planning Concurrent Degree Program (http://urbdp.be.washington.edu/documents/mup/mup_mph_overview_2015.pdf)

2011-2013 Carter Consulting Inc., Consultant to Healthy Community Design Initiative, National Center for Environmental Health, Centers for Disease Control and Prevention, Atlanta

2011-2014 Consultant on health impact assessment for project "Identifying the critical elements of successful health impact assessments", conducted by Group Health Research Institute, Seattle, funded by Robert Wood Johnson Foundation

2001-2010 Team Lead, Healthy Community Design Initiative, and Associate Director for Science, Division of Emergency and Environmental Health Services, National Center for Environmental Health, Centers for Disease Control and Prevention, Atlanta. Conducted research and developed programs on healthy community design and on health impact assessment; responsible for scientific oversight of Division's environmental health activities.

1996-2001 Director, Division of Applied Public Health Training, Epidemiology Program Office, Centers for Disease Control and Prevention, Atlanta. Provided scientific and administrative leadership for major CDC public health training programs; supervised 35 professional and support staff and oversaw annual budget of \$17 million.

1989-1996 Assistant Professor, Departments of Health Policy and Management and of Epidemiology; Director, Preventive Medicine Residency Program; Member of Core Faculty of the Injury Prevention Center, Johns Hopkins University School of Hygiene and Public Health, Baltimore. Conducted research on injury prevention and provided leadership for Preventive Medicine Residency Program to train physicians for careers in public health.

1983-1989 Medical Epidemiologist, Epidemiology and Biometry Program, National Heart, Lung, and Blood Institute, National Institutes of Health, Bethesda MD. Conducted research on cardiovascular epidemiology and on HIV mortality.

1985-1989, 1996-2011. Active Duty, Medical Officer, U.S. Public Health Service Commissioned Corps. Final rank Captain (O-6), Retired

Medical Board Certification

1982-1989	Diplomate, American Board of Family Practice
1986-	Diplomate, American Board of Preventive Medicine

Participation on External Committees, Advisory Panels, and Boards of Directors (selected)

1. Co-chair, Design and Health Leadership Group, American Institute of Architects, Washington DC, 2016-
2. Member, Task Force on Arterials and Public Health, Transportation Research Board, 2016-
3. Member, Health and Transportation Subcommittee, Transportation Research Board, 2013-
4. Member, Steering Committee, Society of Practitioners of Health Impact Assessment, 2014-2017

5. Member, Sustainable and Healthy Communities Subcommittee, Board of Scientific Counselors, U.S. Environmental Protection Agency, Washington DC, 2014-2017
6. Member, Board of Directors, Walkable and Livable Communities Institute, Port Townsend WA, 2012-2017
7. Member, Board of Directors, Association of Collegiate Schools of Architecture, Washington DC, 2012-2015
8. Member, Board of Directors, PEDS pedestrian advocacy organization, Atlanta, 2003-2010.
9. Member, Expert Advisory Panel for Regional Public Health Education Centers, American Association of Medical Colleges, Washington DC, 2001-2002.
10. Member, Peer Review Committee on Physician Training Awards in Preventive Medicine, American Cancer Society, Atlanta, 1999-2003.
11. Member, Board of Directors, and Chair, Communications Subcommittee, Association of Teachers of Preventive Medicine; Washington, DC, 1997-2000.
12. Representative of Centers for Disease Control and Prevention to the Department of Health and Human Services Bioethics Education Materials and Resources Subcommittee, Washington, DC, 1997-1999.
13. Co-chair (1995) and Chair (1996), Program Planning Committee, Injury Control and Emergency Health Services Section, American Public Health Association Annual Meeting
14. Working Group on Injury Prevention of the Armed Forces Epidemiological Board, Washington, DC, 1994-1996.
15. Representative of the Association of Schools of Public Health to the American College of Preventive Medicine Forum for Leadership in the Specialty of Preventive Medicine, Washington, DC, 1994-1996.
16. Safety Subcommittee of the Governor's Maryland Bicycle Advisory Committee, Annapolis, 1992-1995.
17. Preventive Medicine Residency Advisory Committees (RAC):
 Uniformed Services University of the Health Sciences, Bethesda, 1990-1996.
 Maryland Department of Health and Mental Hygiene, Baltimore, 1990-1996.
 University of Maryland School of Medicine, Baltimore, 1991-1996.
 New Jersey State Department of Health, Trenton, 1991 and 1995.
 Walter Reed Army Institute of Research, Washington, DC, 1992-1996.
 US Air Force School of Aerospace Medicine, Brooks AFB, Texas, 1998-2003.
 Emory University School of Medicine, RAC Chairman, Atlanta, 1998-2003.

Testimony

1. Bills on mandatory use of bicycle safety helmets by children and by adults. Maryland State House Judiciary Committee, House Commerce and Government Matters Committee, and Senate Judicial Proceedings Committee; Annapolis, Maryland, 1991-1994.
2. Bill on mandatory use of bicycle safety helmets by children. Montgomery County Council, Rockville, Maryland, December 1990.
3. Bills on mandatory use of bicycle safety helmets by children and by adults. Howard County Council, Ellicott City, Maryland, May and July 1990.

International Experience (selected)

1. Fulbright Program Specialist in Public/Global Health, Presentations and consultation on healthy community design, University of Canberra and University of New South Wales, Australia, 2013 (4 weeks)
2. Teacher of basic epidemiology course to Singapore Ministry of Health for Office of Global Health Affairs, US Dept. of Health and Human Services, Singapore, 2005 (2 weeks)
3. Consultant for evaluation of Jordan Field Epidemiology Training Program for Division of International Health, CDC, Amman, Jordan, 2004 (1 week)
4. Consultant for evaluation of Japanese Field Epidemiology Training Program for Division of International Health, CDC, Tokyo, Japan, 2001 (2 weeks)
5. Polio Eradication Team Coordinator, National Immunization Program, CDC, STOP Team 7, Dhaka, Bangladesh, 2001 (3 weeks)
6. Consultant, World Health Organization Southeast Asia Region/SEARO, Polio Eradication Project, STOP Team 4, Dhaka and Faridpur, Bangladesh, 2000 (2 months)
7. Consultant, World Health Organization African Region/AFRO, Integrated Disease Surveillance Project, Harare, Zimbabwe and Leribe, Lesotho, 1999 (3 weeks)
8. Member of Himalayan medical survey team, sponsored by Woodlands Institute and Department of International Health, Johns Hopkins School of Hygiene and Public Health. Gandaki, Nepal, 1982 (1 month)

Honors and Awards

A.B. with Distinction, Swarthmore College, 1974
 Phi Beta Kappa, Swarthmore College, 1974
 Delta Omega, National Honorary Public Health Society, Johns Hopkins School of Public Health, 1983
 U.S. Public Health Service Citation, 1989

Teaching Quality Award, Johns Hopkins School of Public Health Student Assembly, 1993
 U.S. Public Health Service Unit Commendation, 1998
 Public Health Leadership Institute, 1998-1999, selected to represent Epidemiology Program Office, CDC
 U.S. Public Health Service Foreign Duty Award, for service in Bangladesh, 2000
 CDC Group Honor Award for Volunteer Service, for serving as co-supervisor for Science of Fitness Event, National Science Olympiad, 2001
 U.S. Public Health Service Outstanding Service Medal, 2002
 National Center for Environmental Health Director's Award for leadership in developing the field of health and built environment, CDC, 2007

Memberships

American Public Health Association
 American College of Preventive Medicine (Fellow)
 American Association for the Advancement of Science
 Society of Practitioners of Health Impact Assessment (www.hiasociety.org)

Publications

Book

Dannenberg AL, Frumkin H, Jackson RJ. *Making Healthy Places: Designing and Building for Health, Well-being, and Sustainability*. Washington DC: Island Press, 2011. www.makinghealthyplaces.org

Journal Articles

1. Dannenberg AL, Shapiro AR, Fries JF. Enhancement of clinical predictive ability by computer consultation. Methods of Information in Medicine. 18:10-14, 1979.
2. Hainer BL, Dannenberg AL, Schuman SH. Teaching occupational medicine in a family practice residency program. Journal of Family Practice. 14:1150-1153, 1982.
3. Dannenberg AL, Yashuk JC, Feldman RA. Gastrointestinal illness on passenger cruise ships, 1975-1978. American Journal of Public Health. 72:484-488, 1982.
4. Dannenberg AL. The computer in family practice: capabilities, current research, limitations, and selection of an office computer. Family Practice Research Journal. 2:50-62, 1982.
5. Taylor H, Dannenberg AL, Taylor-Ide D, Green R, Anderson R, Gilman S, Tepper S, Sass C, Munson H. Medical report from isolated communities in Tanahu and Parasi Districts, Gandaki Zone. Journal of the Institute of Medicine. (Kathmandu, Nepal) 5:167-177, 1983.
6. Dannenberg AL, Dorfman SF, Johnson J. The use of quinine for self-induced abortion. Southern Medical Journal. 76:846-849, 1983.
7. Dannenberg AL. Use of epidemiology in medical specialties: an examination by citation analysis. American Journal of Epidemiology. 121:140-151, 1985.
8. Kannel WB, Dannenberg AL, Abbott RD. Unrecognized myocardial infarction and hypertension: The Framingham Study. American Heart Journal. 109:581-585, 1985.
9. Rhoads GG, Dahlen G, Berg K, Morton NE, Dannenberg AL. Lp(a) lipoprotein as a risk factor for myocardial infarction. JAMA. 256:2540-2544, 1986.
10. Leaverton PE, Sorlie PD, Kleinman JC, Dannenberg AL, Ingster-Moore L, Kannel WB, Cornoni-Huntley J. Representativeness of the Framingham risk model for coronary heart disease mortality: a comparison with a national cohort study. Journal of Chronic Diseases. 40:775-784, 1987.
11. Dannenberg AL, Kannel WB. Remission of hypertension: the "natural" history of blood pressure treatment in the Framingham Study. JAMA. 257:1477-1483, 1987.
12. Dannenberg AL, Drizd T, Horan MJ, Haynes SG, Leaverton PE. Progress in the battle against hypertension: changes in blood pressure levels in the United States from 1960 to 1980. Hypertension. 10:226-223, 1987.
13. Kannel WB, Dannenberg AL, Levy D. Population implications of electrocardiographic left ventricular hypertrophy. American Journal of Cardiology. 60:851-931, 1987.

14. Dannenberg AL, Garrison RJ, Kannel WB. Incidence of hypertension in the Framingham Study. American Journal of Public Health. 78:676-679, 1988.
15. Brand FN, Dannenberg AL, Abbott RD, Kannel WB. The epidemiology of varicose veins: The Framingham Study. American Journal of Preventive Medicine. 4:96-101, 1988.
16. Farmer ME, Locke BZ, Moscicki EK, Dannenberg AL, Larson DB, Radloff LS. Physical activity and depressive symptoms: the NHANES I Epidemiologic Follow-up Study. American Journal of Epidemiology. 128:1340-1351, 1988.
17. Dannenberg AL, Levy D, Garrison RJ. Impact of age on echocardiographic left ventricular mass in a healthy population (The Framingham Study). American Journal of Cardiology. 64:1066-1068, 1989.
18. Dannenberg AL, Keller JB, Wilson PWF, Castelli WP. Leisure time physical activity in the Framingham Offspring Study: description, seasonal variation and risk factor correlates. American Journal of Epidemiology. 129:76-88, 1989.
19. Savage DD, Levy D, Dannenberg AL, Garrison RJ, Castelli WP. Association of echocardiographic left ventricular mass with body size, blood pressure and physical activity (The Framingham Study). American Journal of Cardiology. 65:371-376, 1990.
20. Christiansen DH, Hosking JD, Dannenberg AL, Williams OD. Computer-assisted data collection in multicenter epidemiologic research: the Atherosclerosis Risk in Communities Study. Controlled Clinical Trials. 11:101-115, 1990.
21. Coté TR, Biggar RJ, Dannenberg AL. Risk of suicide among persons with AIDS: a national assessment. JAMA. 268:2066-2068, 1992.
22. Coté TR, Sacks JJ, Lambert-Huber DA, Dannenberg AL, Kresnow MJ, Lipsitz CM, Schmidt ER. Bicycle helmet use among Maryland children: effect of legislation and education. Pediatrics. 89:1216-1220, 1992.
23. Dannenberg AL, Parver LM, Brechner RJ, Khoo L. Penetrating eye injuries in the workplace: the National Eye Trauma System Registry. Archives of Ophthalmology. 110:843-848, 1992.
24. Dannenberg AL, Parver LM, Fowler CJ. Penetrating eye injuries related to assault: the National Eye Trauma System Registry. Archives of Ophthalmology. 110:849-852, 1992.
25. Stayner LT, Dannenberg AL, Thun M, Reeve G, Bloom TF, Boeniger M, Halperin W. Cardiovascular mortality among munitions workers exposed to nitroglycerin and dinitrotoluene. Scandinavian Journal of Work, Environment and Health. 18:34-43, 1992.
26. Stayner LT, Dannenberg AL, Bloom TF, Thun M. Excess hepatobiliary cancer mortality among munitions workers exposed to dinitrotoluene. Journal of Occupational Medicine. 35:291-296, 1993.
27. Kannel WB, Garrison RJ, Dannenberg AL. Secular blood pressure trends in normotensive persons: the Framingham Study. American Heart Journal. 125:1154-1158, 1993.
28. Dannenberg AL, Coté TR, Kresnow MJ, Sacks JJ, Lipsitz CM, Schmidt ER. Bicycle helmet use by adults: the impact of companionship. Public Health Reports. 108:212-217, 1993.
29. Dannenberg AL, Vernick JS. A proposal for the mandatory inclusion of helmets with new children's bicycles. American Journal of Public Health. 83:644-646, 1993.
30. Dannenberg AL, Gielen AC, Beilenson PL, Wilson MH, Joffe A. Bicycle helmet laws and educational campaigns: an evaluation of strategies to increase children's helmet use. American Journal of Public Health. 83:667-674, 1993.
31. Parver LM, Dannenberg AL, Blacklow B, Fowler CJ, Brechner RJ, Tielsch JM. Characteristics and causes of penetrating eye injuries reported to the National Eye Trauma System Registry, 1985-91. Public Health Reports. 108:625-632, 1993.
32. Gielen AC, Joffe A, Dannenberg AL, Wilson MEH, Beilenson PL, DeBoer M. Psychosocial factors associated with the use of bicycle helmets among children in counties with and without helmet use laws. Journal of Pediatrics. 124:204-210, 1994.
33. Baker SP, Fowler C, Li G, Warner M, Dannenberg AL. Head injuries incurred by children and young adults during informal recreation. American Journal of Public Health. 84:649-652, 1994.

34. Carter DM, Felice ME, Rosoff J, Zabin LS, Beilenson PL, Dannenberg AL. When children have children: the teen pregnancy predicament. American Journal of Preventive Medicine. 10:108-113, 1994.
35. Dannenberg AL, Baker SP, Li G. Intentional and unintentional injuries in women: an overview. Annals of Epidemiology. 4:133-139, 1994.
36. Dannenberg AL, Salive ME, Forston SR Jr, Ring AR, Hersey JC, Parkinson MD. Board certification among preventive medicine residency graduates: characteristics, advantages, and barriers. American Journal of Preventive Medicine. 10:251-258, 1994.
37. Gamponia MJ, Joines RW, Beilenson PL, Dannenberg AL. Cancer mortality in Maryland: when being a leader is not best. Maryland Medical Journal. 43:913-917, 1994.
38. Dannenberg AL, Carter DM, Lawson HW, Ashton DM, Dorfman SF, Graham EH. Homicide and other injuries as causes of maternal mortality in New York City, 1987 through 1991. American Journal of Obstetrics and Gynecology. 172:1557-1564, 1995.
39. Gielen AC, Dannenberg AL, Ashburn N, Kou J. Teaching safety: evaluation of a children's village in Maryland. Injury Prevention. 2:26-31, 1996.
40. Ommaya AK, Ommaya AK, Dannenberg AL, Salazar AM. Causation, incidence, and costs of traumatic brain injury in the U.S. military medical system. Journal of Trauma. 40:211-217, 1996.
41. Ommaya AK, Salazar AM, Dannenberg AL, Ommaya AK, Chervinsky AB, Schwab K. Outcome after traumatic brain injury in the U.S. military medical system. Journal of Trauma. 41:972-975, 1996.
42. Dannenberg AL, McNeil JG, Brundage JF, Brookmeyer R. Suicide and HIV infection: mortality follow-up of 4147 HIV-seropositive military service applicants. JAMA. 276:1743-1746, 1996.
43. Dannenberg AL, Needle S, Mullady D, Kolodner KB. Predictors of injury among 1638 riders in a recreational long distance bicycle tour: Cycle Across Maryland. American Journal of Sports Medicine. 24:747-753, 1996.
44. Greenblatt JF, Dannenberg AL, Johnson CJ. Incidence of hospitalized injuries among pregnant women in Maryland, 1979-1990. American Journal of Preventive Medicine. 13:374-379, 1997.
45. Dannenberg AL, Fowler CJ. Evaluation of interventions to prevent injuries: an overview. Injury Prevention. 4:141-147, 1998.
46. Landen MG, Middaugh J, Dannenberg AL. Injuries associated with snowmobiles, Alaska, 1993-1994. Public Health Reports. 114:48-52, 1999.
47. Buffington J, Bellamy PR, Dannenberg AL. An elective rotation in applied epidemiology with the Centers for Disease Control and Prevention, 1975-1997. American Journal of Preventive Medicine. 16:335-340, 1999.
48. Drago DA, Dannenberg AL. Infant mechanical suffocation deaths in the United States, 1980-1997. Pediatrics. 103(5):e59, 1999. [8 pages, published in electronic version of journal at <http://www.pediatrics.org>]
49. Smith GS, Dannenberg AL, Amoroso PJ. Hospitalization due to injuries in the military: evaluation of current data and recommendations on their use for injury prevention. American Journal of Preventive Medicine. 18(3S):41-53, 2000.
50. Thacker SB, Dannenberg AL, Hamilton DH. Epidemic Intelligence Service of the Centers for Disease Control and Prevention: 50 years of training and service in applied epidemiology. American Journal of Epidemiology. 154:985-992, 2001.
51. Dannenberg AL, Quinlisk MP, Alkon E, Bera N, Cieslak PR, Davis JP, Kaye K, Paul SM, Rubin JD, Sewell CM, Touma O. U.S. medical students' rotations in epidemiology and public health at state and local health departments. Academic Medicine. 77:799-809, 2002.
52. Bales ME, Dannenberg AL, Brachman PS, Kaufmann AF, Klatsky PC, Ashford DA. Epidemiologic response to anthrax outbreaks: field investigations, 1950-2001. Emerging Infectious Diseases. 8:1163-1174, 2002.
53. Ashford DA, Kaiser RM, Bales ME, Shutt K, Patrawalla A, McShan A, Tappero JW, Perkins BA, Dannenberg AL. Planning against biological terrorism: lessons from outbreak investigations. Emerging Infectious Diseases. 9:515-519, 2003.
54. Hasbrouck LM, Taliano J, Hirshon JM, Dannenberg AL. Use of epidemiology in clinical medical publications,

- 1983-1999: a citation analysis. American Journal of Epidemiology. 157:399-408, 2003.
55. Carter SP, Carter SL, Dannenberg AL. Zoning out crime and improving community health in Sarasota, Florida: "Crime Prevention through Environmental Design". American Journal of Public Health. 93:1442-1445, 2003.
 56. Dannenberg AL, Jackson RJ, Frumkin H, Schieber RA, Pratt M, Kochtitzky C, Tilson HH. The impact of community design and land-use choices on public health: a scientific research agenda. American Journal of Public Health. 93:1500-1508, 2003.
 57. Besser M, Dannenberg AL. Walking to public transit: steps to help meet physical activity recommendations. American Journal of Preventive Medicine. 29(4):273-280, 2005.
 58. Dannenberg AL, Cramer TW, Gibson CJ. Assessing the walkability of the workplace: a new audit tool. American Journal of Health Promotion. 20(1):39-44, 2005.
 59. Kile JC, Skowronski S, Miller MD, Reissman SG, Balaban V, Klomp RW, Reissman DB, Mainzer HM, Dannenberg AL. Impact of 2003 power outages on public health and emergency response. Journal of Prehospital and Disaster Medicine. 20(2):93-97, 2005.
 60. Dannenberg AL, Bhatia R, Cole BL, Dora C, Fielding JE, Kraft K, McClymont-Peace D, Mindell J, Onyekere C, Roberts JA, Ross CL, Rutt CD, Scott-Samuel A, Tilson HH. Growing the field of health impact assessment in the United States: an agenda for research and practice. American Journal of Public Health. 96(2):262-270, 2006.
 61. Kochtitzky CS, Frumkin H, Rodriguez R, Dannenberg AL, Rayman J, Rose K, Gillig R, Kanter T. Urban planning and public health at CDC. Morbidity and Mortality Weekly Report. 55(Suppl 2):34-38, 2006.
 62. Dannenberg AL, Bhatia R, Cole BL, Heaton SK, Feldman JD, Rutt CD. Use of health impact assessment in the U.S.: 27 case studies, 1999-2007. American Journal of Preventive Medicine. 34(3):241-56, 2008.
 63. Watson M, Dannenberg AL. Investment in safe routes to school projects: public health benefits for the larger community. Preventing Chronic Disease. 2008; 5(3). Published electronically at www.cdc.gov/pcd/issues/2008/jul/07_0087.htm.
 64. Wendel AM, Dannenberg AL, Frumkin H. Designing and building healthy places for children. International Journal of Environment and Health. 2:338-355, 2008.
 65. Younger M, Morrow-Almeida HR, Vindigni SM, Dannenberg AL. The built environment, climate change, and health: opportunities for co-benefits. American Journal of Preventive Medicine. 35(5):517-526, 2008.
 66. Botchwey ND, Hobson SE, Dannenberg AL, Mumford KG, Contant CK, McMillan TE, Jackson RJ, Lopez R, Winkle C. A model built environment and public health course curriculum: training for an interdisciplinary workforce. American Journal of Preventive Medicine. 36(2 Suppl):S63-S71, 2009.
 67. Pucher J, Buehler R, Bassett DR, Dannenberg AL. Walking and cycling to health: a comparative analysis of city, state, and international data. American Journal of Public Health. 100:1986-1992, 2010.
 68. Ross CL, Leone de Nie K, Dannenberg AL, Beck LF, Marcus MJ, Barringer J. Health impact assessment of the Atlanta BeltLine. American Journal of Preventive Medicine. 42(3):203-213, 2012.
 69. Hebert KA, Wendel AM, Kennedy SK, Dannenberg AL. Health impact assessment: a comparison of 45 local, national, and international guidelines. Environmental Impact Assessment Review. 34:74-82, 2012.
 70. Freeland AL, Banerjee SN, Dannenberg AL, Wendel AM. Walking associated with public transit: moving toward increased physical activity in the United States. American Journal of Public Health. 103(3):536-542, 2013.
 71. Dannenberg AL, Wu P, Frumkin H. The role of physicians in promoting healthier built environments. American Journal of Preventive Medicine. 44(6):e67-e69, 2013.
 72. Jackson RJ, Dannenberg AL, Frumkin H. Health and the built environment: 10 years after. (Commentary). American Journal of Public Health. 103(9):1542-1544, 2013.
 73. Harris E, Haigh F, Chok HN, Baum F, Harris-Roxas B, Kemp L, Spickett J, Keleher H, Morgan R, Harris M, Wendel A, Dannenberg AL. Characteristics of health impact assessments reported in Australia and New Zealand between 2005 and 2009. Australian & New Zealand Journal of Public Health. On line. 2013. <http://onlinelibrary.wiley.com/doi/10.1111/1753-6405.12102/pdf>.

74. Haigh F, Baum F, Dannenberg AL, Harris MF, Harris-Roxas B, Keleher H, Kemp L, Morgan R, Chok HN, Spickett J, Harris E. The effectiveness of health impact assessment in influencing decision-making in Australia and New Zealand 2005-2009. *BMC Public Health*. 13:1188, 2013. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3878483/pdf/1471-2458-13-1188.pdf>
75. Dannenberg AL, Ricklin A, Ross CL, Schwartz M, West J, White S, Wier ML. Use of health impact assessment for transportation planning: importance of transportation agency involvement in the process. *Transportation Research Record*. 2452:71-80, 2014. <http://trb.metapress.com/content/h07grw26hgw550x0/fulltext.pdf?page=1>
76. Pollack KM, Dannenberg AL, Botchwey ND, Stone CL, Seto E. Developing a model curriculum for a university course in health impact assessment in the USA. *Impact Assessment and Project Appraisal*. 33(1):80-85, 2015. <http://dx.doi.org/10.1080/14615517.2014.960213>
77. Bourcier E, Charbonneau D, Cahill C, Dannenberg AL. An evaluation of health impact assessments in the United States, 2011-2014. *Preventing Chronic Disease*. 12:140376, 2015. <http://dx.doi.org/10.5888/pcd12.140376>
78. Haigh F, Harris E, Harris-Roxas B, Baum F, Dannenberg AL, Harris MF, Keleher H, Kemp L, Morgan R, Chok HN, Spickett J. What makes health impact assessments successful? Factors contributing to effectiveness in Australia and New Zealand. *BMC Public Health*. 15:1009, 2015. <http://www.biomedcentral.com/content/pdf/s12889-015-2319-8.pdf>
79. Dannenberg AL. Effectiveness of health impact assessments: a synthesis of data from five impact evaluation reports. *Preventing Chronic Disease*. 13:150559, 2015. <http://dx.doi.org/10.5888/pcd13.150559>
80. Wing JJ, August E, Adar SD, Dannenberg AL, Hajat A, Sanchez B, Stein JH, Tattersall MC, Diez Roux AV. Change in neighborhood characteristics and change in coronary artery calcium: a longitudinal investigation in the MESA (Multi-Ethnic Study of Atherosclerosis) cohort. *Circulation*. 134:504-513, 2016.
81. Dannenberg AL. A brief history of health impact assessment in the United States. *Chronicles of Health Impact Assessments*. 1(1), 2016. <https://journals.iupui.edu/index.php/chia/article/view/21348>
82. Giles-Corti B, Moudon AV, Reis R, Turrell G, Dannenberg AL, Badland H, Foster S, Lowe M, Sallis JF, Stevenson M, Owen N. City planning and population health: a global challenge. *Lancet*. 2016. [http://dx.doi.org/10.1016/S0140-6736\(16\)30066-6](http://dx.doi.org/10.1016/S0140-6736(16)30066-6)
83. McAndrews C, Pollack KM, Berrigan D, Dannenberg AL, Christopher EJ. Understanding and improving arterial roads to support public health and transportation goals. *American Journal of Public Health*. 107(8):1278-1282, 2017.
84. Dannenberg AL, Kraft K, Alvanides S. Tools and practices for understanding and promoting walking and walkability. Editorial. *Journal of Transport and Health*. 5:1-4, 2017.
85. Gase LN, DeFosset AR, Gakh M, Harris C, Weisman SR, Dannenberg AL. Review of education-focused health impact assessments conducted in the United States. *Journal of School Health*. 87(12):911-922, 2017.
86. Hom E, Dannenberg AL, Farquhar S, Thornhill L. A systematic review of health impact assessments in the criminal justice system. *American Journal of Criminal Justice*. 42(4):883-908, 2017. <https://link.springer.com/article/10.1007/s12103-017-9391-9>
87. Cowling K, Lindberg R, Dannenberg AL, Neff RA, Pollack K. Review of health impact assessments informing agriculture, food, and nutrition policies, programs, and projects in the United States. *Journal of Agriculture, Food Systems, and Community Development*. 7(3):139-157, 2017. <https://foodsystemsjournal.org/index.php/fsj/article/view/493>
88. Huang C, Dannenberg AL, Haaland W, Mendoza JA. Changes in self-efficacy and outcome expectations from child participation in bicycle trains for commuting to and from school. *Health Education and Behavior*. 2018 Apr 1:1090198118769346. <https://doi.org/10.1177/1090198118769346>
89. Nkykyer E, Dannenberg AL. Use of health impact assessment for projects and policies in the energy and natural resources sector in the United States, 2006-2016. Revise and resubmit. *Impact Assessment and Project Appraisal*. 2018.
90. Dannenberg AL, Frumkin H, Hess JJ, Ebi KL. Managed retreat as a strategy for climate change adaptation in small communities: Public health implications. Submitted for publication, 2018.

Chapters

1. Kannel WB, Dannenberg AL. Prevalence and natural history of electrocardiographic left ventricular hypertrophy. Chapter in: The Heart and Hypertension, Messerli FH, editor. New York: Yorke Medical Books, 1987.
2. Dannenberg AL. Prevalence and complications of hypertension in blacks. Chapter in Proceedings of the Second Annual Nutrition Workshop: Nutrition and Hypertension in Blacks and Other Minorities, Enwonwu CO, editor. Nashville: Meharry Medical College, 1989.
3. Dannenberg AL, Wilson PWF. Framingham Leisure Time Physical Activity Questionnaire. Appendix in: Assessing Physical Fitness and Physical Activity in Population-Based Surveys, Drury TF, editor. DHHS Publ No. (PHS) 89-1253. Public Health Service. Washington. U.S. Government Printing Office, 1989.
4. Dannenberg AL. The prevention of childhood injuries: a national overview. Chapter in: Monograph on Child Injury Prevention Colloquium. Virginia Institute for Developmental Disabilities. Richmond, 1990.
5. Thompson DC, Dannenberg AL, Thompson RS, Rivara FP. Bicycling. Invited chapter in: Epidemiology of Sports Injuries, Caine D, Caine C, Lindner KJ, editors. Champaign IL: Human Kinetics Publishers, 1996.
6. Staunton CE, Frumkin H, Dannenberg AL. Changing the built environment to prevent injury. Chapter in: Doll LS, Bonzo SE, Sleet DA, Mercy JA, editors. Handbook of Injury and Violence Prevention. Pages 257-275. New York: Springer. 2007.
7. Frumkin H, Dannenberg AL. Health and the built environment: opportunities for prevention. Chapter in: Cohen L, Chavez V, Chehimi S, editors. Prevention is Primary: Strategies for Community Well Being. San Francisco: Jossey-Bass, 2007.
8. Heaton SK, Balbus JM, Keck JW, Dannenberg AL. Healthy communities. Chapter 14 in: Frumkin H, editor. Environmental Health: From Global to Local. Second edition. San Francisco: Jossey-Bass, 2010.
9. Kennedy SH, Dannenberg AL. Livability, health, and community design. Chapter 12 in: Wagner F, Caves R, editors. Community Livability: Issues and Approaches to Sustaining the Well-being of People and Communities. London: Routledge, 2012.
10. Dannenberg AL, Wernham A. Health impact assessment in the USA. Chapter 23 in: John Kemm, editor. Health Impact Assessment: Past Achievement, Current Understanding, and Future Progress. Oxford UK: Oxford University Press, 2013.
11. Hirono K, Dannenberg AL. Health impact assessment: a tool for promoting healthier communities. Invited chapter in Maxcy-Rosenau-Last Public Health and Preventive Medicine. 16th edition. Boulton M, editor. McGraw Hill Education. Submitted for publication, 2018.

Other Publications (selected)

1. Dannenberg AL. Health Analysis Program. Medmicro, Inc. (Software review). JAMA. 256:1203, 1986.
2. Dannenberg AL. Immunization Alert. Dardick KR. (Software review). JAMA. 257:2657-2658, 1987.
3. Dannenberg AL. Current Clinical Practice. W.B. Saunders Co. (Book review). JAMA. 258:2597, 1987.
4. Drizd TA, Dannenberg AL. Re: Time trends in the US racial difference in hypertension. (Letter). American Journal of Epidemiology. 127:1091, 1988.
5. Dannenberg AL. Bicycle safety helmets. (Letter). New England Journal of Medicine. 321:1195, 1989.
6. Dannenberg AL, McNeil JG, Brundage JF. Mortality among 1862 HIV-antibody positive civilian applicants for military service: preliminary results. (Letter). New England Journal of Medicine. 321:1267-1268, 1989.
7. Dannenberg AL, Vernick JS, Kirk GD. AIDS and confidentiality: making exemptions to encourage research. (Letter). JAMA. 269:47-48, 1993.
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12. Kaufmann AF, Dannenberg AL. Age as a risk factor for cutaneous human anthrax: evidence from Haiti, 1973-1974. (Letter). Emerging Infectious Diseases. 8:874-875, 2002.
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16. Ponder P, Dannenberg AL. Role of environmental health professionals in improving the built environment. (Commentary). Journal of Environmental Health. 71(1):22-23, 2008.
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21. Dannenberg AL. Health Impact Assessment: A process for determining potential health effects of proposed policies and projects. Box. In: Levy BL, Patz JA (eds). Climate Change and Public Health. New York: Oxford University Press, 2015.
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25. Dannenberg AL. Health thinking in the built environment. Public Health Newswire. American Public Health Association. December 5, 2017. <http://www.publichealthnewswire.org/?p=19389>
26. Dannenberg AL, Burpee H. Architecture for health is not just for healthcare architects. Guest editorial. Health Environments Research and Design Journal. 2018; 1-5. <http://journals.sagepub.com/doi/full/10.1177/1937586718772955>

Graduate Courses Taught

- EnvH 538/UrbDP 538 “Public Health and Built Environment/Healthy Community Design”, Dept. of Environmental and Occupational Health Sciences, School of Public Health, and Dept. of Urban Design and Planning, College of the Built Environments, University of Washington, Seattle. 2010 - present.
- EnvH 536/UrbDP 536 “Health Impact Assessment”, Dept. of Environmental and Occupational Health Sciences, School of Public Health, and Dept. of Urban Design and Planning, College of the Built Environments,

University of Washington, Seattle. 2011 - present.

"Public Health and Built Environment", Dept. of Environmental and Occupational Health, Emory Univ. School of Public Health, and Georgia Institute of Technology, Atlanta. 2007.

"Design and Evaluation of Injury Interventions", Dept. of Health Policy and Management, Johns Hopkins University School of Public Health, Baltimore. 1992 - 1997.

Research Grant Participation

No current research grants. Currently supported by teaching, consulting, honoraria, advisory committee participation, and US Public Health Service retirement pay. Also participating or advising on unfunded research projects with graduate students.

Principal investigator on the following prior grants:

Evaluation of Howard County mandatory bicycle helmet law; funded by National Highway Traffic Safety Administration, National Institute of Child Health and Human Development, and USPHS Bureau of Maternal and Child Health, 1990-1992

Suicide and other causes of mortality among HIV-positive military service applicants; R01 grant funded by National Institute of Mental Health, 1990-1996

Epidemiology of penetrating eye injuries in the National Eye Trauma Registry; funded by National Institute for Occupational Safety and Health and Wilmer Eye Institute, 1990-1991

Injury as a cause of maternal mortality in New York City and maternal morbidity in Maryland; funded by Division of Reproductive Health, Centers for Disease Control and Prevention, 1992-1993

Evaluation of safety education at Children's Village in Washington County, Maryland; funded by Washington County Health Department, 1993-1994

Development of slide show for the promotion of careers in Preventive Medicine for use at medical schools nationally; funded by American College of Preventive Medicine, Association of Teachers of Preventive Medicine, ATPM Foundation, and Health Resources and Services Administration, 1993-1994

Evaluation of adolescent mentoring in relation to the prevention of violence and other adverse outcomes; funded by Johns Hopkins Center for Adolescent Health, 1995-1996

Preventive Medicine Residency Program training grant; Johns Hopkins; funded by Health Resources and Services Administration, 1995-1998

Co-investigator on the following grants:

Johns Hopkins Injury Prevention Center; core funding from Centers for Disease Control and Prevention, 1989-1999; Principal Investigators: Stephen Teret, JD, MPH (1989-1994); Ellen MacKenzie, PhD (1994-1999)

Johns Hopkins Center for Adolescent Health Promotion and Disease Prevention; core funding from Centers for Disease Control and Prevention, 1993-1998; Principal Investigator: Cheryl Alexander, MPH, PhD

Epidemiology of bicyclist injuries in the U.S.; funded by Snell Memorial Institute, 1992-1993; Principal Investigator: Susan Baker, MPH

Consultant on Maryland state health department bicycle injury prevention project; funded by Centers for Disease Control and Prevention, 1993-1996; Principal Investigator (1993-1995): Ellen Schmidt, MS

Prevention of injuries to women in the military; funded by U.S. Department of the Army, 1995-1998; Principal Investigator: Gordon Smith, MD, MPH

31 May 2018

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
		4	1.	Member	Yasir Alfarag	9/1/2019	8/31/2021	1	Mayor
2	F	5	2.	Member	Kashina Groves	9/1/2018	8/31/2020	1	City Council
1	M	3	3.	Member	Alexander Lew	9/1/2019	8/31/2021	2	Mayor
1	F	4	4.	Member	Andrea Lai	9/1/2019	8/31/2021	1	City Council
6	F	6	5.	Member	Emily Paine	9/1/2019	8/31/2021	2	Mayor
	M	7	6.	Member	Benjamin Estes	9/1/2019	8/31/2021	1	City Council
6	M	2	7.	Member	Andrew Dannenberg	9/1/2020	8/31/2022	2	Mayor
6	F	1	8.	Member	Meredith Hall	9/1/2018	8/31/2020	1	City Council
			9.	Member	Sarah Udelhofen	9/1/2020	8/31/2022	2	Mayor
6	M	2	10.	Member	Patrick Taylor	9/1/2018	8/31/2020	1	City Council
		3	11.	Member	Maimooma Rahim	9/1/2020	8/31/2022	1	Mayor
			12.	Get Engaged Member	Jose Ulises Nino Rivera	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	1			1					2			
Council	2	3			1	1				2			
Other													
Total	4	4			2	1				4			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

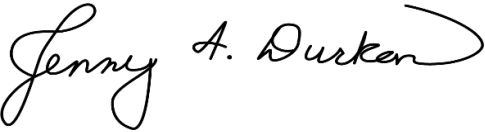
File #: Appt 01714, **Version:** 1

Reappointment of Sarah Udelhofen as member, Seattle Bicycle Advisory Board, for a term to August 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Sarah Udelhofen</i>		
Board/Commission Name: <i>Seattle Bicycle Advisory Board</i>		Position Title: <i>Member 9</i>
<input type="checkbox"/> Appointment OR <input checked="" type="checkbox"/> Reappointment	Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 9/1/2020 to 8/31/2022 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Wallingford</i>	Zip Code: <i>98124</i>	Contact Phone No.: <div style="background-color: black; width: 100px; height: 1.2em;"></div>
Background: <i>Sarah works as Transportation Specialist at Commute Seattle and volunteers with Seattle Neighborhood Greenways and the Volunteer Park Conservatory. Sarah was appointed to the Seattle Bicycle Advisory Board in March 2020 to fill the remainder of a vacant position and is excited to serve a second term and full term on the Board and serve in the role of Board Co-Chair. Sarah would like to work towards a more accessible, inclusive, and diverse SBAB and looks forward to working with the Bicycle Advisory Board to help foster an environment that is approachable and comfortable for a more diverse group of people.</i>		
Authorizing Signature (original signature):  Date Signed (appointed): 12/1/20		Appointing Signatory: <i>Mayor Jenny Durkan</i>

*Term begin and end date is fixed and tied to the position and not appointment date.

SARAH UDELHOFEN



EXPERIENCE

Commute Seattle, Seattle — *Transportation Specialist*

August 2019 - PRESENT

- Provide support, technical assistance, and best-practice guidance to employers affected by Washington State's Commute Trip Reduction law.
- Plan and execute high quality educational/informational seminars, presentations, one-on-one meetings, and small group presentations about bus, bike, walking, vanpool, and other options.
- Work collaboratively with partner organizations, including The Downtown Seattle Association, King County Metro, Washington State Department of Transportation, and the City of Seattle.

C+C | All About the Good, Seattle — *Program Coordinator*

November 2016 - July 2019

- Drove program success by budgeting, devising work plans, establishing program agreements, and administering feedback surveys.
- Built trust with clients and delivered quality results while providing excellent service every step of the way.
- Onboarded and trained new team members; broke down complex processes into easily understandable stages to ensure understanding of the big picture.
- Utilized principles of community based social marketing to change behaviors related to energy efficiency, transportation, and waste.
- As a member of the DEI team, I collaborated with coworkers to infuse diversity, equity, and inclusion into C+C's culture and client work.

Bike & Build, U.S.A. — *Affordable Housing Advocate*

2016

- Fundraised \$11,500 for the affordable housing cause; cycled from Providence, Rhode Island to Seattle to raise awareness about the affordable housing crisis and build homes with local organizations.

Meri  x NutriSciences, Addison, IL — *Research Assistant*

2015 - 2016

- Developed and implemented plans to recruit study participants, meet participation goals, and carry out study protocols with confidentiality.
- Evaluated competing priorities and ensured tasks were completed efficiently and within study parameters.

EDUCATION

Cornell University, Ithaca, NY — *B.S. in Natural Resources, Minor in Design & Environmental Analysis*

2010 - 2014

CORE INTERESTS

Engaging the public through outreach in order to inform and educate.

Advocating for sustainable transportation options for all ages, races, abilities, and economic status.

Building visuals to translate complex processes into easily comprehensible information.

Understanding key players and motivating the team to achieve results and meet deadlines.

Delivering clear communication to manage expectations and drive project timelines.

VOLUNTEERING

Seattle Neighborhood Greenways

Collaborate with community members to advocate for safer, healthier, more effective methods of moving around the city.

Volunteer Park Conservatory

Indulge visitors in the wonders of the natural world and ensure funding is secured to preserve the conservatory for the future.

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
		4	1.	Member	Yasir Alfarag	9/1/2019	8/31/2021	1	Mayor
2	F	5	2.	Member	Kashina Groves	9/1/2018	8/31/2020	1	City Council
1	M	3	3.	Member	Alexander Lew	9/1/2019	8/31/2021	2	Mayor
1	F	4	4.	Member	Andrea Lai	9/1/2019	8/31/2021	1	City Council
6	F	6	5.	Member	Emily Paine	9/1/2019	8/31/2021	2	Mayor
	M	7	6.	Member	Benjamin Estes	9/1/2019	8/31/2021	1	City Council
6	M	2	7.	Member	Andrew Dannenberg	9/1/2020	8/31/2022	2	Mayor
6	F	1	8.	Member	Meredith Hall	9/1/2018	8/31/2020	1	City Council
			9.	Member	Sarah Udelhofen	9/1/2020	8/31/2022	2	Mayor
6	M	2	10.	Member	Patrick Taylor	9/1/2018	8/31/2020	1	City Council
		3	11.	Member	Maimooma Rahim	9/1/2020	8/31/2022	1	Mayor
			12.	Get Engaged Member	Jose Ulises Nino Rivera	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	1			1					2			
Council	2	3			1	1				2			
Other													
Total	4	4			2	1				4			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

G List *gender*, **M= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary, **O**= Other, **U**= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

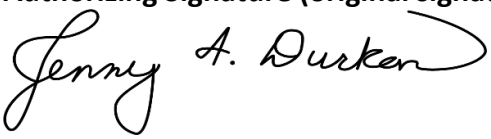
File #: Appt 01715, **Version:** 1

Appointment of Arthur Kuniyuki as member, Seattle Transit Advisory Board, for a term to August 2, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Art Kuniyuki</i>		
Board/Commission Name: <i>Seattle Transit Advisory Board</i>		Position Title: <i>Member, position 8</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other		Term of Position: * 8/3/2020 to 8/2/2022 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: <i>Delridge</i>	Zip Code: <i>98106</i>	Contact Phone No.: [REDACTED]
Background: <i>Art is a third generation Japanese-American, born and raised in Seattle. Art is Payroll and Benefits Manager for the Pike Place Market Preservation and Development Authority. In his work, he manages the ORCA Business Passport Program for about 100 users and staying informed of what transit agencies are doing regarding fare collection, COVID-19 safety rules, and route planning are more important than ever. Art holds a degree in Business Administration with a concentration in finance and has worked for the American Red Cross, Seattle-King County Chapter and volunteers with several local organizations, including the Seattle Public Library and Wired for Learning.</i>		
Authorizing Signature (original signature):  Date Signed (appointed): <i>12/2/20</i>		Appointing Signatory: <i>Mayor Jenny Durkan</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

ARTHUR KUNIYUKI



QUALIFICATIONS

Proven Payroll and Benefits coordination and processing skills for over three decades.
Fully knowledgeable of ADP Payroll software (Workforce Now version)
Oversees Transportation needs by managing a 100 user ORCA Business Passport Card account.
Managed capital projects (network installation and CAT-5 wiring of a two story building)
Proven project management skills. Able to effectively communicate with stakeholders, meet time and budget constraints, and coordinate numerous vendor/customer activities.
Community leader – Board of Director Experience (Secretary/Treasurer), transportation advisory group for the **METRO CONNECTS** Plan, 19 year volunteer for the Seattle Public Library, volunteer photographer
Recognized as a patient, knowledgeable and effective teacher. Works well with diverse groups including ESL adults.

EDUCATION

B.A. - Business, University of Washington, Seattle, WA 1984

EMPLOYMENT HISTORY

Pike Place Market Preservation and Development Authority 2002-present
Payroll and HR Specialist, Payroll and Benefits Administrator, Payroll and Benefits Manager (2003 – present).

Responsible for all aspects of cloud-based ADP payroll processing and reporting for 100 employees. Conducts new employee orientations and oversees all corporate benefits processing (Medical, Dental, Vision, Life Insurance, Flex-Plan). Oversees 100 ORCA Business Passport card account. Assists HR Director with criminal background checks, personnel file maintenance, union contract preparation, personnel data analysis, employee recognition, budget preparation, and pension fund data analysis. Also assists with front desk / reception desk backup, and backup cashier duties, as required.

Temporary Employee (2002-2003)

Assisted the Accounting Department with Accounts Payable, Payroll Specialist with payroll and benefits processing, Front Desk with receptionist and office support tasks.

American Red Cross of Seattle-King County 1986-2002

Operations Administrator (1993-2002). Oversaw all corporate Information Technology systems and equipment including servers, workstations, laptops, PBX and voicemail. Provided technical support, maintenance and repair. Designed and implemented training programs on computer hardware/software programs and office equipment to all staff and volunteers. Procured all corporate office supplies, equipment and materials. Negotiated pricing, delivery and credit requirements with all vendors and the maintenance agreements on all IT devices. Updated Disaster Recovery Plan.

Payroll Coordinator (1986-1996). Processed payroll for 100 employees. Posted general ledger expenses.

Computer Specialist (1987-1993). Developed computer system procedures. Planned for future computer needs. Provided computer training and support services.

Bookkeeper (1986-1989). Performed AP and Payroll duties. Posted general ledger entries.

COMMUNITY ACTIVITIES

Seattle Public Library System Volunteer, February 2001 – present (Computer Instructor, Tutoring)

Board of Directors, Three Dollar Bill Cinema, 2007-2012, Treasurer and Secretary

Metro Transit Long Range Plan Community Advisory Group, 2015-2016, developed the **METRO CONNECTS** Plan

Volunteer Photographer, The Great Figgy Pudding Caroling Competition, 2018 - present

Community Advisory Group, The AMP: AIDS Memorial Pathway (Capitol Hill), 2018 - present

REFERENCES

Available Upon Request

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	M	3	1.	Member	Bryce Kolton	8/3/18	8/2/20	2	City Council
			2.	Member	<i>Vacant</i>	8/3/20	8/2/22		City Council
5	M	4	3.	Member	Andrew Martin	8/3/18	8/2/20	2	City Council
6	F	7	4.	Member	Michelle Zeidman	8/3/19	8/2/21	2	City Council
6	F	2	5.	Member	Jennifer Malley	8/3/19	8/2/21	2	City Council
1	F	3	6.	Member	Keiko Budech	8/3/20	8/2/22	2	Mayor
6	F	3	7.	Member	Barbara Wright	8/3/20	8/2/22	2	Mayor
		1	8.	Member	Art Kuniyuki	8/3/20	8/2/22	1	Mayor
	F	7	9.	Member	Erin Tighe	8/3/19	8/2/21	3	Mayor
6	F	2	10.	Member	Alexandra Rouse	8/3/19	8/2/21	2	Mayor
5	F		11.	Member	Carla Saulter	8/3/19	8/2/21	3	Mayor
6	M	3	12.	Get Engaged Member	Andrew Parker	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	5			1				1	3			
Council	2	2							1	3			
Other													
Total	3	7			1				2	7			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

G List *gender*, **M= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary, **O**= Other, **U**= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: Appt 01716, **Version:** 2

Reappointment of Keiko Budech as member, Seattle Transit Advisory Board, for a term to August 2, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Keiko Budech		
Board/Commission Name: Seattle Transit Advisory Board		Position Title: Member, position 6
<input type="checkbox"/> Appointment OR <input checked="" type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other		Term of Position: * 8/3/2020 to 8/2/2022 <input type="checkbox"/> Serving remaining term of a vacant position
Residential Neighborhood: Columbia City	Zip Code: 98118	Contact Phone No.: [REDACTED]
Background: Keiko brings a unique perspective as a lifelong Seattleite and a young woman of color. Keiko is the Communications Manager at Transportation Choices Coalition and holds a Bachelor of Arts in Environmental Policy from Pitzer College. Keiko is interested in how the TAB can use a race and power lens while commenting on transportation plans. In her second term on the TAB, Keiko is interested in Sound Transit realignment policies, making transportation safe and accessible for all including reforming fare enforcement practices, finding sustainable funding sources for transit, and centering a just COVID recovery for transportation.		
Authorizing Signature (original signature):  Date Signed (appointed): 12/2/20		Appointing Signatory: Mayor Jenny Durkan

*Term begin and end date is fixed and tied to the position and not the appointment date.

EXPERIENCE

COMMUNICATIONS MANAGER

Transportation Choices Coalition
Seattle, WA
Feb. 2018 - Present

Manage TCC's communications program. Build narrative, messaging, outreach strategy for policy and advocacy work. Increase visibility to a diverse audience. Manage website, email, media relations, and speech writing. Lead internal work, such as the Racial Equity Action Plan and Theory of Change updates. Strategic communications support for No on I-976 campaign. Currently serving as interim Advocacy Director while coworker is on family leave.

SENIOR COMMUNICATIONS ASSOCIATE

Sightline Institute
Seattle, WA
Sep. 2014 - Jan. 2018

Managed website, social media, and email newsletters. Managed Sightline's daily newsletter and four daily editor contractors. Worked on narrative, messaging, and outreach strategy for policy programs. Communications lead for Housing & Urbanism research program. Completed a website redesign and rebranding. Served two years as chair of Diversity & Equity Committee. Led all-staff quarterly DEI conversations for staff and board.

FREELANCE COMMUNICATIONS CONSULTANT

August. 2019 - Present
Advise and research strategic communications and develop communications program at a new environmental nonprofit.

EDUCATION

PITZER COLLEGE

Claremont, CA
May 2014
B.A, Honors in Environmental Policy, GPA: 3.9
Organizer for Pitzer Divestment Campaign
Honors Thesis: ["Missing Voices, Hidden Fields: The Gendered Struggles of Female Farmworkers"](#)

LEADERSHIP

BOARD MEMBER

Seattle Transit Advisory Board
Seattle, WA
Sep. 2018 - Present

Advise the Mayor, City Council, and City departments on transportation policies and plans for the City of Seattle. I sit on the executive team as secretary where I set agendas, write advocacy letters, and develop sub-committees. Issue interests: Light rail expansion and anti-displacement strategies, progressive revenue streams, transit accessibility and affordability.

CO-LEADER

Environmental Professionals of Color
Seattle, WA
Member - Oct 2014 / Organizer - Nov 2018 - Present

EPOC serves over 800 people of color in the environmental sector in Seattle with leadership development opportunities. I organize and facilitate meetups and 'Breaking the Green Ceiling' summit with over 100 attendees. Maintain communications and engagement opportunities with members. Write grants and manage funding. (Secured \$25,000 grant, largest grant ever received.)

COMMISSIONER

Seattle Planning Commission
Seattle, WA
Sep. 2016 - Sep. 2017

Advised the Mayor, City Council, and City departments on housing and land use policies and plans for the City of Seattle. Member of the Housing and Neighborhoods sub-committee. Issue interests: MHA, ADUs, anti-displacement strategies, and zoning.

BOARD MEMBER

YMCA Earth Service Corps
Seattle, WA
Jan. 2016 - Mar. 2018

Provided development and fundraising support. Crafted curriculum and annual strategic planning. Served on Diversity, Equity, Inclusion committee and planned staff and Board equity trainings.

AWARDS

HENRY M JACKSON FELLOW

Henry M Jackson Foundation

October 2019 - Present

Selected as one of nine Fellows in the Puget Sound region to participate in a nine-month leadership development fellowship for civic-minded servant leaders.

ARTS, CULTURE, AND TRANSPORTATION FELLOWSHIP

Transportation for America

June 2019 - January 2020

Selected as one of eleven Fellows to further study the intersection of transportation, culture, and public art throughout the US. Worked with a team on a creative placemaking project in the Puget Sound region.

UNDERGRADUATE FULBRIGHT AWARD

Fulbright Scholarship Program

Jun. 2013 - Aug. 2013

Awarded to conduct education policy research with Pitzer College professors and students. Use Nepali language skills to help with communication and logistics.

UDALL SCHOLARSHIP

Udall Foundation

Selected as one of 50 scholars and recognized for environmental leadership. Awarded a scholarship of \$5,000.

SKILLS

SOFTWARE

Wordpress, Mailchimp, Google Analytics, Google AdWords, Adobe InDesign, GIS, Microsoft Office, Asana, ExactTarget, Salesforce, Action Network, Campaign Monitor

LANGUAGES

English, Nepali, Spanish (basic)

GRAPHIC DESIGN

Completed a graphic design course at the School of Visual Concepts. Spring quarter 2018.

UNDOING INSTITUTIONAL RACISM

Completed the People's Institute training and organized a building-wide training for nonprofits in the Vance Building.

STRATEGIES FOR FACILITATING COURAGEOUS CONVERSATION ON RACE TRAINING

Cultures Connecting training on addressing conflict and facilitating conversation about race.

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	M	3	1.	Member	Bryce Kolton	8/3/18	8/2/20	2	City Council
			2.	Member	<i>Vacant</i>	8/3/20	8/2/22		City Council
5	M	4	3.	Member	Andrew Martin	8/3/18	8/2/20	2	City Council
6	F	7	4.	Member	Michelle Zeidman	8/3/19	8/2/21	2	City Council
6	F	2	5.	Member	Jennifer Malley	8/3/19	8/2/21	2	City Council
1	F	3	6.	Member	Keiko Budech	8/3/20	8/2/22	2	Mayor
6	F	3	7.	Member	Barbara Wright	8/3/20	8/2/22	2	Mayor
		1	8.	Member	Art Kuniyuki	8/3/20	8/2/22	1	Mayor
	F	7	9.	Member	Erin Tighe	8/3/19	8/2/21	3	Mayor
6	F	2	10.	Member	Alexandra Rouse	8/3/19	8/2/21	2	Mayor
5	F		11.	Member	Carla Saulter	8/3/19	8/2/21	3	Mayor
6	M	3	12.	Get Engaged Member	Andrew Parker	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	5			1				1	3			
Council	2	2							1	3			
Other													
Total	3	7			1				2	7			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

G List *gender*, **M= Male, **F**= Female, **T**= Transgender, **NB**= Non-Binary, **O**= Other, **U**= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

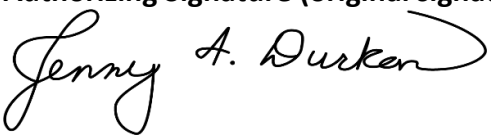
File #: Appt 01717, **Version:** 1

Reappointment of Barbara A. Wright as member, Seattle Transit Advisory Board, for a term to August 2, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Barbara Wright</i>		
Board/Commission Name: <i>Seattle Transit Advisory Board</i>		Position Title: <i>Member, position 7</i>
<input type="checkbox"/> Appointment OR <input checked="" type="checkbox"/> Reappointment		City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other		Term of Position: * 8/3/2020 to 8/2/2022 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: <i>Montlake</i>	Zip Code: <i>98112</i>	Contact Phone No.: [REDACTED]
Background: <i>Barbara over two decades' experience working with Seattle community organizations and non-profits, and has actively worked to improve multimodal transportation opportunities in Seattle. She first became interested in transportation issues while working at Seattle-King County Public Health, seeing the way a city moves people and the way land use decisions cities made were impacting health outcomes. Barbara believes transportation policy and funding issues have never been more critical than they are now and would like to continue being part of the discussions through work on the Transit Advisory Board.</i>		
Authorizing Signature (original signature):  Date Signed (appointed): 12/2/20		Appointing Signatory: <i>Mayor Jenny Durkan</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

Barbara A. Wright

Effective and creative community leader experienced in managing and implementing complex projects by working collaboratively in a team environment and building successful community partnerships

Community and Non-Profit Experience

Arboretum Partnership Task Force	2019-current
Seattle Audubon Society	2017 – 2020
City of Seattle Transit Advisory Committee	2018- current
Seattle Board of Park Commissioners, Commissioner	2012 – 2018
Seattle Bridging the Gap Oversight Committee, Board Member	2011- 2015
Transportation Choices Coalition, Board Member (Chair 2012-2014)	2006 – 2014
Parks Citizens' Advisory Committee, Co-Chair	June 2013 - May 2014
Seattle Parks Prop 1 Campaign, Leadership Team	July - November 2014
Citizens' Transportation Committee III	February – July 2011
Seattle Transit Citizens' Advisory Committee	Summer 2011
Governor's Connecting Washington Task Force	July – September 2011
The Arboretum Foundation, Board Member (Chair 2008-2010)	1996 – 2003 and 2005 – 2012
The Arboretum Botanical Garden Committee, Chair	2008 - 2010
Friends of Olmsted Parks, Seattle, WA	1993 - 1996
University of Washington Center for Urban Horticulture Advisory Committee	2012 – current

Professional Experience

Assistant Director, Environmental Health Division Public Health – Seattle & King County

June 2003 – June 2010

Assisted the Director in the leadership, management and daily operation of the Environmental Health Division with direct oversight of fiscal, personnel, program, education and legal activities within the Division.

- Co-authored first major United States transportation project health impact assessment
- Developed internal direction and program for public health involvement in community and transportation planning
- Provided leadership and strategies for developing partnerships with local and regional planning agencies
- Defined and represented the Division's position on numerous cross-divisional teams addressing obesity, community design, emerging issues, internal systems and leadership issues
- Frequently presented at national conferences on the impacts of the built environment on health and health impact assessments
- Worked collaboratively with public health leaders on development of the Centers for Disease Control successful *Communities Putting Prevention to Work* Grant

- Provided coaching and mentoring of senior-level managers in all management responsibility areas
- Collaboratively developed and implemented numerous policies to improve performance and communication within the Division

**Manager, Community Environmental Health Section
Public Health – Seattle & King County**

September 2001 – May 2003

Managed and provided leadership for the drinking water, wastewater and plumbing programs which includes securing new funding sources, improving customer service, creating new partnerships and coordinating cross-sectional teams. Specific accomplishments include:

- Secured funding for a new Operation and Maintenance program in a challenging budget environment through strategic development of community partnerships, collection of supporting data and a comprehensive presentation to the Board of Health
- Developed strong relationships with industry leaders through public involvement processes, individual meetings and community advisory teams
- Developed strong and collaborative relationships with State On-Site Program staff, State Environmental Health Department Directors, Seattle Public Utilities, State Drinking Water staff and King County agencies
- Worked on numerous cross-divisional teams concerning emerging environmental health issues, workplace violence prevention, communication policies, labor management issues, etc.

**Administrator, Program Development
King County Department of Parks and Recreation, Seattle, Washington**

1997 – 2001

Provided leadership and managed planning activities, complex policy development and program oversight in the areas of acquisition, trail and park development, and the property management of the 20,000-acre King County Park System. Specific duties and accomplishments include:

- Established policy direction for and content of the \$20 million Capital Improvement program and subsequently monitored the Capital Improvement Program projects
- Secured \$2.9 million in grants from state and federal grant programs in 2000-2001 and negotiated complex agreements including a \$1.5 million mitigation project on park property
- Developed policies, strategies and long range plans for acquisition, development and management of park and open space properties
- Pursued partnerships to leverage government funds with community groups from open space to active sports organizations to develop recreational facilities
- Worked collaboratively with elected officials on numerous controversial park development issues
- Changed an unproductive work group into a dynamic and highly motivated team through effective recruiting, training and mentoring
- Established and improved internal and external partnerships through regular communication, protocol agreements and legislation to avoid duplication of efforts and to better utilize government funds

**Director, Water System Services Director
Seattle Water Department, Seattle, Washington**

1993 – 1997

Managed and provided leadership of approximately 225 technical, professional and trade employees who operate, maintain and repair the regional water transmission and distribution facilities. Specific duties included the oversight of an \$18 million budget, customer service, material management, fleet

management, apprenticeship program and geographic information system. Specific accomplishments included:

- Created the first apprenticeship program which successfully addressed the on-going loss of technical workers and enhanced the workforce diversity
- Developed a comprehensive, one-year training program for existing workers to improve communication and technical skills which over 95% of pipe workers successfully completed
- Initiated a maintenance management program to reduce operating costs and to anticipate future expenditures
- Provided excellent customer service while addressing highly charged, volatile workplace problems in areas of sexual and racial harassment through training, counseling and disciplinary actions and created a safe workplace for all employees

**Manager, King County Parks Division
Seattle, Washington**

1990 – 1993

Provided management and leadership direction of the 250 full-time and 1,000 part-time employees of the King County Parks Division. This work included planning and developing the King County park, trail and open space system; overseeing county-wide recreation and aquatics programs; overseeing the property acquisition program and operating and maintaining the parks, trails, open space lands and recreational facilities owned by the County. Other specific duties included:

- Managed an \$18.6 million operating budget and a \$34 million capital improvement budget
- Coordinated policy, acquisition and development issues with a variety of community groups
- Initiated the County's first Parks and Open Space Plan
- Administrated the \$117 Million 1989 Open Space Bond and successfully completed a majority of the larger parkland acquisitions and development of a regional trail system
- Worked closely with elected officials on a variety of policies and projects

**King County Parks, Planning and Resources Department
Seattle, Washington**

1988 - 1990

During this three year period, held the positions of Deputy Director of the Department, Acting Section Manager and Open Space Planner. As the Deputy Director, advised and represented the Director on all aspects of the Department duties with management oversight in areas of parks and open space management, parks and open space planning, regional trail system planning, comprehensive planning and cultural resources issues.

**Director, Omaha Parks and Recreation Department
Omaha, Nebraska**

1987 – 1988

Responsible for the management and leadership of a municipal park system with an operating budget of \$20 million including the supervision of 335 full-time and 360 part-time employees.

- Created and implemented a realistic capital improvement program
- Contributed to and oversaw development of city parks and recreation master plan
- Initiated design and maintenance standards for an organization with no written guidelines
- Established first planning section in the department history
- Initiated partnership with natural resource district to develop regional trail system on existing flood control levees
- Increased community support for parks and coordinated fundraising for \$1.7 million dollar stadium expansion project and identified and secured funding for a major park acquisition

- Successfully recruited, hired, trained and set expectations for five senior level employees for a department which had been critically understaffed and functioned poorly
- Worked closely with elected officials in the development of budget, policies and projects

Chief of Staff

1981 - 1987

Office of the Mayor

Omaha, Nebraska

During this six year tenure, held the positions of Mayoral Aide and Chief of Staff. Responsibilities included policy development advisor and business manager to the Mayor in a city of 360,000 for all phases of municipal government management.

- Developed the first city-wide capital improvement planning process
- Coordinated problem solving and planning activities with city department directors
- Directly oversaw all Parks Department issues and actively contributed to the philosophy and overall strategic plan for the municipal park system
- Supervised Mayor's personal staff in areas of research, public relations, program design, project implementation and public affairs
- Developed goal setting procedures for department directors
- Oversaw budget preparation and developed budget philosophy

Founder and President of New Cinema Cooperative

1978 – 1987

Omaha, Nebraska

Founder and volunteer manager of non-profit organization for screening alternative cinema including fundraising, programming film, public relations, grant writing and theater management.

Publications

SR 520 Health Impact Assessment: A Bridge to a Healthier Community, co-author, 2009
 “Building Healthy Communities”, Fall/Winter 2010, *Northwest Public Health*, 14-15

Education and Training

University of Washington, Cascade Management Program
 University of Nebraska-Omaha, BA, English
 Numerous management and leadership training classes

Speaking and Training Engagements

Spring 2014 – Numerous presentations for the proposed Seattle Parks Prop 1

Winter 2013 – Health Impact Assessment Training Program and Advisor in the Republic of Palau funded by the Association of State and Territorial Health Officials

Spring 2011 – Spring 2013 – Assisted with teaching University of Washington Graduate Health Impact Assessment Class

June 2011 – Northwest Transportation Strategies Seminar, “Broadening the Voices in Transportation Planning Discussion”, panel speaker

July 2011 – Integrating Public Health into Comprehensive Plans, “Healthy Planning as a Tool to Reduce Childhood Obesity” presentation

2006 – 2010 – Numerous presentations at national public health conferences

Seattle Transit Advisory Board

12 Members: Pursuant to Resolution 31572, all members subject to City Council confirmation, 2-year terms:

- 7 Mayor- appointed
- 5 City Council- appointed

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
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6	F	7	4.	Member	Michelle Zeidman	8/3/19	8/2/21	2	City Council
6	F	2	5.	Member	Jennifer Malley	8/3/19	8/2/21	2	City Council
1	F	3	6.	Member	Keiko Budech	8/3/20	8/2/22	2	Mayor
6	F	3	7.	Member	Barbara Wright	8/3/20	8/2/22	2	Mayor
		1	8.	Member	Art Kuniyuki	8/3/20	8/2/22	1	Mayor
	F	7	9.	Member	Erin Tighe	8/3/19	8/2/21	3	Mayor
6	F	2	10.	Member	Alexandra Rouse	8/3/19	8/2/21	2	Mayor
5	F		11.	Member	Carla Saulter	8/3/19	8/2/21	3	Mayor
6	M	3	12.	Get Engaged Member	Andrew Parker	9/1/20	8/31/21	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	5			1				1	3			
Council	2	2							1	3			
Other													
Total	3	7			1				2	7			

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

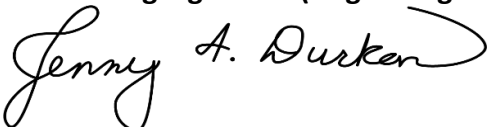
File #: Appt 01718, **Version:** 1

Appointment of Akshali Gandhi as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2021.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Akshali Gandhi		
Board/Commission Name: Seattle Pedestrian Advisory Board		Position Title: Member (Position 7)
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: Fill in appointing authority	Date Appointed: 10/16/2020	Term of Position: * 4/1/2019 to 3/31/2021 <input type="checkbox"/> Serving remaining term of a vacant position
Capitol Hill	98122	Contact Phone No.: [REDACTED]
Background: Akshali is a transportation planner and brings to the board a technical background through which to better understand and explain the documents, projects, and issues that with which the Board would be presented along with personal lived experience as a pedestrian.		
Authorizing Signature (original signature): 		Appointing Signatory: Jenny A. Durkan Mayor

*Term begin and end date is fixed and tied to the position and not appointment date.

Akshali Gandhi

Cornell University | Ithaca, NY
M.R.P. City and Regional Planning (May 2015)
College of Architecture, Art & Planning

Iowa State University | Ames, IA
B.S. Community and Regional Planning/
International Studies (May 2012)

experience

Transportation Planner | King County Metro (Jun 2019 - Present)

Work on the Access to Transit team focusing on parking management, mobility hubs, and transit-oriented development. Also serve as a Business Development Manager for the company. Also serve as a Business Development Manager for the company.

Planning Associate | Michael Baker International (Oct 2018 - May 2019)

Conducted research scans and wrote best practices for emerging mobility; prepared regional planning and traffic engineering reports; and lead marketing, proposal and business development efforts.

Projects: Autonomous Shuttles & AV Technology white paper, Jacksonville Transit Authority (2018-19)

Associate Transportation Planner | Nelson\Nygaard Consulting Associates (Jan 2017 - Mar 2018)

Developed written and graphic content for long-range multi-modal plans, community engagement plans, transit plans, TDM plans, technical analysis memos, and literature reviews.

Projects: Arlington County TDM Performance Monitoring Studies (2017-18)

Developed written and graphic content for long-range multi-modal plans, community engagement plans, transit plans, TDM plans, technical analysis memos, and literature reviews.

Planner 2 (Transportation) | City of Pittsburgh, PA (Jul 2015 - Dec 2016)

Managed traffic impact review for new development; co-authored the Department of City Planning's first Complete Streets Policy; served on BRT Steering Committee; and assisted with research, mapping, graphic design, and public outreach.

publications

Gandhi, Akshali & Minner, Jennifer. (2017). Economic Development Challenges for Immigrant Retail Corridors: Observations From Chicago's Devon Avenue. *Economic Development Quarterly*. 31. 342 –359. 10.1177/0891242417730401.

Co-Author, (2015) "Q70 Ltd. Bus Assessment and Improvements Study"
New York City Economic Development Corporation (*Student Consulting Project, Fall 2014*)

skills

Software: Adobe Creative Suite, ArcGIS, SurveyMonkey, Social Explorer, PollEverywhere
Foreign Languages: Spanish (intermediate) , Hindi (conversational)

affiliations

Women's Transportation Seminar (Mentee and Member, 2015 - Present)
Young Professionals in Transportation (Member, 2016 - Present)
New Rail-Volutionaries Planning Committee (Member, 2019 - Present)
American Planning Association (Member, 2011 - 2019)



Seattle Pedestrian Advisory Board

11 Members: Pursuant to **Resolution 29532**, **all** members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to **Ordinance 120325**, **all** members subject to City Council confirmation, **1**-year terms:

- **5** City Council-appointed
- **7** Mayor-appointed
- **0** Other Appointing Authority-appointed (specify):

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
5	M	3	1.	Member	Jennifer Lehman	4/1/120	3/31/22	2	Council
6	M	3	2.	Member	David Seater	4/1/19	3/31/21	1	Council
			3.	Member	Emily Mannetti	4/1/20	3/31/22	1	Council
6	F	3	4.	Member	Anna Letitia Zivarts	4/1/19	3/31/21	2	Council
2	F	2	5.	Member	Han-Jung Ko	4/1/19	3/31/21	2	Council
1	M	2	6.	Member	Emily Davis	4/1/20	3/31/22	1	Mayor
6	F	3	7.	Member	Akshali Gandhi	4/1/19	3/31/21	1	Mayor
	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Vacant	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Summer	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	M		12.	Get-Engaged Member	Ori Obrian	9/1/20	8/31/22	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Men	Women	Transgender	Other/ Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other (Specification Optional)	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	5		1	1				1	1			
Council	2	3				1			1	3			
Other													
Total	3	9			1	1			2	7			

Key:

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Legislation Text

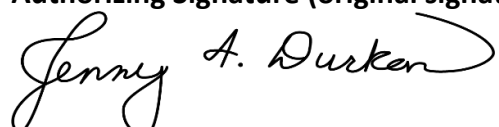
File #: Appt 01719, **Version:** 1

Appointment of Emily D. Davis as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: Emily Davis		
Board/Commission Name: Seattle Pedestrian Advisory Board		Position Title: Member (Position 6)
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: Fill in appointing authority	Date Appointed: 10/16/2020	Term of Position: * 4/1/2020 to 3/31/2022 <input type="checkbox"/> Serving remaining term of a vacant position
Central District	98144	Contact Phone No.: [REDACTED]
Background: Emily is an environmental scientist for King County Road Services Division, and understands the complexities of maintaining a public right of way and the conflicting goals that planners and engineers face when designing for all users of the roadway. As a walker, runner, cyclist, and driver, Emily empathizes with the variety of user-experiences that need to be considered when forming the policy and design guidelines that shape the future of transportation through the city.		
Authorizing Signature (original signature): 		Appointing Signatory: Jenny A. Durkan Mayor

*Term begin and end date is fixed and tied to the position and not appointment date.

Emily D. Davis, P.E. / Environmental Scientist and Engineer

- Amalgam of scientist and engineer with experience in environmental permitting/monitoring/reporting, Western Washington ecology, wetland science, stormwater infrastructure, and water/wastewater treatment.
- Over 7 years of experience in technical reporting related to environmental permitting, long-term monitoring, and design of capital improvement projects for government agencies, municipalities, and private sector/industrial clients.
- Boundlessly enthusiastic about natural resources, plants, wildlife, and cultivating relationships with other environmental professionals

Employment

Environmental Scientist II at King County DLS/RSD

Feb 2018 – Present

- Environmental permitting and documentation for the lifecycle of Road Services Division (RSD) projects.
- Long term management, monitoring, and reporting for RSD mitigation sites.
- Oversight of field work for summer staff, WCC crews, and landscape contractors.
- Ad hoc duties including: wetland or OHWM delineations, stream surveys, fish exclusion, fish passage assessments, vegetation surveys, review of consultant work products, GIS analyses, etc.
- In-training for HEC-RAS based hydraulic modelling

Engineer I at King County DNRP/WLRD – Seattle, WA

Aug 2017 – Dec 2017

- Inspections and mapping of stormwater (MP4) infrastructure for compliance with the current NPDES permit.
- Integration of engineering plans, orthophotography, plats, and digital ground model elevation data to develop a drainage network geodatabase.

Engineering Associate at Keon Research – Seattle, WA

Oct 2014 – Aug 2017

- Research and development of prototype and proof-of-concept devices with a focus on water treatment and reuse for clients including Fortune 10 companies, international human welfare non-profits, and global investment firms.
- Technology landscape research and analyses for university technology transfer departments.

Project Engineer at Separation Processes Inc (SPI) – Carlsbad, CA

June 2011 – July 2014

- Provided engineering services and support for wastewater, surface water, and groundwater treatment plants with membrane filtration systems.
- Lead for pilot testing programs/feasibility studies for capital improvement and plant expansion projects.
- Regulatory compliance and process monitoring reporting for existing treatment systems.
- Additionally: water quality sampling; CO2 emission calculations; developing system operator training programs; and preparing SOPs, specifications, RFIs, and bid packages.

Engineering Aide at Filmetrics Inc – San Diego, CA

June 2010 – June 2011

- Supported manufacturing, R&D, and sales engineering departments at a thin-film spectrometry company.

Commercial Driver at UCSD Transportation Services – La Jolla, CA

Sept 2008 – Oct 2010

Education

Wetland Science and Management Certificate University of Washington, Seattle

June 2017

Geographic Information Systems (GIS) Specialization UC Davis/Coursera

June 2017

B.S. Mechanical Engineering University of California, San Diego

June 2011

Organizations/extracurricular activities included Global Teams in Engineering Service (GTIES) and Solar Power Forecasting Research and Design Project.

Emily D. Davis, P.E. / Environmental Scientist and Engineer

Professional Registrations

Professional Engineer (P.E.) – Mechanical/California, M37307

Oct 2014

Certified Erosion and Sediment Control Lead (CESCL) – Washington, KC051800010

May 2018

Volunteer Experience

Outreach and Trail Building Volunteer Evergreen Mountain Bike Alliance

Oct 2015 – Present

Helped with the coordination and day-of operations for Duthie Hill Mountain Bike Festival, Biketoberfest, and trail building.

Sr. Wildlife Care Assistant PAWS Wildlife Rehabilitation Center

Sept 2014 – Dec 2017

Weekly volunteer where I aided wildlife rehabbers with animal care and handling.

Outreach Volunteer San Diego WaterReuse

June 2011 – May 2014

Volunteer Free Flight Exotic Bird Sanctuary

Nov 2011 – Dec 2012

References

Katie Merrell – Current Coworker/Lead
Environmental Engineer III, King County

Mark Preszler – Past Supervisor (KC DNRP/WLRD)
Functional Analyst IV, King County

Stephanie Brunelle, Ph.D - Past Supervisor (Keon)
Product Manager, Luminex Corporation

Scott Lacy, P.E. – Past Supervisor (SPI)
Managing Engineer, Brown and Caldwell

Max Twogood, P.E. – Past Mentor (UCSD GTIES)
Sustainability Program Manager, Amazon

Natalie Boydston – Past Volunteer Supervisor (PAWS)
Case Manager, Evergreen Care Services REACH Program

Seattle Pedestrian Advisory Board

11 Members: Pursuant to **Resolution 29532**, **all** members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to **Ordinance 120325**, **all** members subject to City Council confirmation, **1**-year terms:

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- **0** Other Appointing Authority-appointed (specify):

Roster:

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	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Vacant	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Summer	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	M		12.	Get-Engaged Member	Ori Obrian	9/1/20	8/31/22	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Men	Women	Transgender	Other/ Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other (Specification Optional)	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	5		1	1				1	1			
Council	2	3				1			1	3			
Other													
Total	3	9			1	1			2	7			

Key:

***D** List the corresponding *Diversity Chart* number (1 through 9)

****G** List *gender*, **M** = Male, **F** = Female, **T** = Transgender, **U** = Unknown, **O** = Other

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: CB 119955, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; relating to certain properties in the city of Renton at the intersection of Interstate 405 and Seattle Public Utilities' (SPU) Cedar River Pipelines right-of-way; declaring certain property rights surplus to the needs of SPU; authorizing the General Manager and Chief Executive Officer of SPU to execute and deliver a Quit Claim Deed to the Washington State Department of Transportation and to accept a Quit Claim Deed and three easements from the State of Washington as consideration for the release of the surplus property rights, all as necessary for the relocation of SPU's Cedar River water transmission pipelines in conjunction with the State's construction of the I-405 Renton "S" Curves project; all located in the SE quarter of the NW quarter of the SW quarter of Section 17, Township 23, Range 5 East, W.M., King County, Washington; and ratifying and confirming certain prior acts.

WHEREAS, The City of Seattle ("City") owns in fee a water transmission pipeline right-of-way in the city of Renton acquired for its Cedar River Pipelines; and

WHEREAS, the State of Washington, Department of Transportation ("State"), operates and maintains Interstate 405, which crosses the City's pipeline right-of-way; and

WHEREAS, the State has constructed and realigned said limited access highway (I-405) over, across and upon a portion of the City's pipeline right-of-way; and

WHEREAS, it is necessary under the Laws of the State of Washington (RCW 47.52.050) and in compliance with Federal Highway Administration requirements for the State to acquire in fee simple all land under its highways; and

WHEREAS, pursuant to an agreement between the City and State known as UT0225, Supplement 2, the City's Cedar River water transmission lines have been relocated by the State at State's cost into two separate utilidors crossing under I-405, along with appurtenant City utilities necessary for the safe transmission

of drinking water; and

WHEREAS, the City and the State agreed to exchange property rights to meet State and Federal requirements for highway purposes, as well as the City's long-term pipeline protection needs, and to align such rights with the relocated pipelines; and

WHEREAS, in consideration for the transfer of fee title to the State of the portion of the City right-of-way primarily located within the I-405 limited access area, the State shall transfer fee title to the City of adjacent lands outside the I-405 limited access area, and grant to the City easement rights along the relocated water transmission lines installed within two utilidors across I-405, as well as a commitment by the State to relocate said transmission lines and facilities at State's expense should a future State project require such relocation; and

WHEREAS, the State requests execution by the City of a Quit Claim Deed to accomplish a simultaneous exchange of right-of-way from the City to the State, being 19,368 square feet of fee ownership, and a Quit Claim Deed from the State to the City, being 12,384 square feet of fee ownership; two easements from the State to the City, being 57,881 square feet, and a transfer of easement rights for a tiebacks from the State to the City, being 1,056 square feet; and

WHEREAS, this is intended to be an intergovernmental property exchange for City of Seattle infrastructure relocation and not intended to be a surplus disposition of City property; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Pursuant to the provisions of RCW 35.94.040, and after public hearing, the real property located within the southern half of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcels A and B in Attachment F to this ordinance, is no longer required for utility purposes and is declared surplus to The City of Seattle's ("City") utility needs.

Section 2. The General Manager/CEO of Seattle Public Utilities is hereby authorized to execute, for and on behalf of the City, a Quit Claim Deed, substantially in the form of Attachment A to this ordinance,

conveying to the Washington State Department of Transportation (WSDOT) certain real property located within the southern half of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcels A and B in Attachment F to this ordinance. The consideration for the Quit Claim Deed included as Attachment A to this ordinance is conveyance by WSDOT of Parcels C, D, and E and the Easements depicted in Parcels F through P, all as shown in Attachment F to this ordinance and as more specifically set forth in Sections 3 through 6 of this ordinance.

Section 3. The General Manager/CEO of Seattle Public Utilities is hereby authorized to accept, for and on behalf of the City, a Quit Claim Deed, substantially in the form of Attachment B to this ordinance, conveying to the City from the State of Washington, Department of Transportation, real property within the southern half of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcels C, D, and E in Attachment F to this ordinance.

Section 4. The General Manager/CEO of Seattle Public Utilities is hereby authorized to accept, for and on behalf of the City, an Easement, substantially in the form of Attachment C to this ordinance, accepting from the State of Washington, Department of Transportation, real property easement rights within the limited access of I-405 and within the southwest quarter of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcels F, G, H, and I in Attachment F to this ordinance.

Section 5. The General Manager/CEO of Seattle Public Utilities is hereby authorized to accept, for and on behalf of the City, an Easement, substantially in the form of Attachment D to this ordinance, accepting from the State of Washington, Department of Transportation, real property easement rights outside the limited access of I-405 and within the southwest quarter of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcels J, K, L, M, N, and O in Attachment F to this ordinance.

Section 6. The General Manager/CEO of Seattle Public Utilities is hereby authorized to accept, for and on behalf of the City, a transfer of existing easements, substantially in the form of Attachment E to this

ordinance, accepting from the State of Washington, Department of Transportation, real property easement rights outside the limited access of I-405 and within the southwest quarter of Section 17, Township 23 North, Range 3 East, W.M., in the city of Renton, King County, Washington, and depicted as Parcel P in Attachment F to this ordinance.

Section 7. The real property interests referenced above include, but are not limited to, fee and permanent easements that when recorded shall be placed under the jurisdiction of Seattle Public Utilities and designated for utility purposes.

Section 8. Any act consistent with the authority of this ordinance taken prior to its effective date is hereby ratified and confirmed.

Section 9. 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 _____, 2020, and signed by me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - Quit Claim Deed from City to State

Attachment B - Quit Claim Deed from State to City

Attachment C - Easement from State to City for Areas within Limited Access

Attachment D - Easement from State to City for Areas outside Limited Access

Attachment E - Transfer of Easement from State to City

Attachment F - Map Depicting Areas of Conveyance

Attachment A

AFTER RECORDING RETURN TO:

State of Washington
Department of Transportation
Real Estate Services Office
PO Box 47338
Olympia, WA 98504-7338

Grantor: City of Seattle, Seattle Public Utilities
Grantee: State of Washington, Department of Transportation
Legal: Portion of SW 1/2 of Section 17, T 23 N, R 5 E, W.M.
Additional Legal Description: on pages 1 & 2 of document
Tax No. : None

QUIT CLAIM DEED

RE: I-405, SR 515 Vic. to N.E. 3rd St. Vic.

The Grantor, the CITY OF SEATTLE, a Washington municipal corporation, acting by and through SEATTLE PUBLIC UTILITIES, for and in consideration of and in accordance with the following agreements of the parties entitled Preliminary Engineering Agreement, dated May 5th, 1989; Preliminary Engineering Agreement No. UT 0225 Supplement No. 1 dated December 8th, 1989; Construction Agreement UT 0225 Supplement No. 2 dated October 26, 1990; and Construction Agreement UT 0225 Supplement No. 4 dated March 22, 2019, and subject to The City of Seattle Ordinance No. _____ dated _____, 20____, does hereby convey and quitclaim unto the STATE OF WASHINGTON, DEPARTMENT OF TRANSPORTATION, an agency of the State of Washington, the following described real estate, situate in King County, Washington:

PARCEL 1-24817

All those portions of Town of Renton, according to the plat thereof recorded in Volume 1 of Plats, page 135, records of King County, Washington, described as TRACT 1 and TRACT 2:

TRACT 1:

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) HES 392+55.79 on the I-405 line survey of I-405, SR 515 VIC. TO N.E.

3RD ST. VIC. and 124.98 feet Southeasterly therefrom; thence Northwesterly to a point opposite HES 393+10.81 on said line survey and 4.44 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 393+23.00 on said line survey and 65.84 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 393+20.90 on said line survey and 105.26 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 393+16.01 on said line survey and 137.03 feet Northwesterly therefrom; thence Northerly to a point opposite HES 393+65.45 on said line survey and 174.99 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 393+87.90 on said line survey and 57.42 feet Northwesterly therefrom; thence Easterly to a point opposite HES 393+94.27 on said line survey and 48.60 feet Northwesterly therefrom; thence Southerly to a point opposite HES 393+84.33 on said line survey and 40.98 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 393+82.45 on said line survey and 8.85 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 393+31.53 on said line survey and 124.98 feet Southeasterly therefrom; thence Southwesterly parallel with said line survey to the point of beginning.

TRACT 2:

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 393+07.66 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC. and 204.68 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 393+04.32 on said line survey and 228.09 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 393+33.39 on said line survey and 222.96 feet Northwesterly therefrom; thence Southerly to the point of beginning.

The specific details concerning all of which may be found on sheets 9 and 19 of 19 sheets of that certain plan entitled I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., bearing date of approval November 18, 2005, sheet 9 revised July 2, 2019, and sheet 19 revised May 17, 2019, now of record and on file in the Office of the Secretary of Transportation at Olympia, Washington.

Dated this _____ day of _____, 20__.

CITY OF SEATTLE, SEATTLE PUBLIC UTILITIES

By _____
Mami Hara
General Manager & Chief Executive Officer
Seattle Public Utilities

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Mami Hara is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she is authorized to execute the instrument and acknowledged it as the General Manager & Chief Executive Officer, Seattle Public Utilities, of the City of Seattle, a municipal corporation of the State of Washington, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

GIVEN under my hand and official seal the day and year last above written.

Notary (print name) _____
 Notary Public in and for the State of Washington,
 residing at _____
 My Appointment expires _____

It is understood and agreed that delivery of this deed is hereby tendered and that the terms and obligations hereof shall not become binding upon the State of Washington unless and until accepted and approved hereon in writing for the State of Washington, Department of Transportation by Headquarters Real Estate Services Manager.

Accepted and Approved

STATE OF WASHINGTON, DEPARTMENT OF TRANSPORTATION

By: _____
Real Estate Services Manager

Date: _____

Attachment B

AFTER RECORDING RETURN TO:

Attention: Pree Carpenter
SEATTLE CITY OF SPU-WTR
700 5TH AVE STE 4900-RPS
PO BOX 34018
SEATTLE WA 98124-4018

Document Title: Quitclaim Deed
Reference Number of Related Document:
Grantor: State of Washington, Department of Transportation
Grantee: City of Seattle, Seattle Public Utilities
Abbreviated Legal Description: Portion of SW 1/2 Section 17, T 23 N, R 5 E, W.M.
Additional Legal Description is on page 1, 2 and 3 of document
Assessor's Tax Parcel Number: None

QUIT CLAIM DEED

I-405, SR 515 VIC. TO N.E. 3rd ST. VIC.

The STATE OF WASHINGTON acting by and through its DEPARTMENT OF TRANSPORTATION, Grantor, for and in consideration of and in accordance with the following agreements of the parties entitled Preliminary Engineering Agreement, dated May 5th, 1989; Preliminary Engineering Agreement No. UT 0225 Supplement No. 1 dated December 8, 1989; Construction Agreement UT 0225 Supplement No. 2 dated October 26, 1990; and Construction Agreement UT 0225 Supplement No. 4 dated March 22, 2019, hereby conveys and quitclaims unto the CITY OF SEATTLE, a Washington municipal corporation, acting by and through SEATTLE PUBLIC UTILITIES, Grantee, all right, title, and interest under the jurisdiction of the Washington State Department of Transportation, in and to the following described real property situated in King County, State of Washington:

All that portion of the following described TRACTS 1, 2, and 3, Town of Renton, according to the plat thereof recorded in Volume 1 of Plats, page 135, records of King County, Washington, described as follows:

TRACT 1 (ICN 1-17-15774)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 392+88.42 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC. and 348.75 feet Northwesterly therefrom; thence Southerly to a point opposite HES 392+85.52 on said line survey and 344.25 feet Northwesterly therefrom; thence Southeasterly along a curve to the right having a radius of 165 feet, an arc distance of 51.05 feet to a point opposite HES 392+71.57 on said line survey and 296.23 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 392+40.65 on said line survey and 230.98 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 392+90.52 on said line survey and 228.70 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 393+04.32 on said line survey and 228.09 feet Northwesterly therefrom; thence Northwesterly to the point of beginning.

TRACT 2 (ICN 1-17-15775)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 391+97.31 on the I-405 line survey of the I-405, SR 515 VIC. TO N.E. 3RD ST. VIC. and 124.97 feet Southeasterly therefrom; thence Southeasterly to a point opposite HES 391+94.13 on said line survey and 170.85 feet Southeasterly therefrom; thence Easterly to a point opposite HES 392+17.22 on said line survey and 205.17 feet Southeasterly therefrom; thence Northwesterly to a point opposite HES 392+56.80 on said line survey and 124.98 feet Southeasterly therefrom; thence Southwesterly along a curve to the left having a radius of 1,494.64 feet to the point of beginning.

TRACT 3 (ICN 1-17-15776)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 394+27.68 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC. and 103.13 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 394+41.70 on said line survey and 153.16 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 394+86.03 on said line survey and 145.31 feet Northwesterly therefrom; thence Northwesterly to a point opposite said HES 394+86.03 and 164.01 feet Northwesterly therefrom; thence Westerly to a point opposite HES 394+71.38 on said line survey and 178.09 feet Northwesterly therefrom; thence Westerly to a point opposite HES 394+32.68 on said line survey and 232.12 feet Northwesterly therefrom; thence Southerly to a point opposite HES 394+28.95 on said line survey and 228.78 feet Northwesterly therefrom; thence Southerly to a point opposite HES 393+92.26 on said line survey and 196.93 feet Northwesterly therefrom; thence Easterly to a point opposite HES 394+15.88 on said line survey and 162.80 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 394+10.96 on said line survey and 145.84 feet Northwesterly therefrom; thence Southeasterly along a curve to the right having a radius of 155 feet, an arc distance of 46.52 feet to the point of beginning.

EXCEPT, Grantor reserves to itself and its successors and/or assigns, all easement rights of access, light, view and/or air in the property herein conveyed to the extent that the property abuts the state highway right of way; therefor the Grantee herein, including its successors or assigns, shall have no right of ingress or egress to, from or between I-405 and the lands herein

described, nor shall Grantee herein, its successors or assigns, be entitled to compensation for any loss of access, light, view and/or air occasioned by the location, construction, reconstruction, maintenance or operation of said highway. Notwithstanding the above, the City shall have unimpeded access to City facilities in the City utiladors and shafts across the freeway limited access area through the access points located within or adjacent to Renton Streets on each side and outside of the freeway, as set forth in Preliminary Engineering Agreement No. UT 0225 dated May 5, 1989 and Supplements thereto by and between the Grantor and Grantee.

The specific details concerning all of which may be found on sheets 9 and 19 of 19 sheets of that certain plan entitled I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., bearing date of approval November 18, 2005, sheet 9 revised July 2, 2019, and sheet 19 revised May 17, 2019, now of record and on file in the Office of the Secretary of Transportation at Olympia, Washington.

Subject to all existing encumbrances, including easement, restrictions, and reservations, if any.

The Grantee, on behalf of itself, its successors or assigns, as part consideration herein, does hereby agree to comply with all civil rights and anti-discrimination requirements of chapter 49.60 RCW as to the lands herein conveyed.

The lands herein described are not required for State highway purposes and are conveyed pursuant to the provisions of RCW 47.12.080.

Dated at Olympia, Washington, this _____ day of _____, 20____.

S T A T E O F W A S H I N G T O N,
D E P A R T M E N T O F T R A N S P O R T A T I O N

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

APPROVED AS TO FORM:

By: _____
Assistant Attorney General

ACCEPTED AND APPROVED – GRANTEE:
CITY OF SEATTLE, SEATTLE PUBLIC UTILITIES

By _____
Mami Hara
General Manager & Chief Executive Officer
Seattle Public Utilities

STATE OF WASHINGTON)

): ss

COUNTY OF THURSTON)

On this _____ day of _____, 20____, before me personally appeared Roger Millar, known to me as the Secretary of Transportation, State of Washington, Department of Transportation, and executed the foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

Notary (print name) _____

Notary Public in and for the State of Washington,

residing at _____

My Appointment Expires _____

Attachment C

AFTER RECORDING RETURN TO:

Attention: Pree Carpenter
SEATTLE CITY OF SPU-WTR
700 5TH AVE STE 4900-RPS
PO BOX 34018
SEATTLE WA 98124-4018

Document Title: Easement
Grantor: State of Washington, Department of Transportation
Grantee: City of Seattle, Seattle Public Utilities
Abbreviated Legal Description: Portion of SW 1/2 Section 17, T 23 N, R 5 E, W.M.
Additional Legal Description is on Exhibit A
Assessor's Tax Parcel Number: none

E A S E M E N T

I-405, SR 515 VIC. to N.E. 3rd ST. VIC.

The STATE OF WASHINGTON acting by and through its DEPARTMENT OF TRANSPORTATION, Grantor, for and in consideration of Preliminary Engineering Agreement, UT 0225 dated May 5th, 1989; Preliminary Engineering Agreement No. UT 0225 Supplement No. 1 dated December 8th, 1989; Construction Agreement UT 0225 Supplement No. 2 dated October 26, 1990; and Construction Agreement UT 0225 Supplement No. 4 dated March, 22, 2019, hereby conveys and grants unto the CITY OF SEATTLE, a Washington municipal corporation, acting by and through SEATTLE PUBLIC UTILITIES, Grantee, an easement for the installation, operation, maintenance, repair, replacement, enhancement, construction, reconstruction of and addition to underground utilities and utilidors, over, under, across, and upon the following described real property on **Exhibit A** attached hereto, situated in King County, State of Washington.

Subject to all existing encumbrances, including easements, restrictions and reservations, if any, and further subject to the terms and conditions described in **Exhibit B** attached hereto and by this reference made a part hereof.

To the extent authorized under RCW 35.32a.090, the Grantee hereby indemnifies the Grantor.

The Grantee, on behalf of itself and its successors, or assigns, as part consideration herein, does hereby agree to comply with all civil rights and anti-discrimination requirements of chapter 49.60 RCW as to the lands herein conveyed.

The lands herein described are not required exclusively for state highway purposes and are conveyed pursuant to the provisions of RCW 47.12.080.

Dated at Olympia, Washington, this _____ day of _____, 20____.

S T A T E O F W A S H I N G T O N,
D E P A R T M E N T O F T R A N S P O R T A T I O N -
G R A N T O R

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

APPROVED AS TO FORM:

By: _____
Assistant Attorney General

ACCEPTED AND APPROVED – GRANTEE:
CITY OF SEATTLE, SEATTLE PUBLIC UTILITIES

By _____
Mami Hara
General Manager & Chief Executive Officer
Seattle Public Utilities

STATE OF WASHINGTON)

): ss

COUNTY OF THURSTON)

On this _____ day of _____, 20, before me personally appeared Roger Millar, known to me as the Secretary of Transportation, State of Washington, Department of Transportation, and executed the foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

Notary (print name) _____

Notary Public in and for the State of Washington,
residing at _____

My Appointment Expires _____

Exhibit "A"

All that portion of the following described TRACTS 1, 2, 3, and 4, being a portion of Plat No. 1 of RENTON CO-OPERATIVE COAL COMPANY'S ACRE TRACTS, according to the plat thereof recorded in Volume 9 of Plats, Page 29, records of King County, Washington; and TOWN OF RENTON, according to the plat thereof recorded in Volume 1 of Plats, Page 135, records of said county; and H. H. Tobin Donation Land Claim No. 37, situate in Sections 17 and 18, Township 23 North, Range 5 East, W.M., in said county, described as follows:

TRACT 1 (*ICN 1-17-15777*)

BEGINNING at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 392+00.50 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., and 74.97 feet Southeasterly therefrom; thence Northeasterly along a curve to the right, having a radius of 1544.64 feet, to a point opposite HES 392+63.47 on said line survey and 74.98 feet Southeasterly therefrom; thence Northwesterly to a point opposite HES 392+67.90 on said line survey and 156.44 feet Northwesterly therefrom; thence Northwesterly along a curve to the right, having a radius of 85 feet, a distance of 36.06 feet, to a point opposite HES 392+75.21 on said line survey and 191.30 feet Northwesterly therefrom; thence Northwesterly to a point opposite HES 392+75.29 on said line survey and 191.50 feet Northwesterly therefrom; thence Southwesterly along a curve to the left, having a radius of 121 feet, a distance of 31.39 feet to a point opposite HES 392+47.68 on said line survey and 185.42 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 392+16.15 on said line survey and 174.33 feet Northwesterly therefrom; thence Southeasterly along a curve to the left, having a radius of 115 feet, a distance of 23.50 feet to a point opposite HES 392+12.89 on said line survey and 151.14 feet Northwesterly therefrom; thence Southeasterly to the point of BEGINNING.

TRACT 2 (*ICN 1-17-15778*)

BEGINNING at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 394+26.21 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., and 98.05 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 393+96.80 on said line survey and 98.95 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 393+36.55 on said line survey and 74.98 feet Southeasterly therefrom; thence Northeasterly along a curve to the right, having a radius of 1544.64 feet, to a point opposite HES 393+69.96 on said line survey and 74.98 feet Southeasterly therefrom; thence Northwesterly to the point of BEGINNING.

TRACT 3 (*ICN 1-17-15779*)

BEGINNING at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 397+39.45 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., and 123.16 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 398+25.92 on said line survey and 98.63 feet Northwesterly therefrom; thence Westerly along a curve to the left, having a radius of 121 feet, a distance of 73.77 feet to a point opposite HES 397+65.83 on said line survey and 139.44 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 394+86.03 on said line survey and 164.01 feet Northwesterly therefrom; thence Southeasterly

perpendicular to said line survey to a point opposite said HES and 145.31 feet Northwesterly therefrom; thence Northeasterly to the point of BEGINNING.

TRACT 4 (ICN 1-17-15780)

BEGINNING at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 398+49.99 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., and 122.91 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 398+82.90 on said line survey and 113.56 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 399+52.22 on said line survey and 129.86 feet Northwesterly therefrom; thence Northeasterly to a point opposite HES 401+14.77 on said line survey and 87.95 feet Northwesterly therefrom; thence Northeasterly along a curve to the left, having a radius of 905 feet, a distance of 40.80 feet to a point opposite HES 401+54.50 on said line survey and 78.66 feet Northwesterly therefrom; thence Southeasterly to a point opposite HES 401+49.73 on said line survey and 56.37 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 400+68.72 on said line survey and 73.60 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 399+77.40 on said line survey and 93.01 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 399+02.60 on said line survey and 76.88 feet Northwesterly therefrom; thence Southwesterly to a point opposite HES 398+52.82 on said line survey and 91 feet Northwesterly therefrom; thence Northeasterly parallel with said line survey to a point opposite HES 398+70.58 thereon; thence Northwesterly along a curve to the left, having a radius of 155 feet, a distance of 44.44 feet to the point of BEGINNING.

The specific details concerning all of which may be found on sheets 9 and 19 of 19 sheets of that certain plan entitled I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., bearing date of approval November 18, 2005, sheet 9 revised July 2, 2019, and sheet 19 revised May 17, 2019, now of record and on file in the Office of the Secretary of Transportation at Olympia, Washington.

EXCEPT, Grantor reserves to itself and its successors and/or assigns, all easement rights of access, light, view, and/or air in the non-exclusive easement herein conveyed to the extent that the easement lies within the state highway right of way; therefore, the Grantee herein, including successors, or assigns, shall have no right of ingress and egress to, from or between I-405 and the lands herein described, nor shall Grantee herein, its successors or assigns, be entitled to compensation for any loss of access, light, view and/or air occasioned by the location, construction, reconstruction, maintenance or operation of said highway. Notwithstanding the above, pursuant to Preliminary Engineering Agreement No. UT 0225 dated May 5, 1989 and Supplements thereto by and between the Grantor and Grantee, the Grantor agrees the Grantee shall have the right of access to its utilidors and shafts across the Grantor's limited access facility through the access points located within or adjacent to Renton streets on each side of and outside of the freeway limited access facility, or from its own lands.

Exhibit "B"

Conditions of Easement

1. Notice to and approval by the State shall be required prior to the commencement of any significant work within the project easement area, within the limits of the highway right of way for other than routine maintenance and emergency repairs. Such approval shall not be unreasonably withheld by the State and shall not require a permit.

2. The City shall have reasonable rights of ingress and egress to the easement area over and across other highway lands by means of roads or lanes thereon, if such there be, otherwise by such practicable route or routes as shall occasion the least damage and inconvenience to the State facility and the users of the highway. However, no routine maintenance will be allowed from the through traffic roadways or ramps within the limited access area. Primary access will be by utilidors, drop shafts and valve vaults. Routine maintenance shall be conducted by these methods within the limited access area.

3. The City shall have the right to install future underground utility facilities of any type or nature within the easement area, including installation of additional or larger diameter transmission pipes within the utilidors, the use of the utilidors, in the easement areas, is for corridor conveyance of underground utilities such as, but not limited to water, power and communications equipment.

All plans, materials and work required to install future utilities outside of the utilidors will be subject to prior approval of the State. Such approval shall not be unreasonably withheld by the State. Approvals will not require permits.

4. The State shall provide the City with plans of future highway improvements within the easement areas so the City may review and comment. The State will make every reasonable effort to accommodate any concerns that the City may have.

Should the planned highway improvements interfere in any way with the City's utility facility, the State will take measures to mitigate such interference in a manner acceptable to the City.

5. The utility facility shall be operated and maintained at the sole cost of the City and without expense to the State.

6. This easement shall be deemed an exclusive one, within the utilidors. Outside of the utilidors, this easement shall not be deemed an exclusive one nor shall the State be prohibited from granting permission to other public or private utilities to occupy portions of the State right of way outside of the utilidors, subject to prior approval by the City, where such uses are not inconsistent with the easement granted to the City across State right of way or the City's present or future use thereof. Provided, however, that before any construction or improvements by any other private or public utility are allowed within said easement area, plans of such will be supplied to the City for written approval prior to commencement of work, such approval shall not be unreasonably

withheld. Any rights granted to any other private or public utility shall be subservient to those of the City.

Should any use permitted by the State become inconsistent with use of the easement area by the City, the City's use shall be paramount and any State issued permits or other allowed uses shall be modified so as not to interfere with the City's use, or if such modification is not possible, be terminated without any cost to the City whatsoever.

7. The State reserves the right to use said easement area for the purposes of construction and normal maintenance on and along I-405 through the end of construction of the "S" Curves Reconstruction; such being the reason for this easement. Further, the State reserves the right to use said easement areas for purposes which will not interfere with the City's full enjoyment of the rights herein granted, provided that the State shall not in the future erect construct any building or structure, or other obstruction on said easement without the written consent of the City. The City shall not unreasonably withhold such consent.

8. The City shall have the right to use such portions or said land adjacent to and along said easement area as may be reasonably necessary in connection with the installation, operation, maintenance, repair, reconstruction, alteration, and replacement of their facilities. The use of adjacent lands to the said easement area shall be subject to review and approval of the State as a normal construction permit. Approval shall not be unreasonably withheld.

9. The City shall pay the State, if applicable, the reasonable amount of actual damages to fences, buildings, private roads and other highway improvements caused by it within the limits of the highway right of way or adjacent thereto used or damaged during the construction or reconstruction of any utility or in the exercise of the right of ingress or egress, if such damage is not reasonably repaired by the City.

10. The State shall pay the City, if applicable, the reasonable amount of actual damage caused by the State to pipes, manholes, roads, and other utility improvements within the limits of the utility easement area, or the area which may be affected by this easement agreement, which is used or damaged during the construction, reconstruction or maintenance of any highway improvement or in the exercise of the right of ingress or egress of the damage is not reasonably repaired by the State.

11. If at any time in the future the State requires the City to move, modify, or relocate their facilities from within the right of way and limits of said easement, all costs of the removal and/or relocation will be the responsibility of the State. In the event of any such relocation or removal of City facilities, the State will convey to the City, acquire on behalf of the City, or, if there is an agreement in writing, to reimburse the City for the cost of a substitute easement adequate to replace this easement or any portion thereof.

12. If the City should decide to remove, replace and/or relocate its utility facilities without being asked to do so by the State, all costs of said removal and/or relocations shall be the responsibility of the City. The City may, at its option, salvage such facilities.

13. The provisions of this utility easement shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

14. If the City should abandon the use for which this easement is granted, which is conveyance of utilities such as, but not limited to, water, power, and communications equipment, all easement rights granted shall revert to the State. Provided, such abandonment shall not be deemed to occur prior to 20 years following the City's last use of the easement.

15. The City will be offered first right of refusal for the sale of any State owned parcel within this easement. Once the offer is tendered, the City shall have 30 days in which to respond.

Attachment D

AFTER RECORDING RETURN TO:

Attention: Pree Carpenter
SEATTLE CITY OF SPU-WTR
700 5TH AVE STE 4900-RPS
PO BOX 34018
SEATTLE WA 98124-4018

Document Title: Easement
Reference Number of Related Document:
Grantor: State of Washington, Department of Transportation
Grantee: City of Seattle, Seattle Public Utilities
Abbreviated Legal Description: Portion of SW 1/2 Section 17, T 23 N, R 5 E, W.M.
Additional Legal Description is on Exhibit A
Assessor's Tax Parcel Number: none

E A S E M E N T

SR 405, SR 515 VIC. to N.E. 3rd ST. VIC.

The STATE OF WASHINGTON acting by and through its DEPARTMENT OF TRANSPORTATION, Grantor, for and in consideration of Preliminary Engineering Agreement, dated May 5th, 1989; Preliminary Engineering Agreement No. UT 0225 Supplement No. 1 dated December 8th, 1989; Construction Agreement UT 0225 Supplement No. 2 dated October 26, 1990; and Construction Agreement UT 0225 Supplement No. 4 dated March 22, 2019, hereby grants and conveys unto the CITY OF SEATTLE, a Washington municipal corporation, acting by and through SEATTLE PUBLIC UTILITIES, Grantee, an easement for the installation, operation, maintenance, repair, replacement, enhancement, construction, reconstruction of and addition to underground utilities over, under, across, and upon the following described real property on **Exhibit A**, attached hereto, situated in King County, State of Washington.

Subject to all existing encumbrances, including easements, restrictions and reservations, if any, and further subject to the terms and conditions described in **Exhibit B** attached hereto and by this reference made a part hereof.

To the extent authorized under RCW 35.32a.090, the Grantee hereby indemnifies the Grantor.

The Grantee, on behalf of itself and or assigns, as part consideration herein, do hereby agree to comply with all civil rights and anti-discrimination requirements of chapter 49.60 RCW as to the lands herein conveyed.

The lands herein described are not required exclusively for state highway purposes and are conveyed pursuant to the provisions of RCW 47.12.080.

Dated at Olympia, Washington, this _____ day of _____, 20____.

S T A T E O F W A S H I N G T O N,
D E P A R T M E N T O F T R A N S P O R T A T I O N -
G R A N T O R

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

APPROVED AS TO FORM:

By: _____
Assistant Attorney General

ACCEPTED AND APPROVED – GRANTEE:
CITY OF SEATTLE, SEATTLE PUBLIC UTILITIES

By _____
Mami Hara
General Manager & Chief Executive Officer
Seattle Public Utilities

STATE OF WASHINGTON)

): ss

COUNTY OF THURSTON)

On this _____ day of _____, 20_____, before me personally appeared Roger Millar, known to me as the Secretary of Transportation, State of Washington, Department of Transportation, and executed the foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

Notary (print name) _____

Notary Public in and for the State of Washington,
residing at _____

My Appointment Expires _____.

Exhibit A

All that portion of the following described TRACTS 1-7, Town of Renton, according to the plat thereof recorded in Volume 1 of Plats, page 135, records of King County, Washington; Plat No. 1 of Renton Co-Operative Coal Company's Acre Tracts, according to the plat thereof recorded in Volume 9 of Plats, page 29, records of King County, Washington; and H. H. Tobin Donation Land Claim No. 37 in Township 23 North, Range 5 East, W.M. and described as follows:

TRACT 1 (*ICN 1-17-15782*)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 393+36.55 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 74.98 feet southeasterly therefrom; thence northeasterly parallel with said line survey to a point opposite HES 393+69.96 thereon; thence southeasterly to a point opposite HES 393+48.98 on said line survey and 130.66 feet southeasterly therefrom; thence southerly to a point opposite HES 393+22.13 on said line survey and 147.73 feet southeasterly therefrom; thence northwesterly to a point opposite HES 393+31.53 on said line survey and 124.98 feet southeasterly therefrom; thence southwesterly parallel with said line survey to a point opposite HES 393+16.52 thereon; thence northwesterly to the point of beginning.

TRACT 2 (*ICN 1-17-15783*)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 392+16.15 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 174.33 feet northwesterly therefrom; thence northeasterly to a point opposite HES 392+47.68 on said line survey and 185.42 feet northwesterly therefrom; thence northeasterly along a curve to the right having a radius of 121 feet, an arc distance of 31.39 feet to a point opposite HES 392+75.29 on said line survey and 191.50 feet northwesterly therefrom; thence northwesterly to a point opposite HES 392+90.52 on said line survey and 228.70 feet northwesterly therefrom; thence southwesterly to a point opposite HES 392+40.65 on said line survey and 230.98 feet northwesterly therefrom; thence southeasterly to a point opposite HES 392+26.79 on said line survey and 203.38 feet northwesterly therefrom; thence southeasterly along a curve to the left having a radius of 115 feet, an arc distance of 31.48 feet to the point of beginning.

TRACT 3 (*ICN 1-17-15784*)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 392+00.50 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 74.97 feet southeasterly therefrom; thence northeasterly along a curve to the right having a radius of 1,544.64 feet to a point opposite HES 392+63.47 on said line survey and 74.98 feet southeasterly therefrom; thence southeasterly to a point opposite HES 392+62.44 on said line survey and 124.98 feet southeasterly therefrom; thence southwesterly along a curve to the left having a radius of 1,494.64 feet to a point opposite HES 392+56.80 on said line survey and 124.98 feet southeasterly therefrom; thence continuing southwesterly along said curve to a point opposite HES 391+97.31 on said line survey and 124.97 feet southeasterly therefrom; thence northwesterly to the point of beginning.

TRACT 4 (ICN 1-17-15785)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 393+55.80 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 239.56 feet northwesterly therefrom; thence southerly to a point opposite HES 393+33.39 on said line survey and 222.96 feet northwesterly therefrom; thence northeasterly to a point opposite HES 393+92.26 on said line survey and 196.93 feet northwesterly therefrom; thence northerly to a point opposite HES 394+28.95 on said line survey and 228.78 feet northwesterly therefrom; thence southwesterly to the point of beginning.

TRACT 5 (ICN 1-17-15786)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 394+28.85 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 98 feet northwesterly therefrom; thence northwesterly along a curve to the left having a radius of 155 feet, an arc distance of 5.28 feet to a point opposite HES 394+27.68 on said line survey and 103.13 feet northwesterly therefrom; thence northwesterly along a curve to the left having a radius of 155 feet, an arc distance of 46.52 feet to a point opposite HES 394+10.96 on said line survey and 145.84 feet northwesterly therefrom; thence southeasterly to a point opposite HES 393+96.80 on said line survey and 98.95 feet northwesterly therefrom; thence northeasterly to a point opposite HES 394+26.21 on said line survey and 98.05 feet northwesterly therefrom, thence northeasterly to the point of beginning.

TRACT 6 (ICN 1-17-15787)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) HES 394+54.42 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 201.25 feet northwesterly therefrom; thence westerly to a point opposite HES 394+34.27 on said line survey 229.81 feet northwesterly therefrom; thence northwesterly to a point opposite HES 394+42.78 on said line survey and 262.49 feet northwesterly therefrom; thence northerly along a curve to the right having a radius of 115 feet, an arc distance of 69.93 feet to a point opposite HES 394+74.91 on said line survey and 319.97 feet northwesterly therefrom; thence northerly to a point opposite HES 394+75.56 on said line survey and 320.61 feet northwesterly therefrom; thence northeasterly to a point opposite HES 395+01.86 on said line survey and 307.89 feet northwesterly therefrom; thence southerly to a point opposite HES 394+91.12 on said line survey and 297 feet northwesterly therefrom; thence southerly along a curve to the left having a radius of 85 feet, an arc distance of 40.19 feet to a point opposite HES 394+70.94 on said line survey and 264.99 feet northwesterly therefrom; thence continuing along said curve to a point opposite HES 394+67.64 on said line survey and 254.16 feet northwesterly therefrom; thence southeasterly to the point of beginning.

TRACT 7 (ICN 1-17-15788)

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 398+52.82 on the I-405 line survey of I-405, SR 515 Vic. to N.E. 3rd St. Vic. and 91.00 feet northwesterly therefrom; thence northeasterly parallel with said line survey to a point opposite HES 398+70.58 thereon; thence northwesterly along a curve to the left having a radius of 155 feet, an arc distance of 44.44 feet to a point opposite HES 398+49.99 on said line survey and 122.91 feet northwesterly therefrom; thence southwesterly to a point opposite HES 397+44.34 on said line survey and 152.94 feet northwesterly therefrom; thence southwesterly to a point opposite HES 394+71.38 on said line survey and 178.09 feet northwesterly therefrom; thence easterly to a point

opposite HES 394+86.03 on said line survey and 164.01 feet northwesterly therefrom; thence northeasterly to a point opposite HES 397+65.83 on said line survey and 139.44 feet northwesterly therefrom; thence easterly along a curve to the right having a radius of 121 feet, an arc distance of 73.77 feet to a point opposite HES 398+25.92 on said line survey and 98.63 feet northwesterly therefrom; thence southeasterly, continuing along said curve to the right, an arc distance of 9.45 feet to a point opposite HES 398+31.48 on said line survey and 91 feet northwesterly therefrom; thence northeasterly parallel with said line survey to the point of beginning.

The specific details concerning all of which may be found on sheets 9 and 19 of 19 sheets of that certain plan entitled I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., bearing date of approval November 18, 2005, sheet 9 revised July 2, 2019, and sheet 19 revised May 17, 2019, now of record and on file in the Office of the Secretary of Transportation at Olympia, Washington.

EXCEPT, Grantor reserves to itself and its successors and/or assigns, all easement rights of access, light, view and/or air in the property herein conveyed to the extent that the property abuts the state highway right of way; therefor the Grantee herein, including successors or assigns, shall have no right of ingress or egress to, from or between I-405 and the lands herein described, nor shall Grantee herein, its successors or assigns, be entitled to compensation for any loss of access, light, view and/or air occasioned by the location, construction, reconstruction, maintenance or operation of said highway. Notwithstanding the above, pursuant to Preliminary Engineering Agreement No. UT 0225 dated May 5, 1989 and Supplements thereto by and between the Grantor and Grantee, the Grantor agrees the Grantee shall have the right of access to its facilities from the easement areas herein conveyed.

Exhibit B

Conditions of Easement

1. Notice to and approval by the State shall be required prior to the commencement of any significant work within the project easement area, within the limits of the highway right of way for other than routine maintenance and emergency repairs. Such approval shall not be unreasonably withheld by the State and shall not require a permit.

2. The City shall have reasonable rights of ingress and egress to the easement area over and across other highway lands by means of roads or lanes thereon, if such there be, otherwise by such practicable route or routes as shall occasion the least damage and inconvenience to the State facility and the users of the highway. However, no routine maintenance will be allowed from the through traffic roadways or ramps within the limited access area. Primary access will be by utilidors, drop shafts and valve vaults. Routine maintenance shall be conducted by these methods within the limited access area.

3. The City shall have the right to install future underground utility facilities of any type or nature within the easement area, including installation of additional or larger diameter transmission pipes within the utilidors, the use of the utilidors, in the easement areas, is for corridor conveyance of underground utilities such as, but not limited to water, power and communications equipment.

All plans, materials and work required to install future utilities outside of the utilidors will be subject to prior approval of the State. Such approval shall not be unreasonably withheld by the State. Approvals will not require permits.

4. The State shall provide the City with plans of future highway improvements within the easement areas so the City may review and comment. The State will make every reasonable effort to accommodate any concerns that the City may have.

Should the planned highway improvements interfere in any way with the City's utility facility, the State will take measures to mitigate such interference in a manner acceptable to the City.

5. The utility facility shall be operated and maintained at the sole cost of the City and without expense to the State.

6. This easement shall be deemed an exclusive one, within the utilidors. Outside of the utilidors, this easement shall not be deemed an exclusive one nor shall the State be prohibited from granting permission to other public or private utilities to occupy portions of the State right of way outside of the utilidors, subject to prior approval by the City, where such uses are not inconsistent with the easement granted to the City across State right of way or the City's present or future use thereof. Provided, however, that before any construction or improvements by any other private or public utility are allowed within said easement area, plans of such will be supplied to the City for written approval prior to commencement of work, such approval shall not be unreasonably

withheld. Any rights granted to any other private or public utility shall be subservient to those of the City.

Should any use permitted by the State become inconsistent with use of the easement area by the City, the City's use shall be paramount and any State issued permits or other allowed uses shall be modified so as not to interfere with the City's use, or if such modification is not possible, be terminated without any cost to the City whatsoever.

7. The State reserves the right to use said easement area for the purposes of construction and normal maintenance on and along I-405 through the end of construction of the "S" Curves Reconstruction; such being the reason for this easement. Further, the State reserves the right to use said easement areas for purposes which will not interfere with the City's full enjoyment of the rights herein granted, provided that the State shall not in the future erect construct any building or structure, or other obstruction on said easement without the written consent of the City. The City shall not unreasonably withhold such consent.

8. The City shall have the right to use such portions or said land adjacent to and along said easement area as may be reasonably necessary in connection with the installation, operation, maintenance, repair, reconstruction, alteration, and replacement of their facilities. The use of adjacent lands to the said easement area shall be subject to review and approval of the State as a normal construction permit. Approval shall not be unreasonably withheld.

9. The City shall pay the State, if applicable, the reasonable amount of actual damages to fences, buildings, private roads and other highway improvements caused by it within the limits of the highway right of way or adjacent thereto used or damaged during the construction or reconstruction of any utility or in the exercise of the right of ingress or egress, if such damage is not reasonably repaired by the City.

10. The State shall pay the City, if applicable, the reasonable amount of actual damage caused by the State to pipes, manholes, roads, and other utility improvements within the limits of the utility easement area, or the area which may be affected by this easement agreement, which is used or damaged during the construction, reconstruction or maintenance of any highway improvement or in the exercise of the right of ingress or egress of the damage is not reasonably repaired by the State.

11. If at any time in the future the State requires the City to move, modify, or relocate their facilities from within the right of way and limits of said easement, all costs of the removal and/or relocation will be the responsibility of the State. In the event of any such relocation or removal of City facilities, the State will convey to the City, acquire on behalf of the City, or, if there is an agreement in writing, to reimburse the City for the cost of a substitute easement adequate to replace this easement or any portion thereof.

12. If the City should decide to remove, replace and/or relocate its utility facilities without being asked to do so by the State, all costs of said removal and/or relocations shall be the responsibility of the City. The City may, at its option, salvage such facilities.

13. The provisions of this utility easement shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

14. If the City should abandon the use for which this easement is granted, which is conveyance of utilities such as, but not limited to, water, power, and communications equipment, all easement rights granted shall revert to the State. Provided, such abandonment shall not be deemed to occur prior to 20 years following the City's last use of the easement.

15. The City will be offered first right of refusal for the sale of any State owned parcel within this easement. Once the offer is tendered, the City shall have 30 days in which to respond.

Attachment E

AFTER RECORDING RETURN DOCUMENT TO:

Attention: Pree Carpenter
SEATTLE CITY OF SPU-WTR
700 5TH AVE STE 4900-RPS
PO BOX 34018
SEATTLE WA 98124-4018

Document Title: Easement
Reference Number of Related Document: 9008161557 & 9008161558
Grantor: State of Washington, Department of Transportation
Grantee: City of Seattle, Seattle Public Utilities
Abbreviated Legal Description: Portion of SW 1/2 Section 17, T 23 N, R 5 E, W.M.
Additional Legal Description is on Exhibit A
Assessor's Tax Parcel Number: none

E A S E M E N T

I-405, SR 515 VIC. to N.E. 3rd ST. VIC.

The STATE OF WASHINGTON acting by and through its DEPARTMENT OF TRANSPORTATION, Grantor, for and in consideration of and in accordance with the following agreements of the parties entitled Preliminary Engineering Agreement dated May 5th, 1989; Preliminary Engineering Agreement No. UT 0225 Supplement No. 1 dated December 8, 1989; Construction Agreement UT 0225 Supplement No. 2 dated October 26, 1990; Construction Agreement UT 0225 Supplement No. 4 dated March 22, 2019, hereby grants and conveys unto the CITY OF SEATTLE, a Washington municipal corporation, acting by and through SEATTLE PUBLIC UTILITIES, Grantee, all of Grantor's right, title, and interest in and to those certain easements described in instruments recorded August 16, 1990 under Instrument No. 9008161557 and Instrument No. 9008161558, records of King County Recorder's office, State of Washington over, under, upon and across the lands described in Exhibit A therein for the purpose of construction and maintaining subterranean tieback anchors, encased in PVC sheathing, with grout around the exteriors to fill the voids. The anchors are tied to the valve vaults for the Grantee's Cedar River Pipeline as more fully set out in said instruments. The easements lie within the real

property as described on **Exhibit A** attached hereto, situated in King County, State of Washington.

To the extent authorized under RCW 35.32a.090, the Grantee hereby indemnifies the Grantor.

The Grantee, on behalf of itself and its successors, or assigns, as part consideration herein, does hereby agree to comply with all civil rights and anti-discrimination requirements of chapter 49.60 RCW as to the lands herein conveyed.

The lands herein described are not required exclusively for state highway purposes and are conveyed pursuant to the provisions of RCW 47.12.080.

Dated at Olympia, Washington, this _____ day of _____, 20____.

S T A T E O F W A S H I N G T O N,
D E P A R T M E N T O F T R A N S P O R T A T I O N

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

APPROVED AS TO FORM:

By: _____
Assistant Attorney General

ACCEPTED AND APPROVED – GRANTEE:
CITY OF SEATTLE, SEATTLE PUBLIC UTILITIES

By _____
Mami Hara
General Manager & Chief Executive Officer
Seattle Public Utilities

STATE OF WASHINGTON)

): ss

COUNTY OF THURSTON)

On this _____ day of _____, 20_____, before me personally appeared Roger Millar, known to me as the Secretary of Transportation, State of Washington, Department of Transportation, and executed the foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

Notary (print name) _____

Notary Public in and for the State of Washington,
residing at _____

My Appointment Expires _____

EXHIBIT A

I.C. No. 1-17-15781

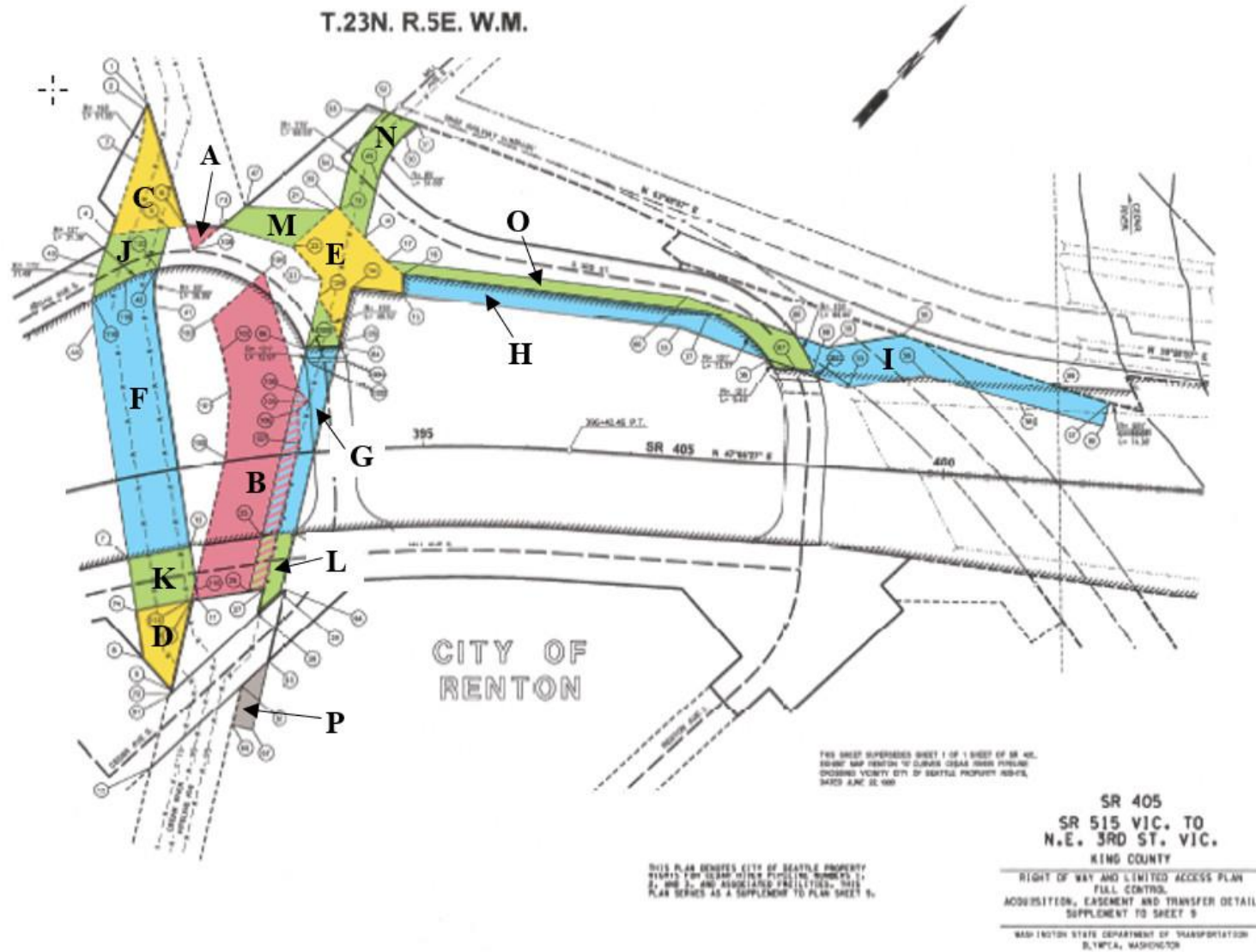
All that portion of Plat No. 1 of Renton Co-Operative Coal Company's Acre Tracts, according to the plat thereof recorded in Volume 9 of Plats, page 29, records of King County, Washington, described as follows:

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as HES) 392+93.32 on the I-405 line survey of I-405, SR 515 VIC. TO N.E. 3RD ST. VIC. and 213.03 feet Southeasterly therefrom; thence Southeasterly to a point opposite HES 392+76.57 on said line survey and 248.22 feet Southeasterly therefrom; thence Northeasterly to a point opposite HES 392+98.71 on said line survey and 255.79 feet Southeasterly therefrom; thence Northwesterly to a point opposite 393+26.74 on said line survey and 193.39 feet Southeasterly therefrom; thence Southerly to the point of beginning.

The specific details concerning all of which may be found on sheets 9 and 19 of 19 sheets of that certain plan entitled I-405, SR 515 VIC. TO N.E. 3RD ST. VIC., bearing date of approval November 18, 2005, sheet 9 revised July 2, 2019, and sheet 19 revised May 17, 2019, now of record and on file in the Office of the Secretary of Transportation at Olympia, Washington.

Subject to all existing encumbrances, including easements, restrictions and reservations, if any.

Attachment F



SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Public Utilities	Eugene Mantchev/4-04335	Akshay Iyengar/4-0716

** 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 Seattle Public Utilities; relating to certain properties in the city of Renton at the intersection of Interstate 405 and Seattle Public Utilities' (SPU) Cedar River Pipelines right-of-way; declaring certain property rights surplus to the needs of SPU; authorizing the General Manager and Chief Executive Officer of SPU to execute and deliver a Quit Claim Deed to the Washington State Department of Transportation and to accept a Quit Claim Deed and three easements from the State of Washington as consideration for the release of the surplus property rights, all as necessary for the relocation of SPU's Cedar River water transmission pipelines in conjunction with the State's construction of the I-405 Renton "S" Curves project; all located in the SE quarter of the NW quarter of the SW quarter of Section 17, Township 23, Range 5 East, W.M., King County, Washington; and ratifying and confirming certain prior acts.

Summary and background of the Legislation:

This ordinance would authorize the Seattle Public Utilities General Manager/CEO to Quit Claim parts of the original SPU pipeline right-of-way to the Washington State Department of Transportation (WSDOT) and to accept from WSDOT a Quit Claim Deed for other properties nearby, and three (3) easements, all necessary to relocate the City's Cedar River water transmission pipelines in conjunction with the State's construction of the Interstate-405 Renton S-Curves project.

In 1989 WSDOT straightened the I-405 freeway at the Renton S-curves, just east of downtown Renton. One reason for the sharp bends in the freeway alignment was the existence of three large diameter SPU water pipelines which cross I-405. The pipelines predate the freeway and were originally installed in SPU fee-owned right-of-way in the early 1900s. Straightening the S-curves required relocating the pipelines onto a new alignment. The relocation was completed in 1993. SPU has no property rights at the new pipeline locations. However, it does own property under the freeway. The agreement with WSDOT contemplated a property rights exchange between SPU and WSDOT whereby SPU will give up land on which SPU facilities no longer exist, and WSDOT will grant SPU a combination of fee owned land and strong protective easements to cover SPU facilities at their new locations.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project?

☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget?

☐ Yes ☒ 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?

This legislation will protect City property rights and the Cedar River Pipelines at their crossing of I-405 in Renton. It will avoid the high costs of pipeline relocation if such is necessitated by future freeway expansion or modification project.

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

Not implementing the legislation would be problematic as some of its provisions are required by State Law.

If legislation is not implemented, the Cedar River Pipelines will be vulnerable to demand for relocation at the City's cost.

4. OTHER IMPLICATIONS

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

No.

b. Is a public hearing required for this legislation?

Yes. The public hearing would be held at the time of Council committee meeting, preceding the committee meeting itself.

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. Notice to the public of the public hearing on the property rights exchange would be given through the regular publishing of Council committee meetings schedules and corresponding agendas.

e. Does this legislation affect a piece of property?

Yes, ownership of several pieces of property and easements rights thereon are involved. Location map attached to Fiscal Note.

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? What is the Language Access plan for any communications to the public?

There does not appear to be any such implication.

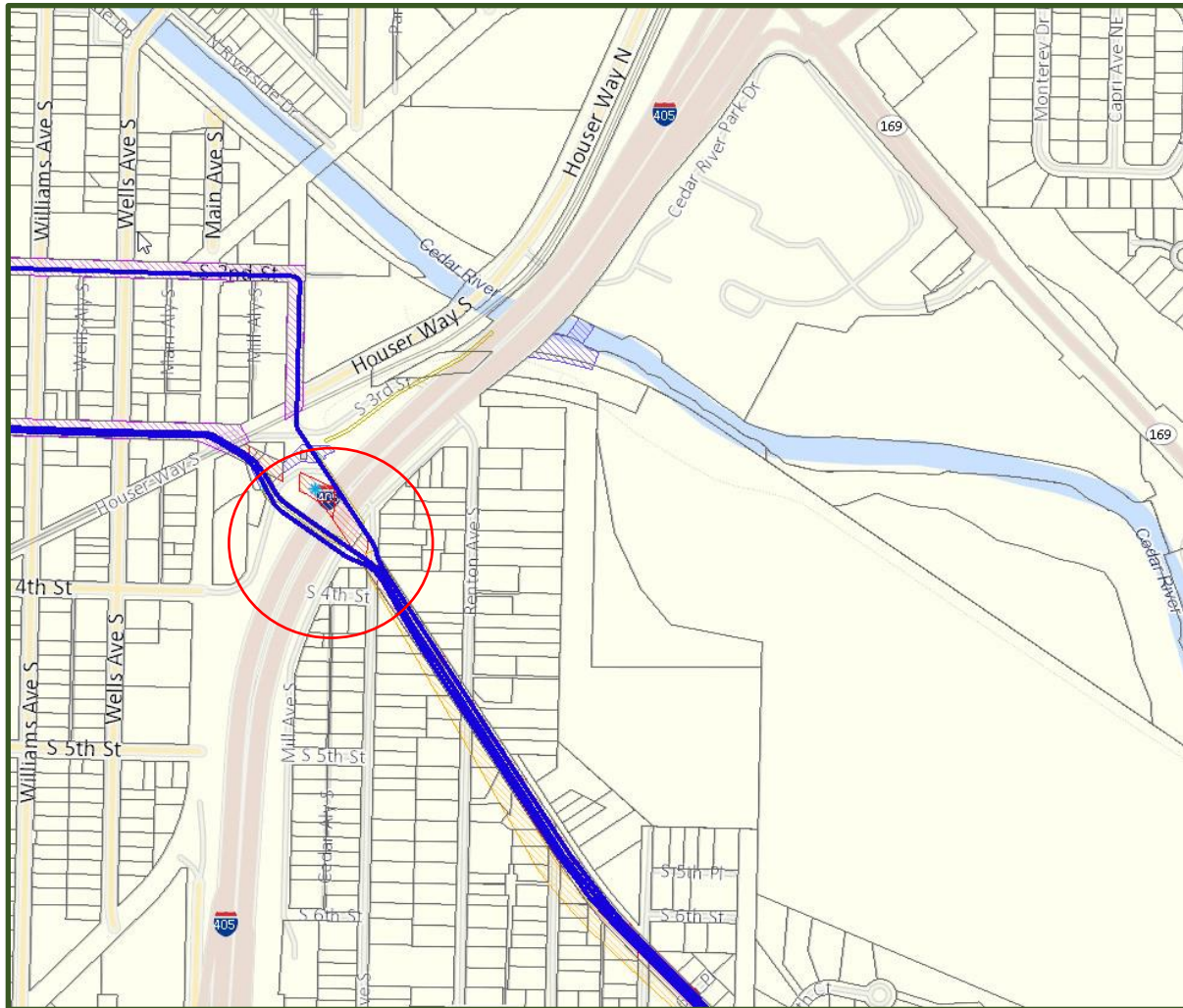
- g. If this legislation includes a new initiative or a major programmatic expansion:
What are the specific long-term and measurable goal(s) of the program? How will
this legislation help achieve the program's desired goal(s)?**

No new initiative or major program expansion are proposed.

List attachments/exhibits below:

Summary Exhibit 1 – Vicinity Map

EXHIBIT 1 – Vicinity Map

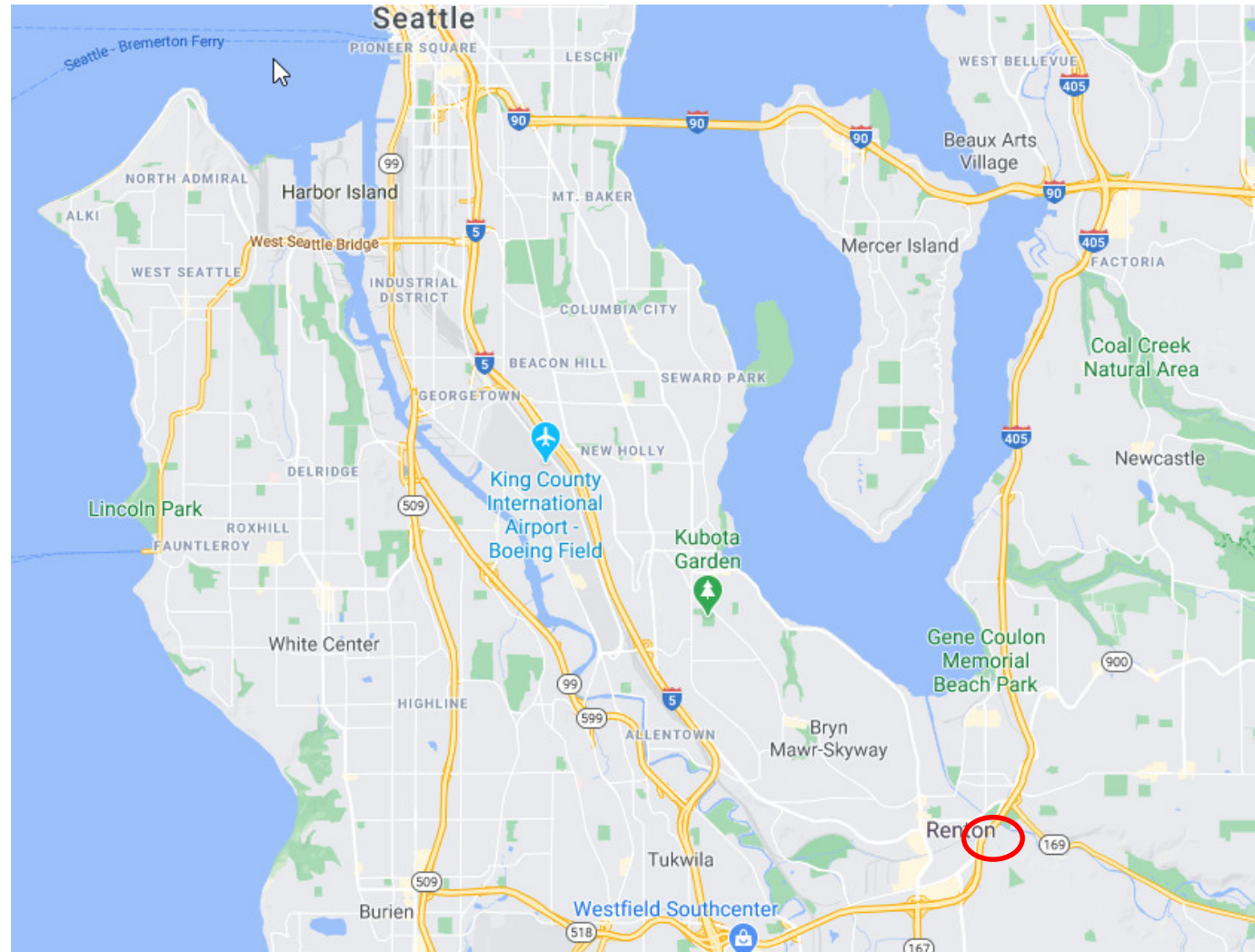


SPU – WA State DOT Property Rights Exchange

SPU Pipelines Right of Way at I-405

December 2nd, 2020

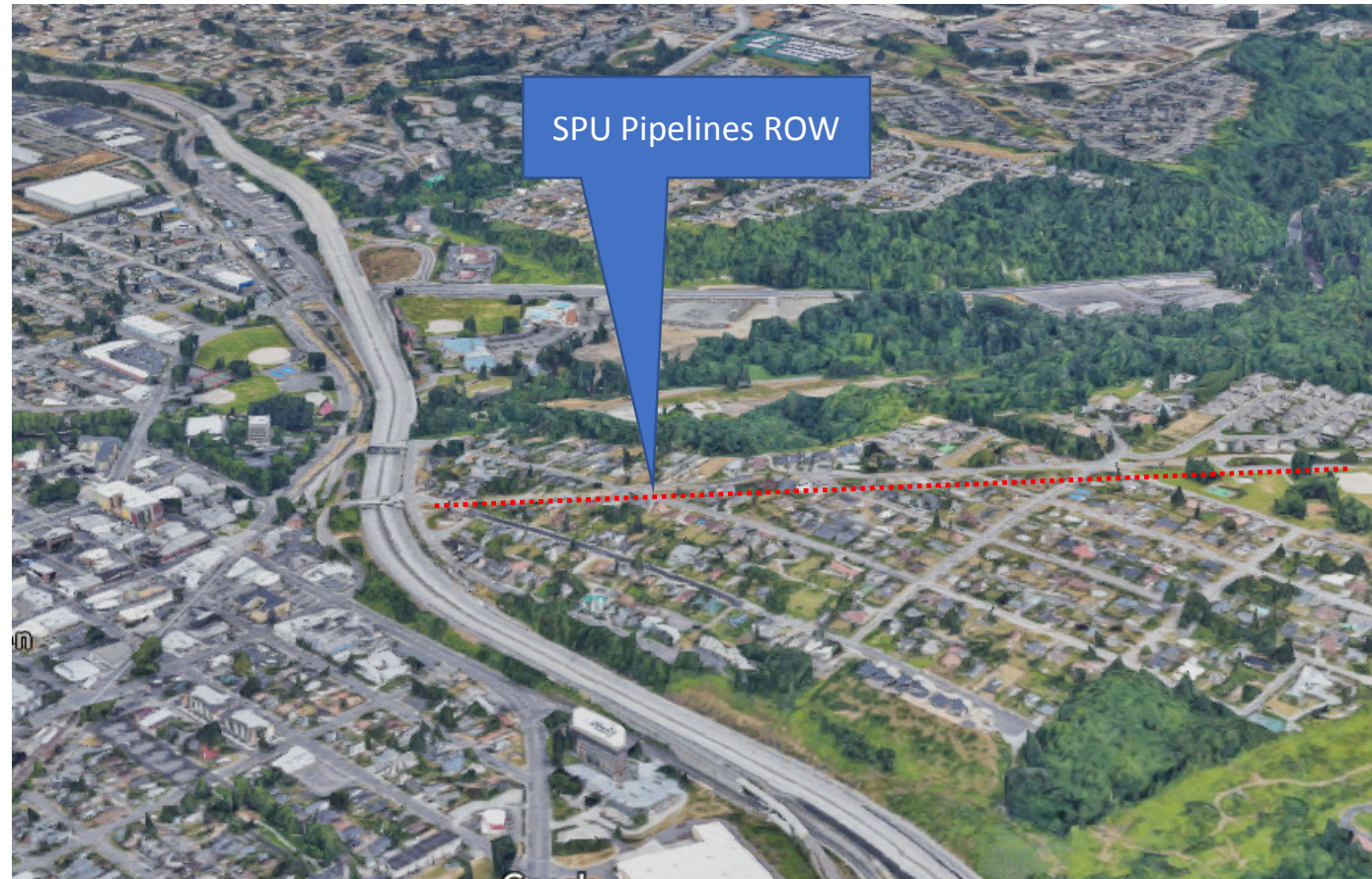
Area of Interest - I-405 at Renton S-curves



What Triggered the Need for Change

- In 1989 Washington DOT initiated a project to straighten Interstate 405 in Renton at the so-called Renton S-curves
- SPU's Cedar River Pipelines right of way crosses I-405 diagonally near the S-curves
- Straightening the S-curves required cutting into the hillside thereby affecting three large diameter water transmission pipelines which used to follow the original terrain

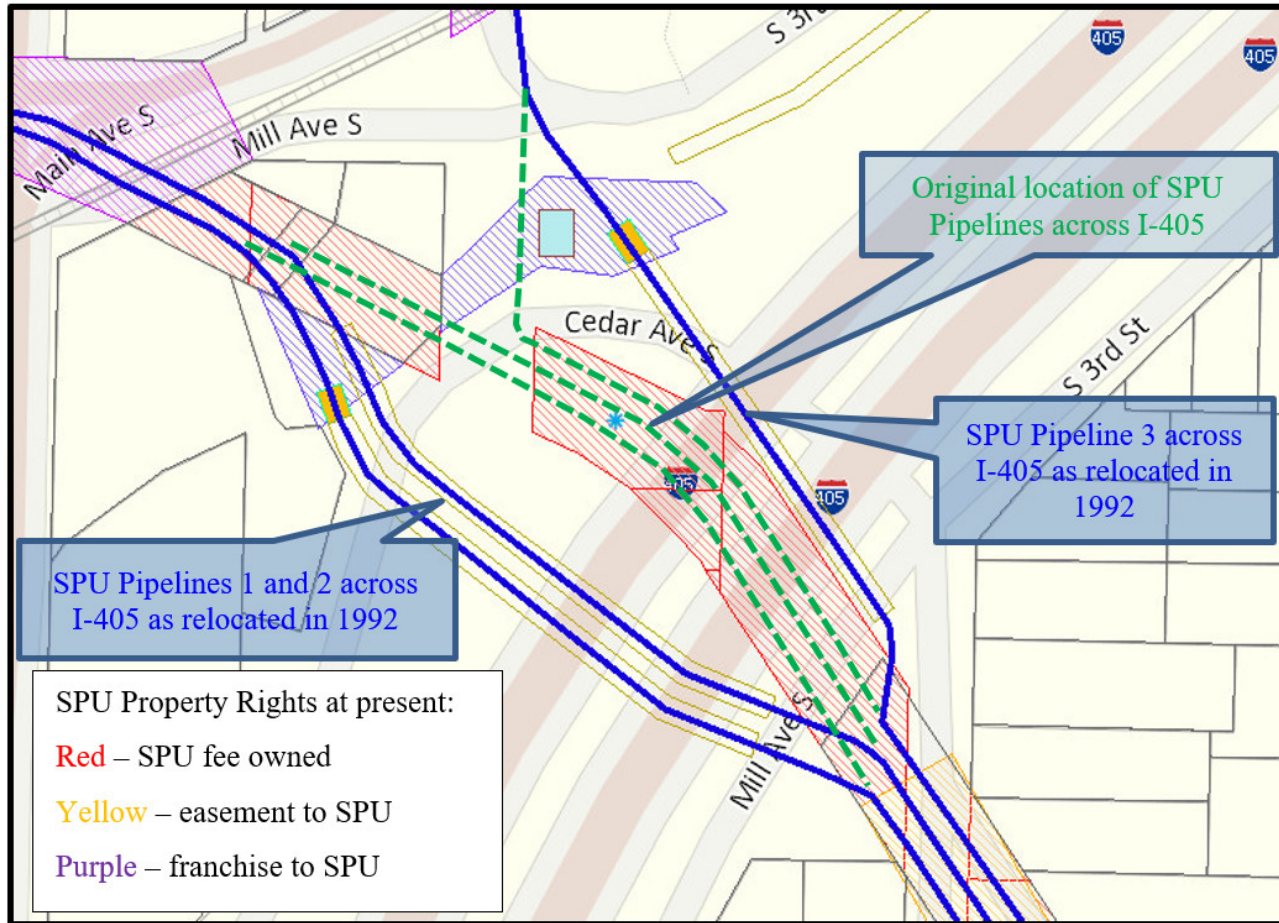
The I-405 S-curves - Before and After



The 1989 Seattle - WS DOT Agreement

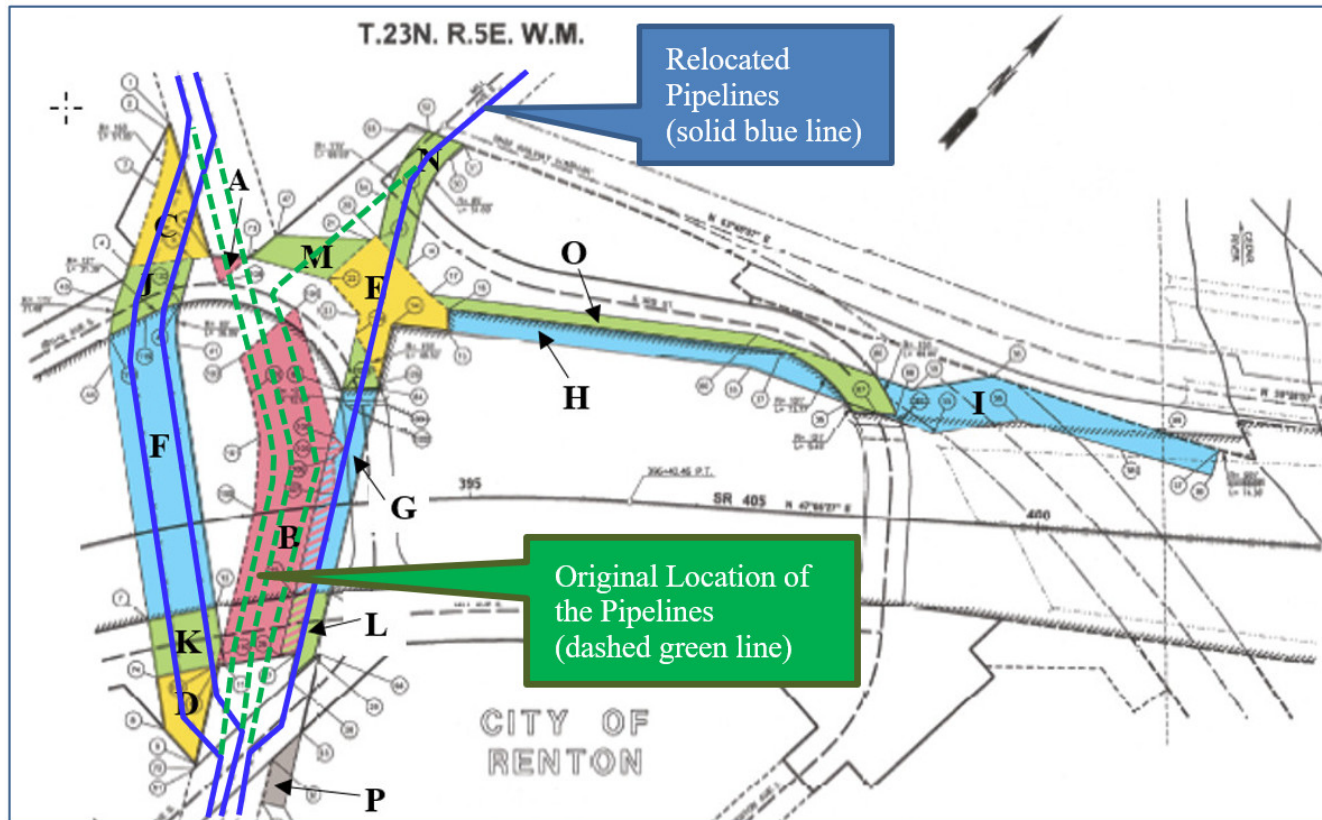
- Seattle owned its pipelines right of way in fee
- Therefore, WS DOT agreed to relocate the pipelines at its cost
- Seattle agreed to transfer fee ownership along the original pipeline location
- WS DOT agreed to grant SPU strong protective easements along the new pipeline location
- WS DOT agreed to transfer fee ownership of some adjacent land
- Real property exchange to be at no cost to both parties

SPU Property rights at Present



- In 1992 the relocated pipelines came on line
- Real property rights exchange is complex
- Work on it stalled after the project was built
- Work restarted in 2006-2007 but still not completed
- SPU owns land under I-405 but has no rights along the relocated pipelines

The Exchange for Your Legislative Approval



- **RED** – fee from City to State
- **YELLOW** – fee from State to City
- **BLUE** and **GREEN** – easements from State to City
- **BROWN** – transfer of underground tiebacks easement from State to City

Questions and Discussion



Legislation Text

File #: CB 119958, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Cedar River Watershed; authorizing two years of ecological thinning, in accordance with the Cedar River Watershed Habitat Conservation Plan, in Sections 8 and 9, Township 22, North, Range 8, East, W.M., Sections 3, 4, and 10, Township 21, North, Range 10, East, W.M., and Section 33, Township 22, North, Range 10, East, W.M.; declaring the logs resulting from ecological thinning to be surplus to the City's needs; authorizing the sale of such logs pursuant to applicable City contracting and surplus property sale procedures; and directing deposit of the proceeds therefrom to the Water Fund for the purposes of the Habitat Conservation Plan implementation.

WHEREAS, in 1999, following several years of technical studies, negotiations with federal and state agencies, and review by public groups and individuals, the City Council adopted Resolution 29977, authorizing the Mayor to submit the Final Habitat Conservation Plan (HCP) and other related documents for federal review and issuance of an "incidental take permit" under the federal Endangered Species Act, and to execute, on behalf of The City of Seattle ("City"), the HCP and related agreements, which together establish the City's long-term commitments regarding watershed habitat protection and mitigation for impacts resulting from the presence and operation of certain City-owned facilities; and

WHEREAS, the HCP describes the City's planned forest management practices, including the use of ecological thinning on 2,000 acres of second-growth forests to accelerate development of old-growth conditions, improve habitat for species dependent on older forest, and control risks of catastrophic events in certain existing densely stocked second-growth stands; and

WHEREAS, in 2000, the City received the incidental take permit and executed the HCP and related agreements; and

WHEREAS, in 2002, the City Council passed Ordinance 121040, which clarifies certain differences between

the forest management policies contained in the Secondary Use Policies (adopted by Ordinance 114632) and those contained in the HCP; prohibits the harvesting of trees for commercial purposes on City-owned land within the Watershed; authorizes the cutting of trees for certain limited non-commercial reasons, including ecological thinning; provides limited authority for the sale of logs resulting from such non-commercial cutting; and dedicates the proceeds from such sales for the purpose of offsetting the costs of the HCP; and

WHEREAS, in 2002 and 2005, the City Council passed Ordinances 121039 and 121793, authorizing two ecological thinning projects under the HCP, which were completed in 2003 and 2008, respectively; and

WHEREAS, in 2012, the City Council passed Ordinance 124068, which provided authority for ecological thinning projects over a five-year period (2013-2017) under the HCP, and those projects were completed in 2017; and

WHEREAS, in 2015, the City Council passed Ordinance 124853, which provided authority for ecological thinning projects over a five-year period (2015-2020) under the HCP, and those projects were planned to be completed in 2020; and

WHEREAS, Seattle Public Utilities designed ecological thinning projects to meet HCP commitments located in Sections 8 and 9, Township 22, North, Range 8, East, W.M.; Sections 3, 4, and 10, Township 21, North, Range 10, East, W.M.; and Section 33, Township 22, North, Range 10, East, W.M., that were scheduled to receive ecological thinning on approximately 225 acres and result in up to 3,000,000 board feet of merchantable logs from among the vegetation that would be cut in 2020; and

WHEREAS, these ecological thinning projects will not be implemented in 2020 due to the COVID-19 pandemic and unfavorable market conditions, and are recommended to receive ecological thinning treatment in 2021 and 2022; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The General Manager/CEO of Seattle Public Utilities is hereby authorized to contract,

pursuant to applicable City contracting or surplus property sale procedures, for the service of ecological thinning of second-growth forest stands located in Sections 8 and 9, Township 22, North, Range 8, East, W.M.; Sections 3, 4 and 10, Township 21, North, Range 10, East, W.M.; and Section 33, Township 22, North, Range 10, East, W.M., and consisting of approximately 225 acres of second-growth forest that will receive ecological thinning treatment under the principles and procedures described in the Cedar River Watershed Habitat Conservation Plan (HCP), which contract may provide for the sale and removal of merchantable logs down as a result of ecological thinning. The General Manager/CEO of Seattle Public Utilities shall, no later than March 31 of each year, submit to the Mayor and City Council a report for the previous calendar year describing the timber volumes sold and the proceeds derived from sales authorized by this section, an estimate on what tree cutting is anticipated in the next year, and an analysis of the cumulative effects of these projects. A public hearing having been held, the logs resulting from ecological thinning authorized by this ordinance are hereby declared to be surplus to The City of Seattle's ("City") needs. The General Manager/CEO of Seattle Public Utilities is further authorized to conduct all related monitoring, surveys, and other such activities as may be required by the City's commitments in the HCP and by applicable permit requirements.

Section 2. All proceeds from the sale of logs authorized by Section 1 of this ordinance shall be deposited in the Water Fund (43000) and further dedicated for the exclusive purpose of offsetting the costs of implementing the HCP, including the projects, programs, and activities described in the HCP documents and those that educate the public about them.

Section 3. 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 _____, 2020, and signed by
me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Public Utilities	Regina Carpenter/6-0836	Akshay Iyengar /4-0716

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Cedar River Watershed; authorizing two years of ecological thinning, in accordance with the Cedar River Watershed Habitat Conservation Plan, Sections 8 and 9, Township 22, North, Range 8, East, W.M., Sections 3, 4, and 10, Township 21, North, Range 10, East, W.M., and Section 33, Township 22, North, Range 10, East, W.M.; declaring the logs resulting from ecological thinning to be surplus to the City's needs; authorizing the sale of such logs pursuant to applicable City contracting and surplus property sale procedures; and directing deposit of the proceeds therefrom to the Water Fund for the purposes of the Habitat Conservation Plan implementation.

Summary and background of the Legislation: This ordinance would authorize the sale of surplus timber from ecological thinning conducted under the Cedar River Watershed Habitat Conservation Plan (HCP). The Cedar River Watershed HCP is a 50-year, ecosystem-based plan prepared under the Endangered Species Act to address declining populations of salmon, steelhead and other fish and wildlife in the Cedar River basin.

The ecological thinning would occur from 2021-2022 and involve approximately 225 acres of second-growth forest. The purpose of the project is to improve forest habitat and biodiversity by reducing forest density, creating canopy gaps, and planting additional tree and shrub species. Up to 3,000,000 board feet of merchantable logs are expected to be cut. The ordinance would declare these logs to be surplus, authorize their sale, and direct the deposit of the sale proceeds to the Water Fund to offset costs of the HCP.

The City in 2002 adopted Ordinance 121040, prohibiting commercial timber harvest in the watershed and authorizing limited, non-commercial timber harvesting, including ecological thinning, to make forest habitat improvements. The ordinance allows the sale of merchantable logs up to 250,000 board feet without additional ordinance authority, provided the proceeds be deposited in the Water Fund and dedicated to offsetting the costs of implementing the HCP. Ordinance 124853 authorized surplus log sales from ecological thinning projects implemented from 2016-2020. The changed work environment under the COVID-19 conditions and the log-market uncertainty prevented SPU from securing an implementation contract and completing the work before the end of 2020. This ordinance seeks authority for additional two years (2021-2022) to implement ecological thinning and associated sale of surplus timber, previously approved under Ordinance 124853, to support efficient project planning and implementation to meet ecological objectives and HCP commitments.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ☒ Yes ☐ No

Appropriation change (\$):	General Fund \$		Other \$	
	2020	2021	2020	2021
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
				\$100,000
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021

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?

Other Non-Operating Revenue (408000) for the Water Fund (43000) is estimated to increase \$10,000-\$200,000 each year for 2021 and 2022. The estimate for 2021 is reflected in the table above.

While difficult to quantify a financial benefit, this legislation supports the long-term forest restoration program in the Cedar River Municipal Watershed by improving complex habitat development and forest resilience.

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

Not implementing the legislation would impair multi-year plans for ecological thinning, which is an important element of the forest restoration commitments the City made in the HCP. Multi-party agreements associated with the HCP provide the City with certainty on several key issues related to its water supply operations on the Cedar River. Failure to meet HCP commitments, such as ecological thinning, would put us out of compliance with the permit conditions and may have ecological and financial costs. Finally, without this legislation SPU would lose the opportunity to receive potential revenue from sale of surplus logs to offset HCP costs.

3.a. Appropriations

 This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##	2020 Appropriation Change	2021 Estimated Appropriation Change
TOTAL				

Is this change one-time or ongoing?

N/A

Appropriations Notes:

Appropriations in the 2021-2022 spending plan cover SPU operating costs of this program. Costs are approximately \$80,000 annually with labor averaging 85% and non-labor averaging 15% of the expenditures and include project planning, permitting, contract administration and compliance monitoring. The specific activity is C100027, in the Water Fund's Habitat Conservation Plan sub-BCL (C160). The ecological thinning contracts to implement the projects include tree felling, log yarding to roads and log transportation. While not applied as an expense reduction by accounting, contract costs are fully offset by revenues from the sale of surplus timber. Ecological thinning conducted pursuant to this ordinance would begin in early 2021 and continue through the fall of 2022.

3.b. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

If this box is checked, please complete this section. If this box is not checked, please proceed to Positions.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2020 Revenue	2021 Estimated Revenue
Water Fund 43000	SPU	408000 - Other Non-Operating Revenue	\$ 0	\$100,000
TOTAL			\$ 0	\$100,000

Is this change one-time or ongoing?

Ecological Thinning is an ongoing program over the 50-year life of the HCP. The sale of surplus logs depends on the strategic approach of using forest thinning to meet the goals of the HCP and local and market conditions that change from year to year. This legislation covers 2021-2022.

Revenue/Reimbursement Notes: SPU estimates up to 3,000,000 board feet of merchantable logs will be declared surplus and sold because of ecological thinning from 2021-2022. Proceeds from the sales will depend on timber quality and volume at each site as well as bids received and

market conditions at the time of implementation. Proceeds from the sale of these logs could range from \$10,000 to over \$200,000 per year, after logging costs, depending on the factors just mentioned. All timber revenues will be deposited into the Water Fund, and while they are not applied as an expense reduction, they offset costs of HCP implementation.

4. OTHER IMPLICATIONS

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

No

- b. **Is a public hearing required for this legislation?**

Yes, given that this ordinance would authorize the sale of surplus property with potential value exceeding \$50,000 (per RCW 39.33.020). Public hearings have been and will be held for all ecological thinning ordinances requesting to sell timber as surplus property.

- 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?**

Yes

- e. **Does this legislation affect a piece of property?**

Yes.

- 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? What is the Language Access plan for any communications to the public?**

This legislation provides authority to sell timber as surplus from ecological thinning projects in the Cedar River Municipal Watershed. The only perceived implication for historically disadvantaged communities is positive, which would be improved habitat and plant diversity and therefore improved potential for hunting and gathering by Native American Tribal members.

- 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)?**

Not applicable

List attachments/exhibits below:

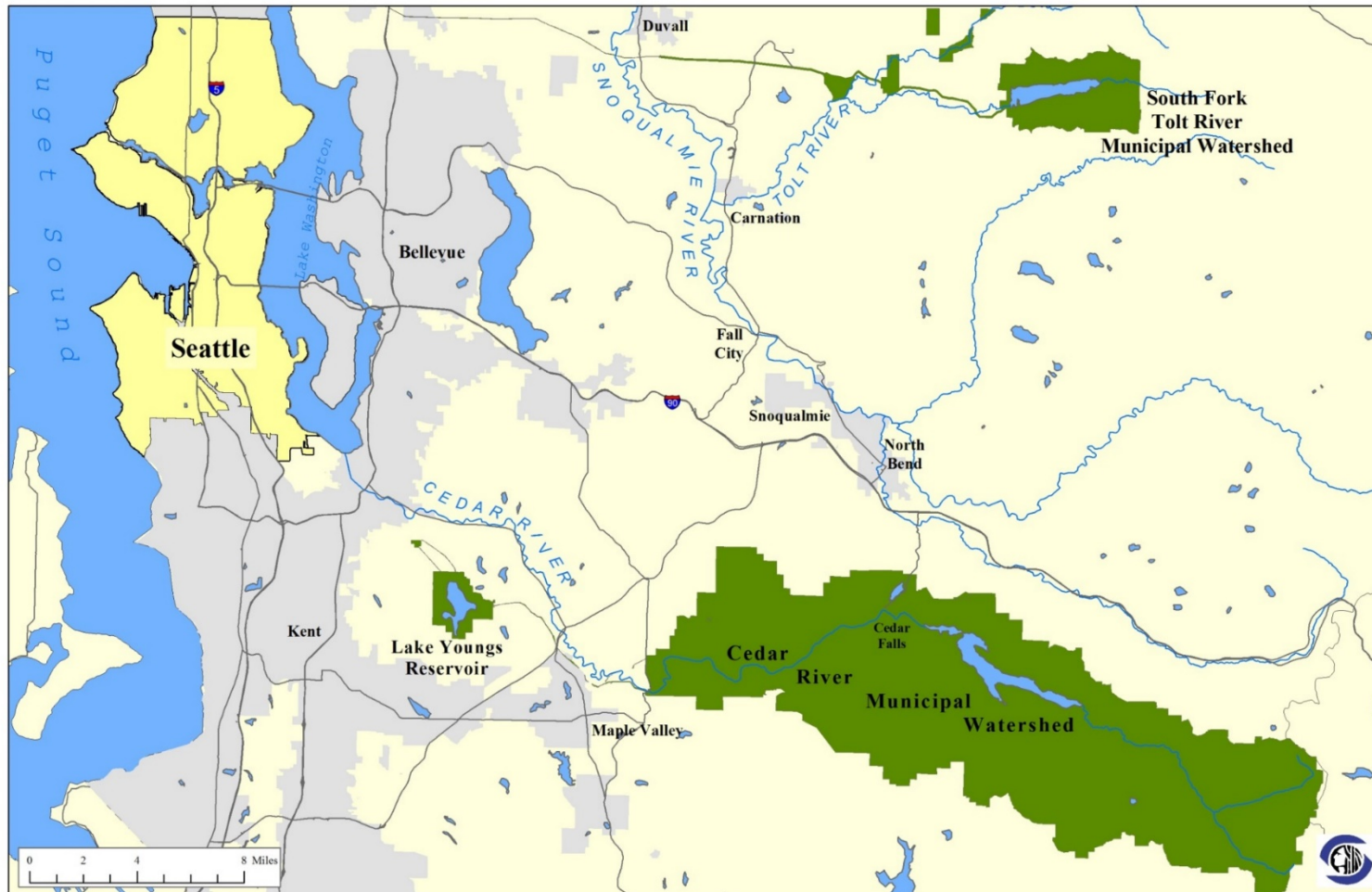
Summary Attachment A – Proposed Ecological Thinning 2021 through 2022: Cedar River Municipal Watershed



Extending Authority for Cedar River Watershed Ecological Thinning

December 2, 2020

Seattle's Municipal Source Water System



Cedar River Watershed Habitat Conservation Plan

- Approved in 2000 to provide Incidental Take Permit for SPU to manage Cedar River water supply system
- Regulatory certainty for municipal water supply
- Long-term commitment to restore watershed ecosystems
- Upland Forest Restoration Program
- Strategies: Protection, thinning, and planting

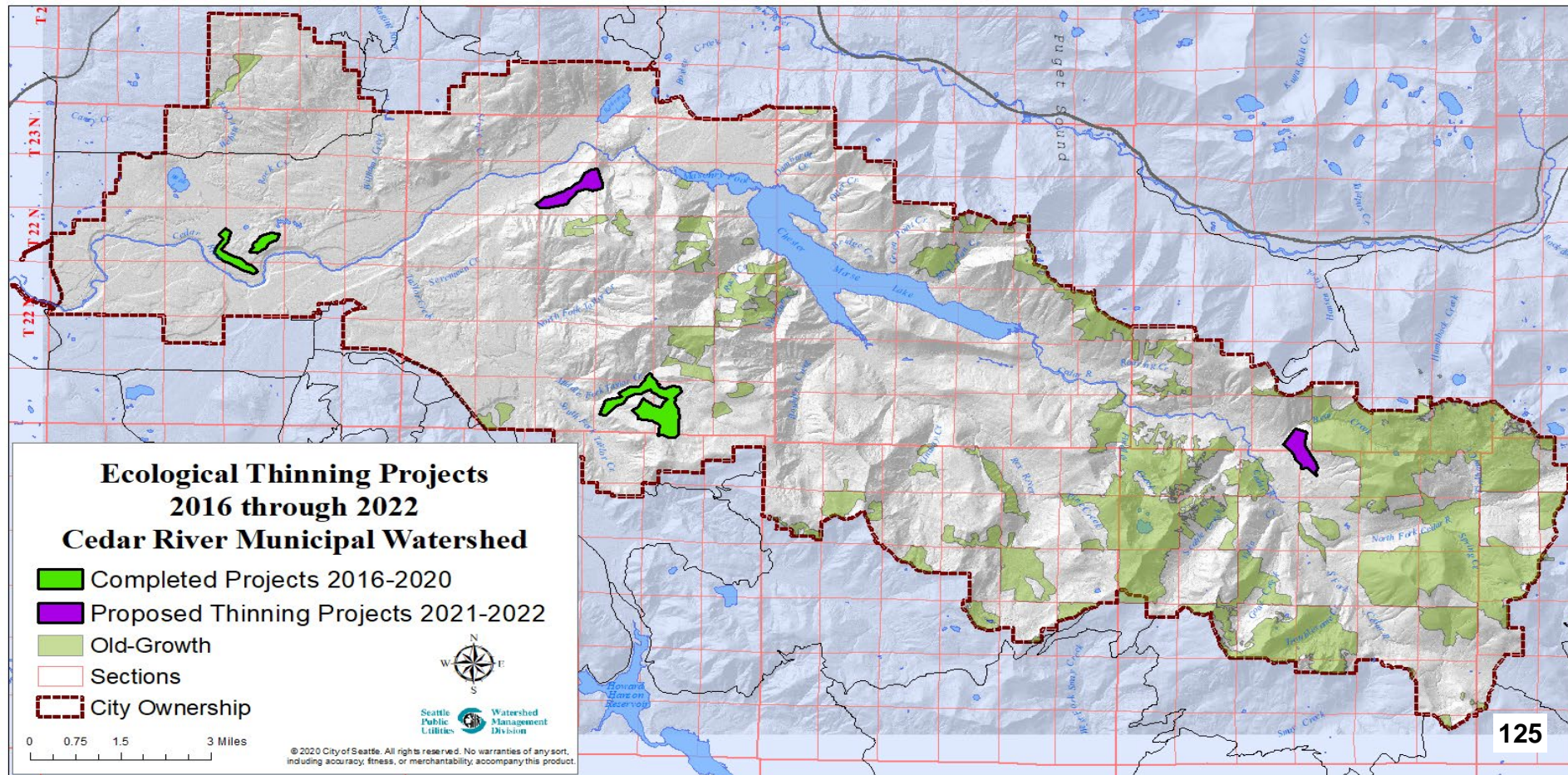
Benefits of Ecological Thinning Program



- Improve wildlife habitat
- Increase watershed resilience
- Meet regulatory commitments
- Sale of surplus logs offsets implementation cost

Cost and Revenue:

- Annual Program Cost: \$ 80,000 (Water Fund)
- Estimated Revenue from Surplus Log Sale: \$100,000 (Water Fund)



Opportunities

- Collaborate with Muckleshoot Indian Tribe
- Support local and regional economy
- Engage with stakeholders



Photo: C. Raines

SPU requests Ordinance Authority to:

- Extend existing extend ecological thinning for two years (2021-2022)
- Sell up to 3 million board feet from 225 acres in the Cedar River Watershed
- Deposit net revenue to the Water Fund to offset costs of HCP implementation



MUCKLESHOOT WILDLIFE PROGRAM

39015 172nd Avenue S.E. • Auburn, Washington 98092-9763

Phone: (253) 939-3311 • FAX: (253) 833-6177

wildlife@muckleshoot.nsn.us



Alex Pedersen
Seattle City Council
Chair, Transportation and Utilities Committee
PO Box 34025
Seattle, WA. 98124

Nov 17, 2020

RE: Cedar River Municipal Watershed Forest Thinning Projects

Dear Councilman Pedersen,

The Muckleshoot Indian Tribe Wildlife Program is writing to express our support for two upcoming ecological thinning projects in the Cedar River Municipal Watershed. We recommend approving the ordinance authority that allows for the sale of surplus timber from the 510 and 71 Road forest thinning projects.

The Muckleshoot Tribe has a long history in the Cedar River Watershed. Our Tribal ancestors have influenced that landscape to improve foods and medicines for centuries. We believe the proposed thinning projects will help improve forest health and add much-needed biodiversity to dense, second-growth forests. Previous forest management in the Cedar River Watershed has left 70,000 acres of second-growth forests, which shade out numerous plant and animal species important to tribal members.

In order to help improve forest health and accelerate old-growth conditions in these younger forests, more thinnings across the landscape need to occur. It is our belief that the city should allow science to guide the volume of timber being harvested from the CRW, not political feelings. We appeal to the Seattle City Council to allow for increased forest management in the future to help improve Tribal foods and medicines, provide for healthy forests, and increase biodiversity across this important landscape.

If you have any questions or would like to discuss further, please feel free to contact me.

Mike.jerry@muckleshoot.nsn.us

Mike Jerry
Muckleshoot Tribal Council Member
Wildlife Committee Chair

cc: Mami Hara, SPU GM/CEO
Lorena Gonzalez, Seattle City Council
Lisa Herbold, Seattle City Council
Debora Juarez, Seattle City Council
Andrew Lewis, Seattle City Council
Tammy Morales, Seattle City Council
Teresa Mosqueda, Seattle City Council
Kshama Sawant, Seattle City Council
Dan Strauss, Seattle City Council
Amy LaBarge, SPU Watershed Management Division Director
Rolf Gersonde, SPU Forest Ecologist

[↶ Reply all](#) [✕](#) [🗑 Delete](#) [🗑 Junk](#) [Block](#) [...](#)**Cedar River Watershed ordinance CB119958**

- ① You replied on Tue 12/1/2020 11:50 AM
- ① Label: 90 days Inbox (3 months) Expires: Mon 3/1/2021 11:03 AM

CR

Charles Raines <ccraines@comcast.net>

Tue 12/1/2020 11:03 AM

To: Pedersen, Alex

Cc: Thaler, Toby

[👍](#) [↶](#) [↷](#) [➡](#) [...](#)**CAUTION: External Email**

Alex Pedersen,
Chair, Transportation & Utilities Committee
Seattle City Council

Re: Cedar River Watershed Thinning Program

Chairman Pedersen,

The Sierra Club supports the ordinance requested by Seattle Public Utilities to extend the time available for completion of two forest thinning projects in the Cedar River Watershed (CB 119958).

We supported the prior authorizing ordinance, and understand that due to the Covid pandemic, the utility needs additional time to implement these two projects. It is critical that any funds garnered by the sale of the timber be used solely for the implementation of the HCP.

The Sierra Club was active in the development of the Habitat Conservation Plan for the watershed, which was approved in 2000. This landmark plan was designed to protect the old-growth forests and restore other forest lands in order to aid in the recovery of endangered species such as the marbled murrelet, spotted owl and chinook salmon, while maintaining high quality water. The Cedar River Watershed has tremendous ecological values – it is a key habitat link between the Alpine Lakes Wilderness and Mt. Rainier National Park, as well as the Tiger Mtn. NRCA and related conservation areas. Notably, the western portion of the watershed is re-establishing low-elevation, late-successional forest, one of few such areas close to Puget Sound.

We have worked closely with SPU to implement the provisions of the HCP. The staff at the watershed have done fine work in that regard and have completed many projects that have moved the watershed towards those HCP goals. Of particular value has been the removal of high impact roads. While the forest thinning program is complex and has impacts of its own, the final projects have benefited from solid scientific evaluation and thorough public review. We appreciate the watershed staff's responsiveness to our input.

We urge the Seattle City Council to approve this ordinance.

Thank you.

Charlie Raines
Sierra Club, Washington Chapter
Member of the HCP Oversight Committee
Seattle, WA

[Reply](#) | [Reply all](#) | [Forward](#)



Legislation Text

File #: CB 119963, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; updating water regulations to conform to current standards; making technical corrections; amending Sections 21.04.010, 21.04.020, 21.04.050, 21.04.060, 21.04.080, 21.04.150, 21.04.210, 21.04.300, 21.04.460, 21.04.530, 21.04.580, 21.08.010, and 21.12.020 of the Seattle Municipal Code; repealing Section 21.04.590 of the Seattle Municipal Code; and adding new Sections 21.04.025, 21.04.061, and 21.04.062 to the Seattle Municipal Code. WHEREAS, portions of the City's water code, Subtitle I of Title 21 of the Seattle Municipal Code, were

originally adopted in 1893 and 1935 and have become outdated and inconsistent; and

WHEREAS, it serves the public interest for the City to update provisions of the City's code to be consistent with current terminology and practices; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 21.04.010 of the Seattle Municipal Code, last amended by Ordinance 118396, is amended as follows:

21.04.010 Definitions (~~((Number and gender.))~~)

The word "Director" (~~((wherever used))~~) in this (~~((chapter,))~~) Chapter 21.04 means the Director of Seattle Public Utilities(~~((, and any act in this chapter required or authorized to be done by the Director, may be done on behalf of the Director by an authorized officer or employee of the Seattle Public Utilities))~~). The word "person" (~~((wherever used))~~) in this (~~((chapter))~~) Chapter 21.04 means and includes natural persons of either sex, associations, copartnerships, and corporations whether acting by themselves or by a servant, agent, or employee(~~((; the singular number includes the plural and the masculine pronoun includes the feminine))~~).

Section 2. Section 21.04.020 of the Seattle Municipal Code, last amended by Ordinance 124919, is

amended as follows:

21.04.020 Connection to water supply system - Application((-))

Any person desiring ~~((to have premises connected with))~~ connection to the water supply system of the City shall ~~((present at the office of the))~~ make application to Seattle Public Utilities. ~~((a copy of a building permit or a regular certified copy from the Director of the Seattle Department of Construction and Inspections, containing the applicant's name, description of the lot, block, and addition, and the official house number of the premises on))~~ The application, provided by Seattle Public Utilities, shall require, at a minimum, the legal property owner's name, the address(es) as assigned by the permitting agency for which water is desired, and ~~((shall make application therefor upon a printed form to be furnished for that purpose. The application shall contain the description of the premises where such water is desired, specify the size of service pipe required, state fully the purposes for which water is to be used, be signed by the))~~ a site plan. The legal owner of the ~~((premises))~~ parcel to be served or the owner's ~~((duly))~~ authorized ~~((agent, and be filed in))~~ representative shall sign and file the application with the office of the Director. At the time of filing ~~((such))~~ the application the applicant shall pay to the Director ~~((of Finance and Administrative Services, and make receipt therefor,))~~ the fees for installation of water services ~~((provided in this Chapter 21.04)).~~

Section 3. A new Section 21.04.025 is added to the Seattle Municipal Code as follows:

21.04.025 Domestic connection requirements

No permit exempt well, as provided for under RCW 90.44.050, shall be allowed in lieu of a connection to the water supply system of the City for domestic water use.

Section 4. Section 21.04.050 of the Seattle Municipal Code, last amended by Ordinance 123361, is amended as follows:

21.04.050 Connection - City responsibility((-))

Upon the presentation at the office of the Director of Finance and Administrative Services' receipt for the

installation fees and the execution of the contract provided for in Section 21.04.030, the Director shall cause the premises described in the application, if the same abut upon a street in which there is a City water main, to be connected with the City's water main by a service pipe extending at right angles from the main to the property line, except as provided in Sections 21.04.060, 21.04.061, 21.04.062, 21.04.070 and 21.04.080. The City connection, which shall include a union placed at the end of pipe, and a stopcock placed within the curblin, shall be maintained by and kept within the exclusive control of the City.

Section 5. Section 21.04.060 of the Seattle Municipal Code, last amended by Ordinance 123538, is amended as follows:

21.04.060 ~~((Connection-Where permanent structure erected-Premises not abutting street with water main-Limitations.))~~ Permanent structures and relocating water connections

~~((A-))~~ Whenever it has been ascertained that a retaining wall, ornamental wall, ~~((or))~~ landscape rockery, or any other form of permanent structure is to be, or has been, erected upon any portion of a City street or public place in which a water service connection has been installed, the Director may cause the relocation or readjustment of such water service connection or any portion thereof. The cost of such relocation or readjustment shall be charged ~~((against))~~ to the property ~~((at))~~ owner upon which the ~~((erection of the permanent))~~ structure ~~((, as hereinabove referred to,))~~ is ~~((to be))~~ or has been ~~((done, and to the property owner thereof))~~. In no case shall the City be required to maintain or repair any portion of the service connection between the union and property line.

21.04.061 Water mains required before connections

~~((B-))~~ A. In case of application ~~((for water service))~~ to supply ~~((premises))~~ water service to a parcel not abutting ~~((upon))~~ a street(s) in which there is a standard or suitable City distribution water main to the extent of the parcel boundary, the Director will require construction of a standard distribution water main abutting the property before a connection is made~~((; provided that, under certain conditions, a temporary connection may be provided for the property, or a service to the property of the applicant may be placed along and beneath any~~

~~public street or avenue.))~~ , unless otherwise approved by the Director. The standard distribution water main shall be constructed in the abutting street to the extent of the parcel boundary, as required by the utility for the orderly extension or efficient gridding of the public water system. The standard distribution water main shall be constructed in accordance with the City's Standard Plans and Specifications and other applicable design standards and guidelines. The Director, pursuant to ~~((the Administrative Code))~~ Chapter 3.02(~~(9)~~), shall establish criteria, rules, and procedures ~~((for making the aforementioned exceptions.))~~ to implement this subsection 21.04.061.A.

~~((C.))~~ B. Where water main construction is required and the applicant and/or other property owners jointly wish to construct the required water mains and appurtenances, the Director is authorized to enter into a water main addition or extension agreement as set forth in ~~((the))~~ application and agreement forms ~~((attached as Exhibit "A" to Ordinance 65877 or such revised forms as approved by the City Attorney and adopted by Rule))~~ provided by Seattle Public Utilities.

21.04.062 Service connection limitations

~~((D.))~~ The Director may limit the size and number of service connections ~~((which))~~ that may be allowed for any separate property. No service connection will be allowed from the City mains to any property supplied by water from any other source unless special permission is given by the Director, which special permission may be terminated at any time, if in the judgment of the Director the public interest would be best served.

Section 6. Section 21.04.080 of the Seattle Municipal Code, last amended by Ordinance 118396, is amended as follows:

21.04.080 Separate service connections for each house-Exceptions~~((:))~~

Where there is a water main in front of any premises, the owner of each ~~((house))~~ parcel supplied by City water must install ~~((his own))~~ a separate service connection with the City main, and the premises so supplied will not be allowed to supply water to any other premises, except:

A. ~~((temporarily))~~ Temporarily where there are no mains in the street~~((, provided that such restrictions~~

~~shall not apply to~~)) ; or

B. When services for such supply are already installed (~~unless ((in the judgment of)) the Director ((it is found))~~) finds it necessary to enforce such provisions as to connections already made) (~~(-Provided, further, where))~~) ; or

C. Where two ((2)) or more buildings are supplied by one ((1)) metered service, in which case not less than the minimum rate for premises supplied by meters(~~(, hereinafter provided for,))~~) shall be assessed for each separate building or premises (~~(so supplied)~~).

Section 7. Section 21.04.150 of the Seattle Municipal Code, enacted by Ordinance 72857, is amended as follows:

21.04.150 Unused connections(~~(-)~~)

On all inactive water service connections (~~((unused for a period fifteen (15) years, or more, from date of installation, the City reserves the right: (A) to consider))~~) (i.e., without a meter), the Director may determine the ((same)) water service to be obsolete or substandard based on age, material, size, location, or other relevant factors, and ((remove the service, at the City's option; or (B) to require payment for)) require the retirement of the inactive service and installation of a new service.

Section 8. Section 21.04.210 of the Seattle Municipal Code, last amended by Ordinance 118396, is amended as follows:

21.04.210 Discontinuance of service (~~((Reinstallation application-Temporary service.))~~)

~~((A-))~~ Unless otherwise approved by the Director, ((W)) whenever the owner of any premises connected with the City's water supply system desires to discontinue the use of water, ~~((he))~~ the owner shall make written application to have the ~~((meter removed from the service.))~~ water service retired. The actual cost of ~~((removing meter))~~ retiring the water service shall be charged to the property owner, except that the Director may establish standard charges based on a review of prevailing actual costs ~~((of removal of meters. The same rate shall apply~~

for reinstatement)).

~~((B. When it is desired to have a meter reinstalled the owner of the premises to be supplied by such meter shall file an application at the office of the Director on forms provided for the purpose, and shall pay the cost in full for such reinstallation.~~

~~C. The Director shall cause the reinstallation of meters within twenty-four (24) hours after the receipt of application for same. In the event of emergency the Director may, at his discretion, permit the temporary use of unmetered water, such temporary use to be limited to the time of the placing of the meter on the service connection.~~

~~D. In all cases of the City furnishing temporary service within the meaning of this section a charge to be determined by the Director of Seattle Public Utilities based on the actual cost of furnishing the temporary service shall be added to and made a part of the regular meter charges.))~~

Section 9. Section 21.04.300 of the Seattle Municipal Code, enacted by Ordinance 65877, is amended as follows:

21.04.300 City right to shut off water((:))

The City reserves the right ~~((at any time, without notice,))~~ to shut off the water supply for repairs, extensions, nonpayment of ~~((rates))~~ bills, or any other reason, and the City shall not be responsible for any damage, such as bursting of boilers supplied by direct pressure~~((;))~~ , the breaking of any pipes or fixtures, stoppage or interruption of water supply, or any other damage resulting from the shutting off of water.

Section 10. Section 21.04.460 of the Seattle Municipal Code, enacted by Ordinance 65877, is amended as follows:

21.04.460 Separate meters on same service-Rounding off of rates((:))

A. In all cases where water is furnished for purposes other than manufactories, laundries, and elevators on the same service, separate meters must be provided and the water consumer charged at schedule rates, and such consumers must pay for all service connections as provided in this ~~((chapter))~~ Chapter 21.04.

B. In computing meter rates as provided (~~((hereinbefore))~~) in this Chapter 21.04, results (~~((ending in One or Two Cents (\$.01 or .02) will be counted "0"; results ending in Three (\$.03), Four (\$.04), Six (\$.06), or Seven Cents (\$.07) will be counted "5"; results ending in Eight (\$.08) or Nine Cents (\$.09) will be counted "10."))~~) will be rounded to the nearest five cents.

Section 11. Section 21.04.530 of the Seattle Municipal Code, last amended by Ordinance 118396, is amended as follows:

21.04.530 Use of fire hydrants(~~(,)~~)

A. It shall be unlawful for any person, except (~~((when duly))~~) a Fire Department employee or anyone authorized by the Director, ((or who shall be a member of the Fire Department,)) to open, operate, close, turn on, turn off, interfere with, attach any pipe or hose to, or connect anything (~~((with))~~) to any fire hydrant(~~(, stop valve or stopcock))~~ belonging to the City.

B. Any person, (~~((other than employees of the))~~) except a Fire Department employee, requiring the use of any hydrant(~~(, stopcock or valve))~~ belonging to the City must (~~((make written application for the same in advance))~~) submit an application to the Director for a permit. Approved use of a hydrant shall conform to the conditions of the permit and comply with City and State cross-connection control codes and regulations. ((The Director shall then send a hydrant inspector to open such hydrant, stopcock or valve, and the time of such inspector shall be charged to the person making application for the use of such hydrant, stopcock or valve. Should it be necessary for the inspector to remain at the hydrant, stopcock or valve until the person using the same has secured the necessary supply of water, the full time consumed by the inspector shall be charged to the person securing such service, but in no case shall the charge be less than One Dollar (\$1.00). The Director may require a deposit in advance as a condition for supplying such water.))

C. Any person making application for use of a hydrant as part of a master filming permit pursuant to Section 15.35.010 (~~((of this Code))~~) shall pay only the applicable fee set forth in the Master Filming Permit Fee Schedule.

Section 12. Section 21.04.580 of the Seattle Municipal Code, enacted by Ordinance 65877, is amended as follows:

21.04.580 Violation-Penalty((;))

Any person violating any of the provisions of this ~~((chapter))~~ Chapter 21.04 shall be ~~((deemed))~~ guilty of a gross misdemeanor((;)) and upon conviction ~~((thereof,))~~ shall be punished by a fine ~~((in any sum))~~ not exceeding ~~((One Hundred Dollars (\$100.00),))~~ \$5,000, or imprisonment for a term not exceeding ~~((thirty (30) days,))~~ 364 days, or by both such fine and imprisonment.

Section 13. Section 21.04.590 of the Seattle Municipal Code, last amended by Ordinance 118396, is repealed:

~~((21.04.590 Violation – Reward for securing conviction.~~

~~The Director shall cause a reward not to exceed One Hundred Dollars (\$100.00) to be paid to any person securing the conviction of any person for violation of any of the provisions of this chapter.))~~

Section 14. Section 21.08.010 of the Seattle Municipal Code, last amended by Ordinance 123668, is amended as follows:

21.08.010 Definitions((;))

A. The following words and terms used in this ~~((chapter))~~ Chapter 21.08 shall have the meanings set forth in this ~~((section))~~ Section 21.08.010 unless otherwise indicated by their context:

~~((1-))~~ "Anticorrosion chemical feeding equipment" means any apparatus designed or used to introduce measured quantities of chemicals into the potable hot water supply ~~((in order))~~ to prevent or control corrosion.

~~((2-))~~ "Backflow prevention device" means equipment designed or used to counteract pressures or prevent back siphonage.

~~((3-))~~ "Cross-connection" means a physical arrangement whereby a public water supply is connected, directly or indirectly, to a device ~~((which))~~ that meters, injects, or otherwise applies chemical

substances thereto.

((4.)) "Director of Public Health" means the Director of Public Health-Seattle & King County or ((his authorized representative)) designee.

((5.)) "Licensed steam engineer" means a person holding a currently valid license as a steam engineer, grade III, or superior grade, issued in accordance with ((Ordinance 94595)) Chapter 6.420.

((6.)) "Professional engineer" means a person holding a currently valid license from the state to practice engineering in its sanitary, civil, or mechanical branches, and a corporation qualified to perform such professional services through licensed professional engineers.

((7. "Director of Seattle Public Utilities" means the Director of the Seattle Public Utilities or his or her authorized representative.))

B. Time periods measured by a specified number of days, are computed by excluding the day of the act or default from which the time period begins to run, and including Saturdays, Sundays, holidays, and the last day of the period so computed, but if the last day is a Sunday or legal holiday, performance may be accomplished the following day.

Section 15. Section 21.12.020 of the Seattle Municipal Code, last amended by Ordinance 118396, is amended as follows:

21.12.020 Notice of ~~((cut off))~~ shut off of water supply~~((Publication in official newspaper.))~~

Before allowing the water supply to be ~~((cut))~~ shut off ~~((from))~~ to any portion of the City, the Director of Seattle Public Utilities shall give at least ~~((twenty-four (24)))~~ 24 hours' notice of the intended ~~((cutting off by publishing notice thereof in the City official newspapers, designating the portions of the City affected by such cutting off and the))~~ water shut off to impacted customers. The notice shall include the date and time of outage and probable length of time ~~((that the same will continue, and no cutting off of water))~~ for the water shut off. No water shut off shall be made except after such notice is provided. ~~((; provided, that in the case of))~~ If an accident or emergency ~~((which will))~~ does not permit such notice, the water may be ~~((cut))~~ shut off

~~immediately without notice((, that if the same is not turned on within twenty-four (24) hours, a notice shall be published in the City official newspapers stating the portions of the City affected by such cutting off and the probable length of time that the same will continue))).~~

Section 16. 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 _____, 2020, and signed by me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	Executive Contact/Phone:
Seattle Public Utilities	Michelle Lange /7-8726	Akshay Iyengar/4-0716

** 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 relating to Seattle Public Utilities; updating water regulations to conform to current standards; making technical corrections; amending Sections 21.04.010, 21.04.020, 21.04.050, 21.04.060, 21.04.080, 21.04.150, 21.04.210, 21.04.300, 21.04.460, 21.04.530, 21.04.580, 21.08.010, and 21.12.020 of the Seattle Municipal Code; repealing Section 21.04.590 of the Seattle Municipal Code; and adding new Sections 21.04.025, 21.04.061, and 21.04.062 to the Seattle Municipal Code.
- b. **Summary and background of the Legislation:**
Portions of the Water Code were originally adopted in 1893 and 1935. This ordinance would revise outdated and inconsistent terminology and practices providing clarity for the public and SPU staff. The revisions do not impact SPU's budget.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget? ___ Yes ☒ 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?
No.
- c. **Is there financial cost or other impacts of *not* implementing the legislation?**
SMC 21.04.580: The proposed modifications would increase the penalty for violating SMC 21.04. The current penalty amount of \$100 and/or up to 30 days of imprisonment was established in 1935 as the penalty for a misdemeanor at that time and has not been updated. The ordinance would use the current standard for a gross misdemeanor, which is \$5,000 and up to 365 days in jail. Although a conviction for a gross misdemeanor is not expected, it could be possible for a severe violation.

SMC 21.12.020: SPU will save money but not being required to notify customers impacted by a water shutoff via City official newspapers.

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. This legislation is not subject to a public hearing requirement.

- 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. The proposal is a non-project legislative action with no specific site.

- 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?**

This legislation does not disproportionately impact vulnerable or historically disadvantaged communities.

- 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 does not include a new initiative or a major programmatic expansion.

- h. **Other Issues:**

List attachments/exhibits below:

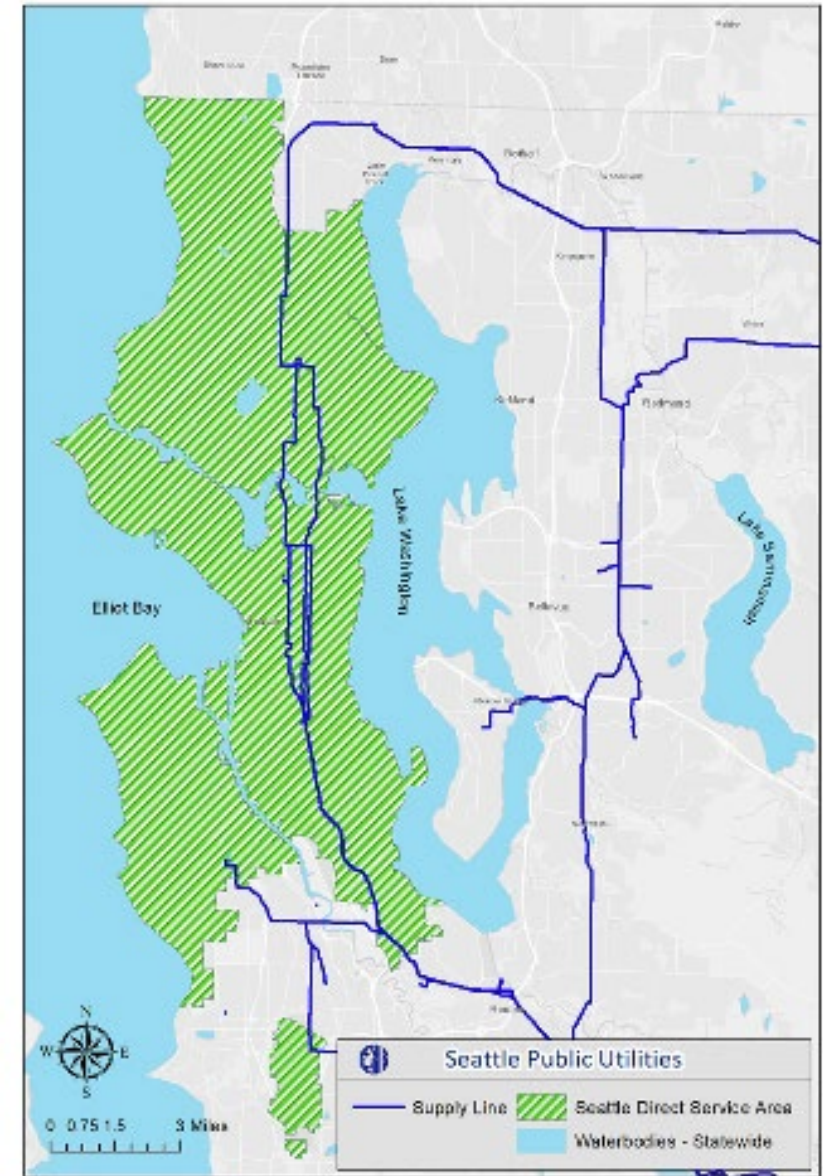
Water Code Amendments

SMC 21.04/SMC 21.12

December 2, 2020

Overview

- Portions of the Water Code were originally adopted in 1893 and 1935.
- This ordinance will revise outdated and inconsistent terminology, practices, and requirements providing clarity for the public and SPU staff.
- This applies to all customers within SPU's Direct Water Service Area, includes:
 - Shoreline, Burien, Renton, Lake Forest Park, Parts of unincorporated King County



Outdated Requirements and Terminology

No.	SMC Reference	Change Needed	Rationale	Anticipated Impact to Customers
1	21.04.025 - Domestic connection requirements. (<i>NEW SECTION</i>)	Add new section to disallow water service from permit- exempt wells.	Strengthen requirement for a direct connection to SPU infrastructure and not allow drinking water wells.	None. We have had one request for a domestic water well in over ten years.
2	21.04.060 B.- Connection—Where permanent structure erected—Premises not abutting street with water main— Limitations. Permanent structures and relocating water connections	1. Clarify water main extension requirements when parcels have frontage on multiple rights-of-way. 2. Delete section allowing temporary connections.	1. Allow unit lot subdivisions which front multiple streets to connect to one existing water main and not build a second water main in the other street. 2. Temporary services were discontinued in 2003.	1. Positive to the development community. 2. None.



No.	SMC Reference	Change Needed	Rationale	Anticipated Impact to Customers
3	21.04.080 - Separate service connections for each house—Exceptions.	Clean-up language. SMC conflicts with SPU’s current policy.	SPU allows one domestic water meter per parcel. The type of structure is irrelevant.	None. This is consistent with SPU practice for decades.
4	21.04.150 - Unused connections.	Clarify requirements for an “inactive service”.	Remove the 15-year non-use timeframe and base the viability of a water service on the material type and condition.	Small percentage of development community impacted.
5	21.04.210 - Discontinuance of service— ((Reinstallation application—Temporary service.))	Clarify SPU will require a water service retirement rather than a water meter removal in most cases.	When meters are removed, we experience: <ul style="list-style-type: none">• Water theft• Undetected water leaks• Deterioration of the water service piping	Small percentage of property owners and the development community impacted.





No.	SMC Reference	Change Needed	Rationale	Anticipated Impact to Customers
6	21.04.300 – City right to shut off water	Remove “at any time, without notice” which refers to the City shutting off water supply.	Unless an emergency, there is typically notice to the customer that the water supply will be shut off.	None. Consistent with practice.
7	21.04.530 – Use of fire hydrants.	Removing outdated process from the Ordinance.	The current process is outlined in WTR-460.1 - Use of Hydrants by Others (Directors Rule).	None. Consistent with practice.
8	21.04.580 – Violation Penalty.	Update penalty for violating SMC 21.04 established in 1935.	The existing amount is \$100. The City Attorney’s Office recommended using the current standard for gross misdemeanor.	None. This fine is not regularly applied.
9	21.12.020 - Notice of cut shut off of water supply— Publication in official newspaper.	Removing outdated process and communication method from the Ordinance.	Currently customers are notified via door tags.	None. Consistent with practice.





Legislation Text

File #: CB 119976, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the East Marginal Way Grade Separation Project; authorizing the Director of the Seattle Department of Transportation (“SDOT”) to acquire, accept, and record, on behalf of The City of Seattle, three quit claim deeds and an assignment and assumption of easement agreement for the East Marginal Way Overpass from the Port of Seattle, a municipal corporation of the State of Washington (the “Port”); laying off the deeds as right-of-way; placing the real property conveyed by such deeds and easement under the jurisdiction of SDOT and designating for street purposes; authorizing the Chief Executive Officer and General Manager of Seattle Public Utilities (“SPU”) to acquire, accept, and record, on behalf of The City of Seattle, a stormwater easement from the Port; placing the stormwater easement under the jurisdiction of SPU and designating for utility purposes; authorizing the Chief Executive Officer and General Manager of Seattle City Light (“SCL”) to acquire, accept, and record, on behalf of The City of Seattle, an overhead and surface easement from the Port; placing the overhead and surface easement under the jurisdiction of SCL and designating for utility purposes; and ratifying and confirming certain prior acts. (This ordinance concerns the following rights of way: a portion of Parcel B, City of Seattle Lot Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2, 3, 44, and 45, Block 385, Seattle Tide Lands; a portion of Parcel Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 1 through 7 and Lots 26 through 30, Block 378, Lot 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; a portion of Lots 2, 3, 4, 10, 11, 12, and 13, Block 377, Seattle Tide Lands, together with a portion of Duwamish Avenue, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Lots 4 and 10, Block 377, Lots 3 and 44, Block 385, and Lot 4, Block 387, all in Seattle Tide Lands, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Parcel Y, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; and a portion of Parcels A and B, City of Seattle Lot Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2 and 3, Block 385, Lot 3, Block 387, and vacated 8th Avenue Southwest, all in Seattle Tide Lands, and a portion of Parcels Y and Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 3, 4, 5, 6, 7, 29, and 30, Block 378 and Lots 3, 4, 40, 41, 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands.)

WHEREAS, in 2014, the Seattle City Council passed Ordinance 124477, authorizing the Director of the Seattle

Department of Transportation (“SDOT”) to enter into the Memorandum of Agreement between The City of Seattle and the Port of Seattle Regarding the East Marginal Way Grade Separation, dated July 23, 2014 (the “MOA”), providing for the design, permitting, construction, financing, transfer, use, and related aspects of the East Marginal Way Grade Separation Project (the “Project”); and

WHEREAS, the MOA was subsequently executed, and the Project has been completed, creating a new overpass that routes vehicular traffic up and over existing railroad tracks in an area located South of Spokane Street in the vicinity of Duwamish Avenue South; and

WHEREAS, the new overpass improves road and rail access and creates greater efficiencies to the Port of Seattle (the “Port”) terminals, BNSF Railway and Union Pacific intermodal rail yards, and regional manufacturing and distribution facilities; and

WHEREAS, the overpass also directly improves public safety by eliminating rail/highway conflicts at the crossing, enhancing safety for vehicles, pedestrians, and bicycles, and reducing vehicle delay and delay-related idling pollution at the railroad crossing; and

WHEREAS, pursuant to the MOU, The City of Seattle (“City”) agreed to take ownership of the grade separation improvement and title to certain related property interests upon Project completion; and

WHEREAS, pursuant to Resolution Number 3760 of the Port Commission, adopted July 9, 2019, the Port has declared certain overpass structure and real property surplus and no longer needed for Port purposes; and

WHEREAS, pursuant to Section 9 of the MOU, the City is now ready to accept the overpass structure and real property interests as provided for in the MOU following the Port Commission’s passage of Resolution Number 3760; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Quit Claim Deed from the Port of Seattle, a municipal corporation of the State of Washington (the “Port”), dated September 6, 2019, and recorded under King County Recording Number

20200811001965, which is attached as Attachment A and incorporated into this ordinance, is accepted for street purposes, placed under the jurisdiction of the Seattle Department of Transportation (“SDOT”), and laid off, opened, widened, extended, and established as right-of-way (a portion of tax parcel number 766670-0561).

Section 2. The Quit Claim Deed from the Port, dated September 6, 2019, and recorded under King County Recording Number 20200811002158, which is attached as Attachment B and incorporated into this ordinance, is accepted for street purposes, placed under the jurisdiction of SDOT, and laid off, opened, widened, extended, and established as right-of-way (a portion of tax parcel number 766670-0325).

Section 3. The Quit Claim Deed from the Port, dated September 6, 2019, and recorded under King County Recording Number 20200811001891, which is attached as Attachment C and incorporated into this ordinance, is accepted for street purposes, placed under the jurisdiction of SDOT, and laid off, opened, widened, extended, and established as right-of-way (a portion of tax parcel number 766670-0275).

Section 4. The Assignment and Assumption of Easement Agreement for East Marginal Way Overpass - 096448L (Overpass Agreement) granted by the Port, dated June 30, 2020, and recorded under King County Recording Number 20200722002188 (the “Assignment Agreement”), attached as Attachment D and incorporated into this ordinance, is accepted to assign the Overpass Agreement, located in Seattle Clerk File 321563, an easement to enter upon and use that portion of BNSF’s right-of-way as necessary to construct, use, and maintain the Improvements, as such term is defined in the Overpass Agreement, and placed under the jurisdiction of SDOT (a portion of tax parcel number 766670-0755).

Section 5. The Stormwater Easement and Access Agreement granted by the Port, dated September 5, 2019, and recorded under King County Recording Number 20200728002113, attached as Attachment E and incorporated into this ordinance, is accepted to install, construct, reconstruct, alter, improve, remove, repair, maintain, replace, and operate a subsurface stormwater facility, designated for utility purposes, and placed under the jurisdiction of Seattle Public Utilities (a portion of tax parcel number 766670-0315).

Section 6. The EASEMENT - Overhead and Surface granted by the Port, dated August 21, 2019, and

recorded under King County Recording Number 20200722002163, attached as Attachment F and incorporated into this ordinance, is accepted to install, construct, improve, remove, alter, repair, energize, operate, and maintain overhead electric distribution facilities, designated for utility purposes, and placed under the jurisdiction of Seattle City Light (a portion of tax parcel numbers 766670-0315, 766670-0560, 766670-0561, and 766670-0325).

Section 7. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 8. 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 _____, 2020, and signed by me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - Quit Claim Deed for a Portion of Parcel No. 766670-0561

Attachment B - Quit Claim Deed for a Portion of Parcel No. 766670-0325

Attachment C - Quit Claim Deed for a Portion of Parcel No. 766670-0275

Attachment D - Assignment and Assumption of Easement Agreement for East Marginal Way
Overpass - 096448L

Attachment E - Seattle Public Utilities Stormwater Easement

Attachment F - Seattle City Light Easement - Overhead and Surface

WHEN RECORDED RETURN TO:

City of Seattle
Dept. of Transportation
700 5th Ave - Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
Attn: Michelle Talbot

QUIT CLAIM DEED

GRANTOR: PORT OF SEATTLE

GRANTEE: CITY OF SEATTLE

Legal Description (Abbrev'd): Parcel B, City Of Seattle Lot Boundary Adjustment Number 3022491 Filed Under King County Recording Number 20181024900004

Legal Description (Full): See attached Exhibit A

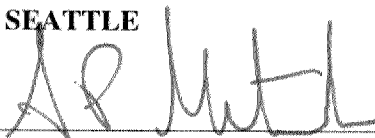
Tax Parcel Nos: 766670-0561

GRANTOR, PORT OF SEATTLE, a municipal corporation of the State of Washington, for and in consideration of mutual benefits and public purposes, does hereby convey and quit claim to CITY OF SEATTLE, a municipal corporation of the State of Washington, all interest in that certain real property located in King County, Washington, legally described on Exhibit A attached hereto.

[signatures on following page]

Dated and signed on this 8th day of August, 2019.

GRANTOR:
PORT OF SEATTLE

By: 

Printed Name: Stephen P. Metruck

Its: Executive Director

Dated and signed on this 6th day of September, 2019.

GRANTEE:
CITY OF SEATTLE

Accepted and Approved:

By: 

Printed Name: SAMUEL ZUMBARE

Its: DIRECTOR, SEATTLE DEPARTMENT OF
TRANSPORTATION

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that STEPHEN P. METRICK
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the _____
EXECUTIVE DIRECTOR of **PORT OF SEATTLE** to be the free and voluntary act
of such party for the uses and purposes mentioned in this instrument.



Dated: 8/8/2019

Signature: [Handwritten Signature]

Notary Public in and for the State of Washington

Notary (print name): HUGH HASTINGS

Residing at: KING Co.

My appointment expires: 4-30-2020

STATE OF WASHINGTON

COUNTY OF KING

}
} SS.
}

I certify that I know or have satisfactory evidence that Samuel Zimbabwe
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the Director Seattle
Department of Transportation of **CITY OF SEATTLE** to be the free and voluntary act
of such party for the uses and purposes mentioned in this instrument.



Dated: 9-6-19
Signature: Michelle Talbot
Notary Public in and for the State of Washington
Notary (print name): Michelle Talbot
Residing at: Anacortes
My appointment expires: 2-15-20

EXHIBIT A

Parcel B
Legal Description
Port of Seattle T104

THAT PORTION OF LOTS 2, 3, 44 AND 45, ALL IN BLOCK 385, SEATTLE TIDE LANDS, ACCORDING TO THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS, IN OLYMPIA, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT A MONUMENT, FOUND IN PLACE, A PUNCH IN BRASS ROD, AT THE INTERSECTION OF THE CENTERLINE INTERSECTION OF DUWAMISH AVE S. AND VACATED 6TH AVE SW; THENCE NORTH 39°55'57" WEST A DISTANT OF 76.16 FEET ALONG SAID CENTERLINE OF DUWAMISH AVE S. TO THE WESTERLY MARGIN OF SAID VACATED 6TH AVE SW; THENCE SOUTH 1°05'55" WEST ALONG SAID WESTERLY MARGIN 15.10 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WESTERLY MARGIN SOUTH 1°05'55" WEST 49.50 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF THE NORTH TEN FEET OF SAID LOT 44; THENCE NORTH 88°52'07" WEST ALONG THE SAID SOUTH LINE AND ITS EASTERLY EXTENSION 232.63 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 260.00 FEET; THENCE NORTHWESTERLY 120.45 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°32'34" TO THE SOUTHERLY LINE OF THE S SPOKANE STREET PERPETUAL STREET EASEMENT FILED UNDER KING COUNTY RECORDING NUMBER 8102100688; THENCE SOUTH 88°51'40" EAST 341.20 FEET TO THE POINT OF BEGINNING.

WHEN RECORDED RETURN TO:

City of Seattle
Dept. of Transportation
700 5th Ave - Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
Attn: Michelle Talbot

QUIT CLAIM DEED


GRANTOR: PORT OF SEATTLE
GRANTEE: CITY OF SEATTLE
Legal Description (Abbrev'd): Parcel Z, City of Seattle Lot Boundary Adjustment Number 3020104 Filed Under King County Recording Number 20181128900006
Legal Description (Full): See attached Exhibit A
Tax Parcel Nos: 766670-0325

GRANTOR, PORT OF SEATTLE, a municipal corporation of the State of Washington, for and in consideration of mutual benefits and public purposes, does hereby convey and quit claim to CITY OF SEATTLE, a municipal corporation of the State of Washington, all interest in that certain real property located in King County, Washington, legally described on Exhibit A attached hereto.

[signatures on following page]

Dated and signed on this 8th day of August, 2019.

GRANTOR:
PORT OF SEATTLE

By: 

Printed Name: Stephen P. Metruck

Its: Executive Director

Dated and signed on this 6th day of September, 2019.

GRANTEE:
CITY OF SEATTLE

Accepted and Approved:

By: 

Printed Name: SAMUEL ZIMSHAWE

Its: DIRECTOR, SEATTLE DEPARTMENT OF
TRANSPORTATION

STATE OF WASHINGTON

}
} SS.

COUNTY OF KING

}

I certify that I know or have satisfactory evidence that STEPHEN P. METRUCK
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the _____
EXECUTIVE DIRECTOR of **PORT OF SEATTLE** to be the free and voluntary act
of such party for the uses and purposes mentioned in this instrument.



Dated: 8/8/2019

Signature: [Handwritten Signature]

Notary Public in and for the State of Washington

Notary (print name): HUGH HASTINGS

Residing at: KING CO.

My appointment expires: 4-30-2020

EXHIBIT A

Parcel Z
Legal Description
Port of Seattle T104

THAT PORTION OF LOTS 1 THROUGH 7, 26 THROUGH 30, BLOCK 378, LOT 44, BLOCK 385, AND VACATED 6TH AVENUE SW OF SEATTLE TIDE LANDS, ACCORDING TO THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS IN OLYMPIA, WASHINGTON, BEING SITUATED IN THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., KING COUNTY WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID LOT 28 WITH THE WESTERLY RIGHT OF WAY MARGIN OF DUWAMISH AVE S, SAID RIGHT OF WAY MARGIN BEING 45.00 FEET DISTANT FROM THE MONUMENTED CENTERLINE OF SAID DUWAMISH AVE;
THENCE SOUTH 39°53'59" EAST ALONG SAID WESTERLY RIGHT OF WAY MARGIN 24.22 FEET TO THE WESTERLY RIGHT OF WAY MARGIN OF EAST MARGINAL WAY S;
THENCE SOUTH 01°08'26" WEST ALONG SAID WESTERLY RIGHT OF WAY MARGIN 120.39 FEET;
THENCE NORTH 88°50'05" WEST 0.43 FEET;
THENCE NORTH 01°08'36" EAST 29.96 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 192.50 FEET;
THENCE NORTHERLY 13.49 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°00'55"; THENCE SOUTH 83°17'10" WEST 2.42 FEET;
THENCE NORTH 08°47'05" WEST 4.00 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 190.00 FEET;
THENCE NORTHWESTERLY 102.65 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°57'20" TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE SOUTHWEST THE RADIAL CENTER OF WHICH BEARS SOUTH 49°17'45" WEST 264.50 FEET DISTANT; THENCE NORTHWESTERLY 99.34 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°31'07"; THENCE NORTH 88°52'07" WEST 41.45 FEET;
THENCE NORTH 48°24'41" WEST 6.94 FEET; THENCE NORTH 49°17'38" WEST 95.19 FEET; THENCE NORTH 53°12'26" WEST 19.27 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE WEST THE RADIAL CENTER OF WHICH BEARS NORTH 65°27'31" WEST 30.50 FEET DISTANT; THENCE NORTHERLY 39.25 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 73°44'30"; THENCE NORTH 49°12'00" WEST 206.14 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 349.50 FEET;
THENCE NORTHWESTERLY 148.47 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°20'24";
THENCE NORTH 24°51'36" WEST 7.01 FEET; THENCE NORTH 21°47'44" WEST 11.68 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS 349.38 FEET; THENCE NORTHERLY 71.22 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°40'48";
THENCE NORTH 10°06'56" WEST 39.84 FEET; THENCE NORTH 15°06'49" WEST 27.06 FEET; THENCE NORTH 21°54'22" WEST 54.89 FEET TO THE NORTH LINE OF THE SOUTH 20 FEET OF SAID LOT 44;
THENCE SOUTH 88°52'07" EAST ALONG SAID NORTH LINE AND ITS EASTERLY EXTENSION 29.82 FEET TO SAID WESTERLY RIGHT OF WAY MARGIN OF DUWAMISH AVENUE S; THENCE SOUTH 39°53'59" EAST ALONG SAID WESTERLY RIGHT OF WAY MARGIN 821.92 FEET TO THE POINT OF BEGINNING.

WHEN RECORDED RETURN TO:

City of Seattle
Dept of Transportation
700 5th Ave - Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
Attn: Michelle Talbot

QUIT CLAIM DEED

GRANTOR: PORT OF SEATTLE

GRANTEE: CITY OF SEATTLE

Legal Description (Abbrev'd): PTN Lots 2, 3, 4, 10, 11, 12 And 13, Seattle Tidelands And A PTN Of Govt Lot 1, S18, T24N, R4E

Legal Description (Full): See attached Exhibit A

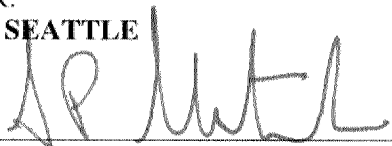
Tax Parcel Nos: 766670-0275

GRANTOR, PORT OF SEATTLE, a municipal corporation of the State of Washington, for and in consideration of mutual benefits and public purposes, does hereby convey and quit claim to CITY OF SEATTLE, a municipal corporation of the State of Washington, all interest in that certain real property located in King County, Washington, legally described on Exhibit A attached hereto.

[signatures on following page]

Dated and signed on this 8th day of August, 2019.

GRANTOR:
PORT OF SEATTLE

By: 

Printed Name: Executive Director

Its: Stephen P. Metruck

Dated and signed on this 6th day of September, 2019.

GRANTEE:
CITY OF SEATTLE

Accepted and Approved:

By: 

Printed Name: Samuel Zumbene

Its: DIRECTOR, SEATTLE DEPARTMENT OF TRANSPORTATION

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that STEPHEN P. METRICK
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the _____
EXECUTIVE DIRECTOR of **PORT OF SEATTLE** to be the free and voluntary act
of such party for the uses and purposes mentioned in this instrument.



Dated: 8/8/2019

Signature: [Handwritten Signature]

Notary Public in and for the State of Washington

Notary (print name): HUGH HASTINGS

Residing at: KING CO.

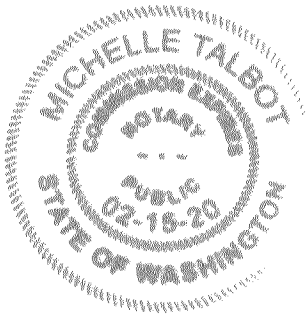
My appointment expires: 4-30-2020

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that Samuel Zimbabwe
_____ is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the Director, Seattle
Department of Transportation of **CITY OF SEATTLE** to be the free and voluntary act
of such party for the uses and purposes mentioned in this instrument.



Dated: 9-6-19

Signature: Michelle Talbot

Notary Public in and for the State of Washington

Notary (print name): Michelle Talbot

Residing at: Anacortes

My appointment expires: 2-15-20

EXHIBIT A

LEGAL DESCRIPTION

That portion of Lots 2, 3 and 4, together with that portion of vacated Northeasterly 70 feet of Duwamish Avenue adjoining or abutting thereon, which upon vacation, attached to said premises by operation of law, lying North of the Northern Pacific Railway Company Right of Way, in block 377 of Seattle Tide Lands. According to the official maps on file in the office of the Commissioner of public lands in Olympia, Washington: Except that portion of said Lot 2 and of said vacated Northeasterly 70 feet of Duwamish Avenue adjoining, lying North of the following described line:

Commencing at the Northwest corner of Lot 1, said Block 377;

Thence South $1^{\circ}07'58''$ West 79.10 feet along the West line of said Lot 2 produced to the true point of beginning;

Thence North $85^{\circ}11'11''$ East 216.30 feet to the East line of said Lot 2 and the end of this line description;

Also, all that portion of government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian, in King county, Washington, and Lots 11 and 12 in Block 377 of Seattle Tide Lands, according to the official maps on file in the office of the Commissioner of public lands in Olympia, Washington, more particularly described as follows:

Commencing at a point of the intersection of the South margin of South Spokane Street as established by Ordinance No. 31237 with the West margin of East marginal way South as established by Ordinance No. 32881;

Thence West along the said South margin 160 feet;

Thence South Parallel to said Westerly margin 170 feet, more or less, to the South line of said Lot 11;

Thence East along the South line of said Lot 11 to the Southeast corner thereof;

Thence Southerly along the East line of said Block 377 to the Northerly margin of the right of way of the Northern Pacific Railroad Company;

Thence Northeasterly along said North margin to the West margin of East marginal way South;

Thence North along said West margin to the point of beginning;

Together with all that portion of government Lot 1, Section 18, Township 24 North, Range 4 East, W.M., in King County, Washington, and Lots 10, 11, 12 and 13 in Block 377 of Seattle Tide Lands, described as follows:

Commencing at a point on the South margin of South Spokane street as established by ordinance No. 31237, 160 feet West of the West margin of East marginal way South as established by Ordinance No. 32881;

Thence West along said South margin of South Spokane Street 55 feet; Thence South 180 feet to the North margin of the right of way of the Northern Pacific Railroad Company;

Thence Easterly along said margin of right of way to a point on a line parallel with and 160 feet West of the West margin of the East marginal way South;

Thence North along said Parallel Line to the point of Beginning;

Together with that portion of Lot 10 in Block 377 of Seattle Tide Lands, according to the official maps on file in the office of the Commissioner of Public Lands in Olympia, Washington. Lying North of the Northern Pacific Railroad Company right of way;

Except the West 55 feet thereof;

Except that portion of said Lots 12 and 13 and said Government Lot 1, lying North of the following described line:

Commencing at the intersection of the South margin of South Spokane Street as established by Ordinance No. 31237 with the West margin of East marginal way South as established by Ordinance No. 32881

Thence South 1°08'39" West along said West margin 45.31 feet to the true point of beginning and a point of curve;

Thence Northerly and Westerly on a curve to the left, having a radius of 10.00 feet an arc distance of 16.75 feet;

Thence South 85°11'11" West 205.07 feet to the West line of said Lot 12 and the end of this line description.

WHEN RECORDED RETURN TO:

City of Seattle
Department of Transportation
700 5th Avenue – Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
Attn: Michelle Talbot

ASSIGNMENT AND ASSUMPTION OF EASEMENT AGREEMENT
FOR EAST MARGINAL WAY OVERPASS - 096448L
(Overpass Agreement)

GRANTOR/Assignor: PORT OF SEATTLE

GRANTEE/Assignee: CITY OF SEATTLE

Legal Description See Attached Exhibit A
(Full):

Tax Parcel Nos: 766670-0755

THIS ASSIGNMENT AND ASSUMPTION OF EASEMENT AGREEMENT ("Assignment") is made and entered into as of the date last signed below, by and between PORT OF SEATTLE, a municipal corporation of the State of Washington, as Assignor, ("Port"), and CITY OF SEATTLE, a municipal corporation of the State of Washington, as Assignee, ("City"). The Port and the City may be referred to herein as "Party" or collectively as "Parties."

RECITALS

A. The Port, the City and BNSF Railway Company, a Delaware corporation ("BNSF" or "Grantor"), entered into that certain Overpass Agreement dated effective as of June 25, 2009 for the purpose of allowing improvement of the existing East Marginal Way, U.S.D.O.T. No. 096445R, and Duwamish Avenue at-grade crossings, U.S. D.O.T. No. 096448L pursuant to which the Port constructed the East Marginal Way Grade Separation Improvements. The Overpass Agreement and its Exhibits 1 and 2 are located in Seattle City Clerk File Number 321563 and are incorporated here by this reference.

B. Pursuant to the Overpass Agreement, BNSF granted the Port, its successors and assigns, an easement to enter upon and use that portion of BNSF's right-of-way as necessary to construct, use and maintain the Improvements, which easement is located in Seattle City Clerk File Number 321563

Page 1 of 6

Easement (Overpass Agreement)

and incorporated here by this reference (the "Easement"). The Easement incorporates by reference the Overpass Agreement and as such shall be referred to collectively herein as the "Easement Agreement."

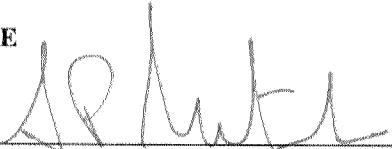
C. The Port has completed construction of the Improvements and now seeks to convey, transfer and assign the Easement Agreement to the City. The City is willing to accept such conveyance, transfer and assignment of the Easement Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the Parties contained herein, the receipt and sufficiency of which are hereby acknowledged, the Port, as Assignor, and the City, as Assignee, hereby agree as follows:

1. **Transfer and Assignment.** Assignor hereby sells, transfers, assigns, delivers and conveys to Assignee, its successors and assigns, effective as of the date this Assignment, all right, title and interest of Assignor in, to and under the Easement Agreement.
2. **Assumption of Obligations.** Assignee hereby assumes and agrees to observe, perform, carry out and discharge all of the obligations and duties of Assignor under the Easement Agreement.
3. **Indemnification.** Assignor agrees to indemnify, defend and hold Assignee harmless with respect to all claims, losses, liabilities, expenses, demands and causes of action arising under the Easement Agreement prior to the Acceptance Date. Assignee agrees to indemnify, defend and hold Assignor harmless with respect to all claims, losses, liabilities, expenses, demands and causes of action arising under the Easement Agreement on or after the Acceptance Date. To the extent of any ambiguity between this indemnification and the indemnification by and between the Port and the City in the Memorandum of Agreement Between the City of Seattle and the Port of Seattle regarding the East Marginal Way Grade Separation, Section 5, the indemnification in the Memorandum shall control. Section 5 to the Memorandum signed by the Port on June 17, 2014 and signed by the City on July 23, 2014 is located in Seattle City Clerk File Number 321563 and is incorporated here by this reference.
4. **Attorneys' and Other Fees and Costs.** If any action at law or in equity is necessary to enforce or interpret the terms of this Assignment, the prevailing party or parties shall be entitled to reasonable attorneys' fees, costs and necessary disbursements in addition to any other relief to which such party or parties may be entitled.
5. **Definitions.** Unless modified herein, all defined terms used herein shall have the same meaning as provided in the Easement Agreement.
6. **Governing Law.** This Assignment shall be construed and enforced in accordance with and governed by the laws of the State of Washington.
7. **Binding Effect.** This Assignment shall be binding upon the Parties hereto and their respective successors and assigns and shall run with the land.

Dated and signed on this 10th day of June, 2020.

ASSIGNOR:
PORT OF SEATTLE

By: 

Printed Name: Stephen P. Metruck

Its: Executive Director

Dated and signed on this 30th day of June, 2020.

ASSIGNEE:
CITY OF SEATTLE

Accepted and Approved:

By: 

Printed Name: SAMUEL ZIMBABWE

Its: DIRECTOR, SEATTLE DEPARTMENT OF TRANSPORTATION

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that Stephen Metrick
is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to
execute the instrument and acknowledged it as the Executive Director
of **PORT OF SEATTLE** to be the free and voluntary act of
such party for the uses and purposes mentioned in this instrument.



Dated: 6/10/2020

Signature: [Signature]

Notary Public in and for the State of Washington

Notary (print name): Carlene Tudor Lee

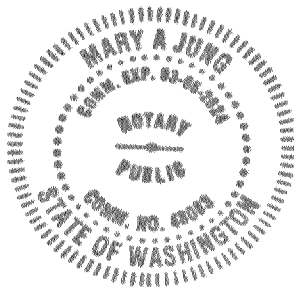
Residing at: Seattle, WA

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that Samuel
Zimbalane is the person who appeared before me, and said person
acknowledged that (he/she) signed this instrument, on oath stated that (he is/she is) authorized to execute
the instrument and acknowledged it as the Director Seattle
Department of Transportation of **CITY OF SEATTLE** to be the free and voluntary act of
such party for the uses and purposes mentioned in this instrument.



Dated: June 30, 2020

Signature: [Signature]

Notary Public in and for the State of Washington

Notary (print name): MARY A. Jung

Residing at: Seattle, WA

My appointment expires: March 5, 2024

EXHIBIT A

LAND DESCRIPTION - EXISTING

KING COUNTY PARCEL NO. 766670-0755

(PER TITLE REPORT BY LAND AMERICA COMMERCIAL SERVICES, ORDER NO. 20126795, DATED MARCH 29, 2005)

A STRIP, PIECE OR PARCEL OF LAND, 30 FEET IN WIDTH, EXTENDING IN AN EASTERLY AND WESTERLY DIRECTION OVER AND ACROSS LOT 4 IN BLOCK 387, LOTS 3 AND 44 IN BLOCK 385, LOTS 4 AND 10 IN BLOCK 377 OF SEATTLE TIDE LANDS; AND ACROSS GOVERNMENT LOT 1 IN SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., WHICH IS A PART OF ISLAND NO. 1, THE CENTER LINE OF SAID STRIP. BEING A LINE WHICH IS PARALLEL WITH AND 270 FEET DISTANT SOUTH OF THE CENTERLINE OF SPOKANE STREET, WHEN MEASURED AT RIGHT ANGLES THERETO, SAID STRIP RUNS FROM AN INTERSECTION WITH THE EAST LINE OF THE EAST WATERWAY TO A POINT 558.7 FEET WEST FROM THE WEST LINE OF COLORADO STREET WHEN MEASURED AT RIGHT ANGLES THERETO;

EXCEPT THAT PORTION THEREOF, LYING WESTERLY OF SAID BLOCK 377 AND EASTERLY OF THE WESTERLY MARGIN OF EAST MARGINAL WAY SOUTH;

TOGETHER WITH THAT PORTION OF LOT 10 BLOCK 377 SEATTLE TIDE LANDS, AND THAT PORTION OF GOVERNMENT LOT 1, SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., LYING WEST OF EAST MARGINAL WAY AS LAID OUT UNDER ORDINANCE NO. 32881, CITY OF SEATTLE, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION POINT OF THE SOUTH MARGIN OF SPOKANE AVENUE AND THE WEST MARGIN OF EAST MARGINAL WAY;

THENCE SOUTH ALONG THE WEST MARGIN OF EAST MARGINAL WAY 126.06 FEET TO THE TRUE POINT OF BEGINNING;

THENCE IN A SOUTHWESTERLY DIRECTION ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 226.39 FEET, A DISTANCE OF 113.47 FEET TO A POINT OF COMPOUND CURVE THAT IS ALSO THE INTERSECTION OF THE GOVERNMENT MEANDER LINE AND THE NORTHEASTERLY LINE OF BLOCK 377 SEATTLE TIDE LANDS, THE TANGENT AT THE BEGINNING OF THE LAST DESCRIBED CURVE BEARING NORTH 52°06'17" EAST;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 556.90 FEET, A DISTANCE OF 89.52 FEET, WHERE IT BECOMES TANGENT WITH THE NORTH LINE OF THE EXISTING NORTHERN PACIFIC RIGHT OF WAY;

THENCE EAST ALONG THE NORTH LINE OF SAID EXISTING NORTHERN PACIFIC RIGHT OF WAY, A DISTANCE OF 92.78 FEET TO AN INTERSECTION WITH THE GOVERNMENT MEANDER LINE, WHICH IS ALSO THE NORTHEASTERLY LINE OF BLOCK 377 SEATTLE TIDE LANDS;

THENCE CONTINUING IN THE SAME DIRECTION ALONG SAID RIGHT OF WAY LINE 99.34 FEET TO A POINT ON THE WEST MARGIN OF EAST MARGINAL WAY;

THENCE NORTH ALONG THE WEST MARGIN OF EAST MARGINAL WAY 53.94 FEET TO THE TRUE POINT OF BEGINNING;

SITUATED IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PROPOSED EASEMENT

COMMENCING AT THE INTERSECTION POINT OF THE SOUTH MARGIN OF SOUTH SPOKANE STREET AND THE WEST MARGIN OF EAST MARGINAL WAY SOUTH;

THENCE SOUTH 01°07'49" WEST ALONG SAID WEST MARGIN, 127.96 FEET TO A POINT ON THE NORTH LINE OF THAT PORTION OF LAND DEEDED TO NORTHERN PACIFIC RAILWAY COMPANY BY G. KINNEAR CO. IN OCTOBER 1916, SAID POINT BEING THE TRUE POINT OF BEGINNING. SAID POINT ALSO BEING THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE

Page 5 of 6

Easement (Overpass Agreement)

NORTHWEST, SAID CURVE HAVING A RADIUS OF 226.39 FEET. TO WHICH A RADIAL LINE BEARS SOUTH 36°45'55" EAST; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°53'13", A DISTANCE OF 43.02 FEET TO THE BEGINNING OF A NON TANGENT CURVE, CONCAVE TO THE SOUTHWEST. SAID CURVE HAVING A RADIUS OF 41.50 FEET, TO WHICH A RADIAL LINE BEARS NORTH 07°43'44" EAST. THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 74°37'29", A DISTANCE OF 54.05 FEET TO A POINT ON THE WEST MARGIN OF EAST MARGINAL WAY SOUTH; THENCE NORTH 01°07'49" EAST, ALONG SAID WEST MARGIN, 57.94 FEET TO THE POINT OF BEGINNING.
SAID DESCRIPTION CONTAINING APPROXIMATELY 730 SQ. FT. (.02 ACRES)

Record Date: 7/28/2020 4:39 PM

Electronically Recorded King County, WA EXCISE TAX NOT REQUIRED BY MATT FOWLER, DEPUTY

WHEN RECORDED RETURN TO:

City of Seattle
SPU Real Property Services
PO Box 34018
Seattle WA 98124-4108
Attn: Jacques Rodriguez, Sr. Real Property Agent

STORMWATER EASEMENT

GRANTOR:	PORT OF SEATTLE
GRANTEE:	CITY OF SEATTLE
Legal Description (Abbrev'd):	Portion of Parcel Y, City of Seattle Lot Boundary Adjustment No. 3020104 Filed Under King County Recording No. 20181128900006
Legal Description (Full):	See attached Exhibit A
Tax Parcel Nos:	766670-0315

This Stormwater Easement and Access Agreement is made as of this 5th day of SEPTEMBER 2019 by and between the Port of Seattle, a municipal corporation of the State of Washington ("Grantor") and The City of Seattle, a municipal corporation of the State of Washington, acting by and through Seattle Public Utilities ("Grantee"), hereafter, when applicable, referred to together as "Parties".

The Grantor, for and in consideration valuable mutual benefits and public purposes, hereby grants and conveys to the Grantee a permanent subsurface easement and right-of-way over, across, along, through, under and upon the real property legally described in Exhibit A, and depicted on Exhibit B, (the "Easement Area"). The Easement Area contains 9,252 square feet, more or less. The Easement Area is a portion of that real property situated in the County of King, State of Washington and legally described in Exhibit A (the "Property"). Exhibits A and B attached hereto are incorporated here by this reference.

AGREEMENT

1. **Purpose of Easement.** Grantee, its agents, contractors and permittees, may use the Easement Area to install, construct, reconstruct, alter, improve, remove, repair, maintain, replace and operate a subsurface stormwater facility subject to all applicable municipal codes and regulations, together with all necessary connections and appurtenances thereto (collectively the "Facilities").

2. **Access.** Grantee shall have the right of ingress to and egress from the Easement Area over and across the Property for the purpose of installing, constructing, reconstructing, altering, improving, removing, repairing, maintaining, replacing, and operating the Facilities within the Easement Area.

3. **Transfer of Assets.** Grantee will own the stormwater facilities, which may include, but not be limited to lines, maintenance holes, and a water quality vault. Grantee will be responsible for the operations, maintenance, repairs or replacement of all facilities shown in red on Exhibit C ("SPU Facilities"). Grantee accepts any of the SPU Facilities transferred from the Grantor, in "as is" and "where is" condition. To the extent Grantor has any title or ownership interest in the SPU Facilities, Grantor hereby conveys and transfers over to Grantee, full title and ownership of the SPU Facilities in the Easement Area.

4. **Restoration.** Grantee shall have the right to replace and improve any Facilities within the Easement Area; provided that upon completion, any new Facilities will not unreasonably block, obstruct, hinder or otherwise prevent access over and across the Grantor's property. Grantee agrees to restore the Easement Area following any activity by the Grantee that disturbs the Easement area to a condition comparable to the condition it was prior to the commencement of Grantee's work.

5. **Grantor's Use of Easement Area.** Grantor reserves the right for itself, and for its tenants, successors and assigns, to use the Easement Area for any purpose not inconsistent with the rights herein granted, subject to the following: Grantor agrees that it will not knowingly permit any other utility facility, including without limitation, conduits, cable, pipelines, vaults, poles, posts, whether public or private, to be installed within five (5) horizontal feet of the Facilities or any crossings over the easement area that do not maintain a minimum vertical clearance of eighteen (18) inches from all of the Facilities; Grantor and its employees agents, lessees, licensees or invitees may move vehicles, containers, equipment and other similar items or personal property ("Grantor's Equipment") across any of the easement area, provided that the combined weight of Grantor's equipment does not exceed H-20 weight; Grantor shall not, and shall not permit its employees, agents, lessees or tenants to (a) erect, plant or allow to remain any buildings, walls, rockeries, trees, shrubbery, or obstruction of any kind or (b) place any fill material of any kind within the Easement Area, without the prior written permission and approval of Grantee, which shall not be unreasonably withheld, conditioned or delayed.

6. **Indemnity.** To the extent permitted by law, Grantor and Grantee shall protect, defend, indemnify, and save harmless the other party, and its officers, officials, employees, and agents from any and all costs, claims, claims, demands, judgments, damages, or liability of any kind including injuries to persons or damage to Property (each, a "Claim") to the extent caused by the negligent acts omissions or willful misconduct of the indemnifying party. Each party agrees that its obligations under this section extend to any Claim, demand, or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each party, by mutual negotiation, hereby waives, with respect to the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of Title 51 RCW. In the event of any Claims, demands, actions or lawsuits, the indemnifying party upon prompt notice from the other party, shall assume all costs of defense thereof, including legal fees incurred by the other party, and of all resulting judgments that may be obtained against the other party.

Grantor and Grantee understand and agree that any Claim arising out of or in connection with the disposal, release or discharge, migration, handling, or transportation of hazardous materials or substances, as that term may be defined by applicable local, state or federal law will be subject to the parties' obligations under that certain Memorandum of Agreement between the City of Seattle and the Port of Seattle regarding the East Marginal Way Grade Separation, dated July 23, 2014, as applicable.

7. **Termination.** The rights herein granted shall continue until such time as Grantee permanently removes the Facilities from the Property or shall otherwise abandon the Facilities, which shall be deemed to have occurred after five consecutive years of non-use, at which time all such rights hereby granted shall

terminate. Upon termination, any improvements remaining in the Easement Area shall become the property of Grantor.

8. **Successors and Assigns.** Grantee shall have the right to assign, apportion or otherwise transfer any or all of its rights, benefits, privileges and interests arising in and under this Easement. Without limiting the generality of the foregoing, the rights and obligations of the parties shall be binding upon their respective heirs, successors and assigns.

9. **Recording.** Grantee will record this Easement in the real property records of King County, Washington.

10. **Notifications.** Except as otherwise specifically provided in this Easement Agreement, notices to Grantor and Grantee shall be made as follows:


Grantor: Manager, Maritime Properties
Port of Seattle
PO Box 1209
Seattle, WA 98111
Phone: (206) 787-3000

Grantee: City of Seattle
SPU Real Property Services
Post Office Box 34018
Seattle, WA 98124-4018
Phone: (206) 684-5850

Either party may change its contact, address or phone number by written notice to the other party.

Dated and signed on this 5th day of SEPTEMBER, 2019.

Port of Seattle, a Washington municipal corporation

By: 
Its: **Stephen P. Metruck**
Executive Director

Date: August 8, 2019

The City of Seattle, a Washington municipal corporation, acting through the Seattle Public Utilities

By: 
Its: **GM/CEO**

Date: 9.5.19, 20

STATE OF WASHINGTON)
)
COUNTY OF KING)

I certify that I know or have satisfactory evidence that STEPHEN P. METRICKS the person who appeared before me and signed this instrument, on oath stated that s/he is authorized to execute the instrument and acknowledged it as the EXECUTIVE DIRECTOR of the Port of Seattle, to be the free and voluntary act of such party(ies) for the uses and purposes mentioned in the instrument.

SUBSCRIBED AND SWORN to before me this 8th day of AUGUST, 2019



NAME [Signature]
(Print name) HUGH HASTINGS

NOTARY PUBLIC in and for the State of Washington

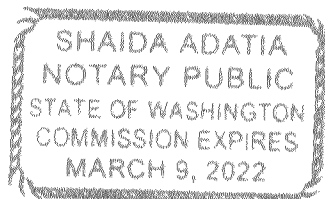
Residing at KING CO.

My appointment expires: 4-30, 2020

STATE OF WASHINGTON)
)
COUNTY OF KING)

I certify that I know or have satisfactory evidence that MAMI HARRIS is the person who appeared before me and signed this instrument, on oath stated that s/he was authorized to execute the instrument and acknowledged it as GM/CEO of Seattle Public Utilities of the City of Seattle, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

SUBSCRIBED AND SWORN to before me this 5th day of September, 2019



NAME [Signature]
(Print name) SHAIDA ADATIA

NOTARY PUBLIC in and for the State of Washington

Residing at RENTON, WA

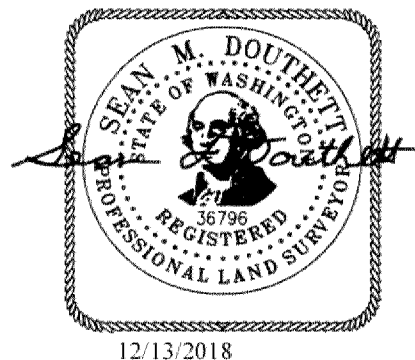
My appointment expires: 3/9, 2022

EXHIBIT A
LEGAL DESCRIPTION
STORMWATER EASEMENT

THAT PORTION OF PARCEL Y OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3020104 FILED UNDER KING COUNTY RECORDING NUMBER 20181128900006, LYING WITHIN LOTS 42, 43, AND 44, BLOCK 385, AND VACATED 6TH AVENUE SOUTHWEST, SEATTLE TIDE LANDS, ACCORDING TO THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS, IN OLYMPIA, WASHINGTON, BEING A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

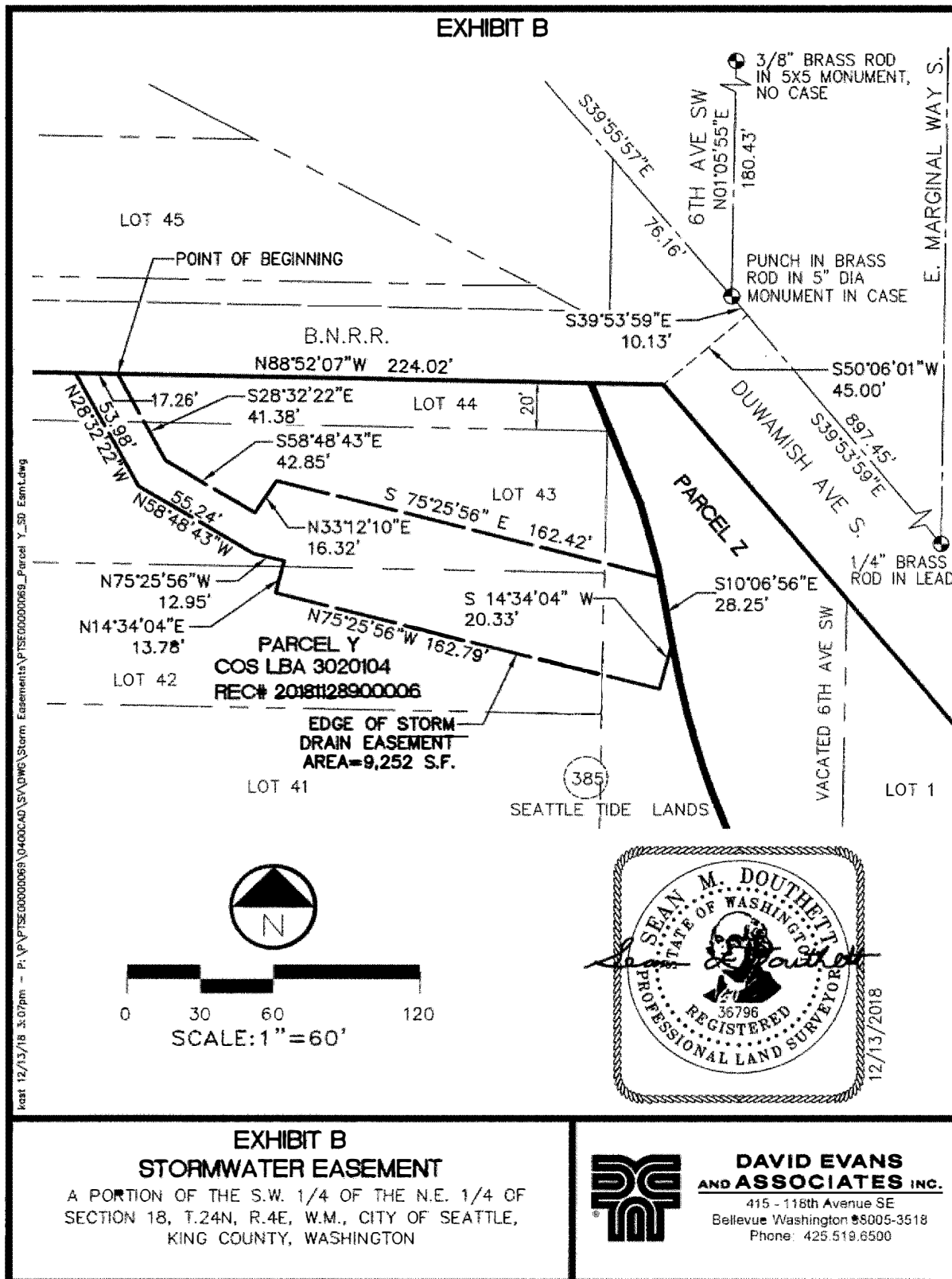
COMMENCING AT A 5" DIAMETER CONCRETE MONUMENT WITH A BRASS ROD WITH PUNCH MARK IN CASING FOUND IN PLACE AT THE CENTERLINE INTERSECTION OF 6TH AVENUE SOUTHWEST AND DUWAMISH AVENUE SOUTH FROM WHENCE A 1/4" BRASS ROD IN LEAD FOUND IN PLACE AT THE CENTERLINE INTERSECTION OF DUWAMISH AVENUE SOUTH AND EAST MARGINAL WAY SOUTH BEARS SOUTH 39°53'59" EAST 897.45 FEET DISTANT; THENCE SOUTH 39°53'59" EAST ALONG SAID CENTERLINE 10.13 FEET; THENCE SOUTH 50°06'01" WEST PERPENDICULAR WITH SAID CENTERLINE 45.00 FEET TO THE INTERSECTION OF THE SOUTHWESTERLY RIGHT-OF-WAY MARGIN OF SAID DUWAMISH AVENUE SOUTH AND THE EASTERLY EXTENSION OF A LINE 20.00 FEET NORTH OF THE SOUTH LINE OF LOT 44, BLOCK 385, SEATTLE TIDE LANDS HEREINAFTER REFERRED TO AS 'NORTH PARALLEL LINE'; THENCE NORTH 88°52'07" WEST ALONG SAID NORTH PARALLEL LINE 224.02 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 28°32'22" EAST 41.38 FEET; THENCE SOUTH 58°48'43" EAST 42.85 FEET; THENCE NORTH 33°12'10" EAST 16.32 FEET; THENCE SOUTH 75°25'56" EAST 162.42 FEET TO THE WESTERLY LINE OF PARCEL Z OF SAID LOT BOUNDARY ADJUSTMENT; THENCE SOUTH 10°06'56" EAST ALONG SAID WESTERLY LINE 28.25 FEET; THENCE SOUTH 14°34'04" WEST 20.33 FEET; THENCE NORTH 75°25'56" WEST 162.79 FEET; THENCE NORTH 14°34'04" EAST 13.78 FEET; THENCE NORTH 75°25'56" WEST 12.95 FEET; THENCE NORTH 58°48'43" WEST 55.24 FEET; THENCE NORTH 28°32'22" WEST 53.98 FEET TO SAID NORTH PARALLEL LINE; THENCE SOUTH 88°52'07" EAST ALONG SAID NORTH PARALLEL LINE 17.26 FEET TO THE POINT OF BEGINNING.

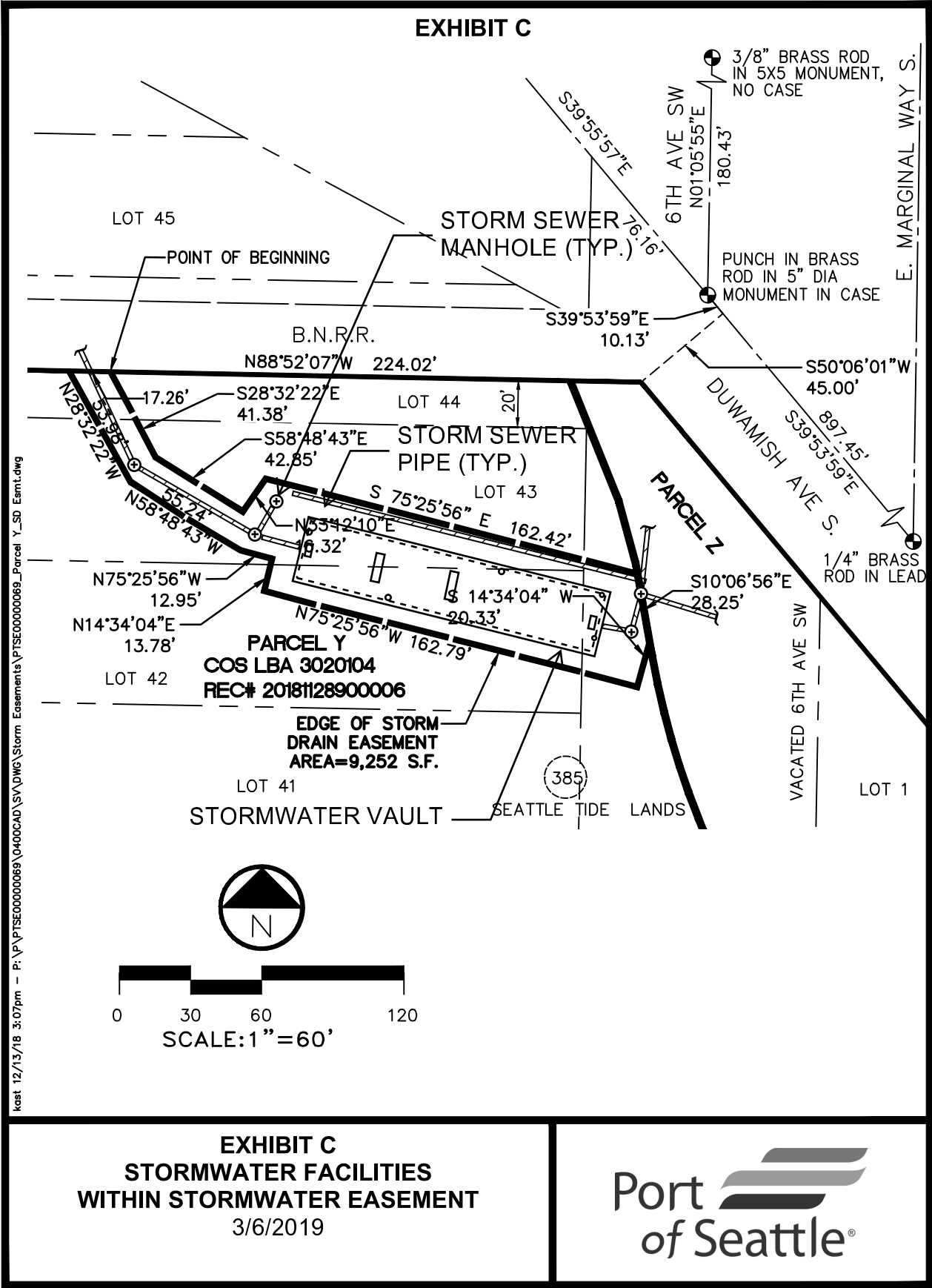
CONTAINING 9,252 SQUARE FEET OR 0.21 ACRES, MORE OR LESS.



Friday, December 14, 2018

P:\P\PTSE00000069\0600\INFO\SV\Legal Descriptions\T104 Storm Drain Easement\Storm Easement New Parcel Y_T-104.doc





Record Date:7/22/2020 4:15 PM

Electronically Recorded King County, WA EXCISE TAX NOT REQUIRED BY LISA HUYNH, DEPUTY

When recorded return to:

SEATTLE CITY LIGHT

700 Fifth Avenue, Suite 3338

P. O. Box 34023

Seattle, WA 98124-4996

Attn: Chad Morrell

EASEMENT- Overhead and Surface

PM Number: 240418-1-006

Grantor: The Port of Seattle

Grantee: The City of Seattle

Short Legal: Ptns. Pcls. A and B, Seattle LBA No. 3022491, AF # 20181024900004;

Ptns. Pcls.Y and Z, Seattle LBA No. 3020104, AF# 20181128900006, King Co.

Tax Parcel : 766670-0315; 766670-0560; 766670-0561; 766670-0325

This Easement Agreement is made this 21 day of August, 2019 by and between the Port of Seattle, a municipal corporation of the State of Washington ("Grantor") and The City of Seattle, a municipal corporation of the State of Washington, acting through its City Light Department ("Grantee"); hereafter, when applicable, referred to all together as the "Parties", AS FOLLOWS:

That the Grantor, for and in consideration of the sum of One Dollar (1.00) and other valuable consideration, receipt and sufficiency of which is hereby acknowledged, hereby grants to the Grantee, its successors and assigns, the perpetual, non-exclusive right, privilege and authority (an "Easement") to install, construct, improve, remove, alter, repair, energize, operate and maintain overhead electric distribution facilities, which may include, but are not limited to: poles, crossarms, guy wires, anchors, transformers, switches, wires and other convenient appurtenances necessary to make said overhead facilities an integrated electric system ("Electric System") upon, above, over, across, and through those portions of the following described real property ("Easement Areas") situated in the County of King, State of Washington:

SEE EXHIBITS "A1" AND "A2" ATTACHED HERETO AND BY THIS REFERENCE INCORPORATED HEREIN.

Together with the right at all times to the Grantee, its successors and assigns, of reasonable ingress to and egress from, and the reasonable right to traverse freely, the real property of the Grantor outside of the Easement Areas for the purposes set forth herein.

Also the right at all times to the Grantee, its successors and assigns, to cut and trim brush, trees or other plants standing or growing upon the Easement Areas, which, in the opinion of Grantee, interfere with the maintenance or operation of, or constitute a menace or danger to, Grantee's Electric System.

The Easement Areas contain **54,983** square feet, more or less.

Following initial installation and construction of, and thereafter following any work on in the Easement Areas, Grantee shall, to the extent reasonably practicable, restore landscaping and surfaces and portions of the Grantor's real property, including the Easement Areas, affected by Grantee's work to the condition existing immediately prior to such work. All such restoration shall be performed in a workmanlike manner, in accordance with all applicable laws, ordinances and codes. All such work shall be performed as soon as reasonably possible after the completion of Grantee's work and shall be coordinated with Grantor so as to cause the minimum amount of disruption to Grantor's use of its real property.

Grantor reserves the right for itself, and for its tenants, successors and assigns, to use the Easement Areas for any purpose not inconsistent with the rights herein granted, including but not limited to storage, parking, and other uses, consistent with the uses to which Grantor's real property is currently put; provided, however:

- a) That no blasting or discharge of any explosives will be permitted within fifty (50) feet of Grantee's Electric System;
- b) That no structure or fire hazard will be erected or permitted within the Easement Areas;
- c) That no digging will be done or permitted within the Easement Areas which will in any manner disturb the Electric System; and
- d) That in the event that Grantee installs protective bollards or other steel barrier around any pole(s) within the Easement Areas, Grantor shall not have the right to use that portion of the Easement Areas within the protective barrier(s) and Grantee shall be responsible for all maintenance of such portions of the Easement Areas.

To the extent permitted by law, Grantor and Grantee shall protect, defend, indemnify, and save harmless the other party, and its officers, officials, employees, and agents from any and all costs, claims, claims, demands, judgments, damages, or liability of any kind including injuries to persons or damage to property (each, a "Claim") to the extent caused by the negligent acts omissions or willful misconduct of the indemnifying party. Each party agrees that its obligations under this section extend to any Claim, demand, or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each party, by mutual negotiation, hereby waives, with respect to the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of Title 51 RCW. In the event of any Claims, demands, actions or lawsuits, the indemnifying party upon prompt notice from the other party, shall assume all costs of defense thereof, including legal fees incurred by the other party, and of all resulting judgments that may be obtained against the other party.

Grantor and Grantee understand and agree that any Claim arising out of or in connection with the disposal, release or discharge, migration, handling, or transportation of hazardous materials or substances,

as that term may be defined by applicable local, state or federal law will be subject to the parties' obligations under that certain Memorandum of Agreement between the City of Seattle and the Port of Seattle regarding the East Marginal Way Grade Separation, dated July 23, 2014, as applicable. The rights herein granted shall continue until such time as Grantee permanently removes the Electric System from the Easement Areas or shall otherwise permanently abandon the Electric System, which shall be deemed to have occurred after five consecutive years of non-use, at which time all such rights hereby granted shall terminate. Upon termination, any improvements remaining in the Easement Areas shall become the property of Grantor.

Grantee shall have the right to assign, apportion or otherwise transfer any or all of its rights, benefits, privileges and interests arising in and under this Easement. Without limiting the generality of the foregoing, the rights and obligations of the parties shall be binding upon their respective heirs, successors and assigns.

Dated and signed on this 8th day of August, 2018

Port of Seattle, a Washington municipal corporation

By:

Its:

Date:


Stephen P. Metruck

Executive Director

8/8, 20 19

The City of Seattle, a Washington municipal corporation, acting through the Seattle Public Utilities CITY LIGHT

By:

Its:

Date:


William T. Darby

Dir, Env Mgmt & Cal Estab

Aug 21, 20 19

STATE OF)
)
COUNTY OF)

I certify that I know or have satisfactory evidence that STEPHEN P. METTRICK is the person who appeared before me and signed this instrument, on oath stated that s/he is authorized to execute the instrument and acknowledged it as the EXECUTIVE DIRECTOR of the Port of Seattle, to be the free and voluntary act of such party(ies) for the uses and purposes mentioned in the instrument.

SUBSCRIBED AND SWORN to before me this 8th day of August, 2019



NAME [Signature]
(Print name) HUGH HASTINGS

NOTARY PUBLIC in and for the State of Washington

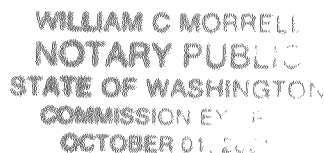
Residing at KING CO.

My appointment expires: 4-30, 2020

STATE OF)
)
COUNTY OF)

I certify that I know or have satisfactory evidence that WILLIAM DEVEREAUX is the person who appeared before me and signed this instrument, on oath stated that s/he was authorized to execute the instrument and acknowledged it as Real Estate Manager of Seattle City Light, a department of The City of Seattle, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

SUBSCRIBED AND SWORN to before me this 21 day of AUGUST, 2019



NAME [Signature]

(Print name) WILLIAM MORRELL

NOTARY PUBLIC in and for the State of Washington

Residing at LYALLUP, WA

My appointment expires: OCT 1, 2021

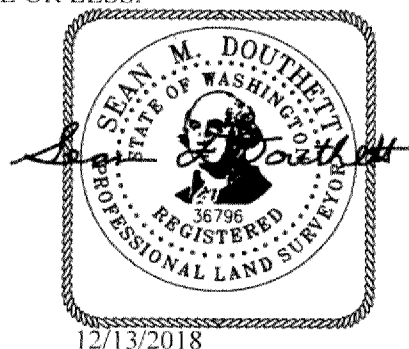
EXHIBIT A1
LEGAL DESCRIPTION
AERIAL ELECTRICAL POWERLINE EASEMENT

A STRIP OF LAND 42.00 FEET IN WIDTH SITUATE IN PARCELS A AND B OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3022491 FILED UNDER KING COUNTY RECORDING NUMBER 20181024900004, LYING WITHIN LOT 3, BLOCK 387, AND LOTS 2 AND 3, BLOCK 385, AND VACATED 8TH AVENUE SOUTHWEST, SEATTLE TIDE LANDS, ACCORDING TO THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS, IN OLYMPIA, WASHINGTON, BEING A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., KING COUNTY, WASHINGTON, THE SIDELINES OF SAID STRIP LYING 21.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT A 5" DIAMETER CONCRETE MONUMENT WITH A BRASS ROD WITH PUNCH MARK, IN CASING, FOUND IN PLACE AT THE CENTERLINE INTERSECTION OF 6TH AVENUE SOUTHWEST AND DUWAMISH AVENUE SOUTH, FROM WHENCE A 5"X 5" CONCRETE MONUMENT WITH A 3/8" BRASS ROD WITH PUNCH MARK FOUND IN PLACE ON THE CENTERLINE OF 6TH AVENUE SOUTHWEST 8.00 FEET, MORE OR LESS, NORTH OF THE SOUTH RIGHT OF WAY MARGIN OF SOUTH SPOKANE STREET, BEARS NORTH 01°05'55" EAST 180.43 FEET DISTANT;
THENCE SOUTH 01°05'55" WEST, ALONG THE SOUTHERLY EXTENSION OF THE AFOREMENTIONED MONUMENTED LINE 7.16 FEET TO THE INTERSECTION OF A LINE WHICH IS PARALLEL WITH AND 255 FEET SOUTH OF THE CENTERLINE OF SOUTH SPOKANE STREET, HEREINAFTER REFERRED TO AS 'NORTH PARALLEL LINE';
THENCE NORTH 88°52'07" WEST ALONG SAID NORTH PARALLEL LINE 351.25 FEET TO THE POINT OF BEGINNING OF SAID CENTERLINE, SAID NORTH PARALLEL LINE BEING THE SOUTHERLY LIMITS OF SAID STRIP SIDELINES;
THENCE NORTH 49°17'38" WEST 18.28 FEET; THENCE NORTH 81°50'04" WEST 284.12 FEET;
THENCE SOUTH 81°04'21" WEST 39.51 FEET TO THE WESTERLY LINE OF SAID BLOCK 387 AND THE TERMINUS OF SAID CENTERLINE AND STRIP SIDELINES;

THE SIDE LINES OF SAID STRIP ARE TO BE SHORTENED OR LENGTHENED AS NEEDED SO AS TO INTERSECT AT INTERIOR AND EXTERIOR ANGLE POINTS.

CONTAINING 14,114 SQUARE FEET OR 0.32 ACRES, MORE OR LESS.



Friday, December 14, 2018

P:\PTSE00000069\0600INFO\SV\Legal Descriptions\T104 Power Easements\Power Easement New parcel A_T-104.doc

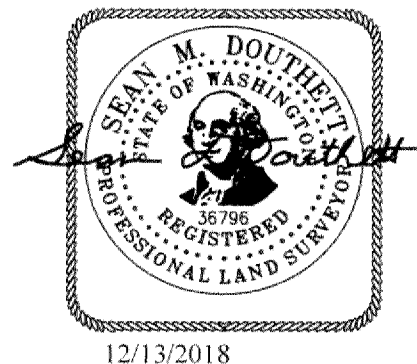


EXHIBIT A2
LEGAL DESCRIPTION
AERIAL ELECTRICAL POWERLINE EASEMENT

A STRIP OF LAND 42.00 FEET IN WIDTH SITUATE IN A PORTION OF PARCELS Y AND Z OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3020104 FILED UNDER KING COUNTY RECORDING NUMBER 20181128900006, LYING WITHIN LOTS 3, 4, 40, 41, 42, 43, AND 44, BLOCK 385, AND LOTS 3, 4, 5, 6, 7, 29, AND 30, BLOCK 378, AND VACATED 6TH AVENUE SOUTHWEST, SEATTLE TIDE LANDS, ACCORDING TO THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS, IN OLYMPIA, WASHINGTON, BEING A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., KING COUNTY, WASHINGTON, THE SIDELINES OF SAID STRIP LYING 21.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

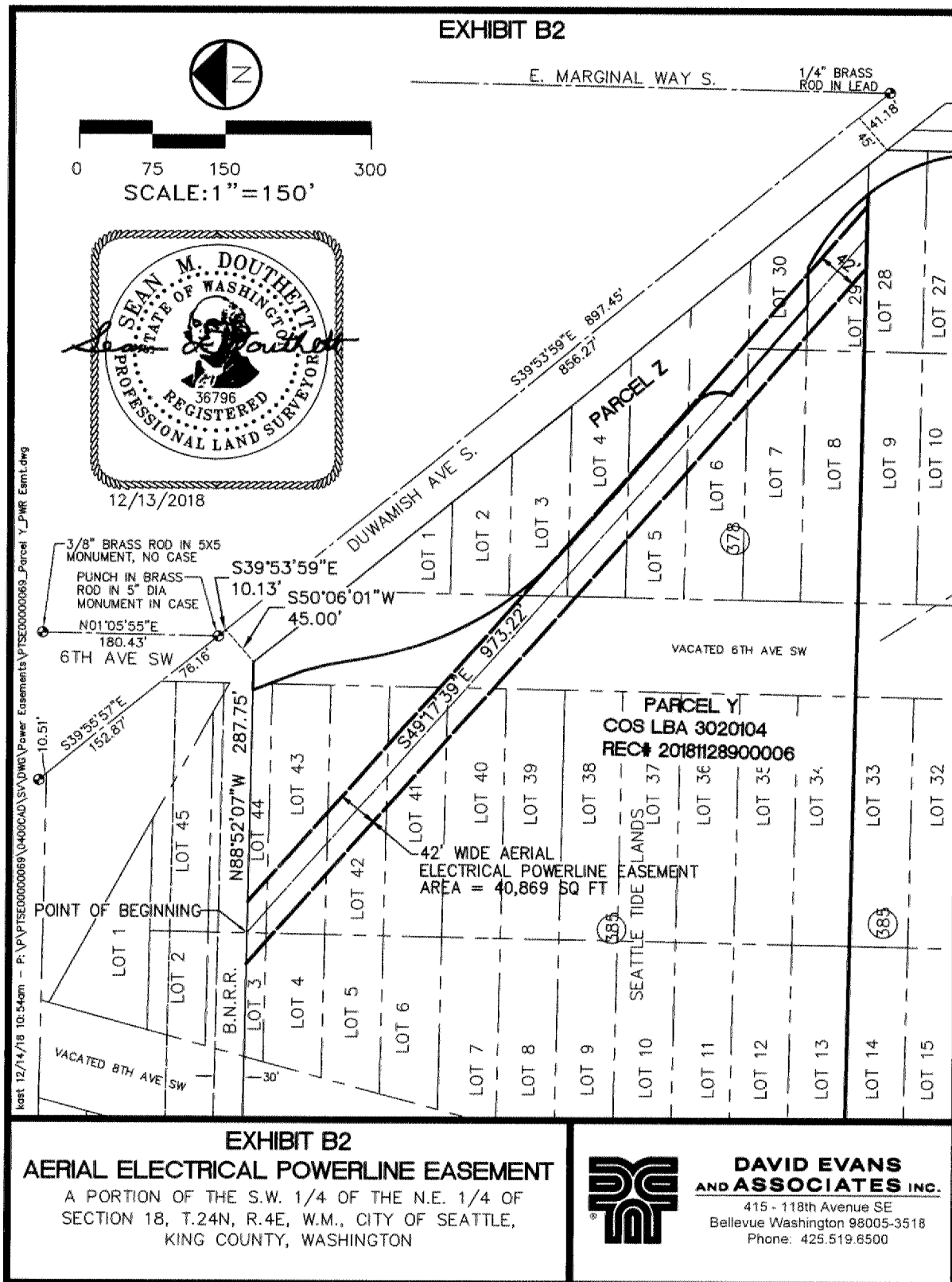
COMMENCING AT A 5" DIAMETER CONCRETE MONUMENT WITH A BRASS ROD WITH PUNCH MARK IN CASING FOUND IN PLACE AT THE CENTERLINE INTERSECTION OF 6TH AVENUE SOUTHWEST AND DUWAMISH AVENUE SOUTH FROM WHENCE A 1/4" BRASS ROD IN LEAD FOUND IN PLACE AT THE CENTERLINE INTERSECTION OF DUWAMISH AVENUE SOUTH AND EAST MARGINAL WAY SOUTH BEARS SOUTH 39°53'59" EAST 897.45 FEET DISTANT; THENCE SOUTH 39°53'59" EAST ALONG SAID CENTERLINE 10.13 FEET; THENCE SOUTH 50°06'01" WEST PERPENDICULAR TO SAID CENTERLINE, 45.00 FEET TO THE INTERSECTION OF THE SOUTHWESTERLY RIGHT-OF-WAY MARGIN OF SAID DUWAMISH AVENUE SOUTH AND THE EASTERLY EXTENSION OF A LINE 20.00 FEET NORTH OF THE SOUTH LINE OF LOT 44, BLOCK 385 SEATTLE TIDE LANDS HEREINAFTER REFERRED TO AS 'NORTH PARALLEL LINE'; THENCE NORTH 88°52'07" WEST ALONG SAID NORTH PARALLEL LINE 287.75 FEET TO THE POINT OF BEGINNING OF SAID CENTERLINE, SAID NORTH PARALLEL LINE BEING THE NORTHERLY LIMITS OF SAID STRIP SIDELINES; THENCE SOUTH 49°17'39" EAST 973.22 FEET TO THE SOUTH LINE OF SAID PARCEL Y AND THE TERMINUS OF SAID CENTERLINE AND SAID STRIP SIDELINES;

CONTAINING 40,869 SQUARE FEET OR 0.94 ACRES, MORE OR LESS.



Friday, December 14, 2018

P:\P\TSE00000069\0600INFO\SV\Legal Descriptions\T104 Power Easements\Power Easement New Parcel Y_T-104.doc



SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Department of Transportation	Gretchen Haydel/ (206) 233-5140	Christie Parker/(206) 684-5211

** 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 the East Marginal Way Grade Separation Project; authorizing the Director of the Seattle Department of Transportation (“SDOT”) to acquire, accept, and record, on behalf of The City of Seattle, three quit claim deeds and an assignment and assumption of easement agreement for the East Marginal Way Overpass from the Port of Seattle, a municipal corporation of the State of Washington (the “Port”); laying off the deeds as right-of-way; placing the real property conveyed by such deeds and easement under the jurisdiction of SDOT and designating for street purposes; authorizing the Chief Executive Officer and General Manager of Seattle Public Utilities (“SPU”) to acquire, accept, and record, on behalf of The City of Seattle, a stormwater easement from the Port; placing the stormwater easement under the jurisdiction of SPU and designating for utility purposes; authorizing the Chief Executive Officer and General Manager of Seattle City Light (“SCL”) to acquire, accept, and record, on behalf of The City of Seattle, an overhead and surface easement from the Port; placing the overhead and surface easement under the jurisdiction of SCL and designating for utility purposes; and ratifying and confirming certain prior acts. (This ordinance concerns the following rights of way: a portion of Parcel B, City of Seattle Lot Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2, 3, 44, and 45, Block 385, Seattle Tide Lands; a portion of Parcel Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 1 through 7 and Lots 26 through 30, Block 378, Lot 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; a portion of Lots 2, 3, 4, 10, 11, 12, and 13, Block 377, Seattle Tide Lands, together with a portion of Duwamish Avenue, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Lots 4 and 10, Block 377, Lots 3 and 44, Block 385, and Lot 4, Block 387, all in Seattle Tide Lands, and a portion of Government Lot 1, Section 18, Township 24 North, Range 4 East, Willamette Meridian; a portion of Parcel Y, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands; and a portion of Parcels A and B, City of Seattle Lot Boundary Adjustment Number 3022491, recorded under King County Recording Number 20181024900004, previously known as Lots 2 and 3, Block 385, Lot 3, Block 387, and vacated 8th Avenue Southwest, all in Seattle Tide Lands, and a portion of Parcels Y and Z, City of Seattle Lot Boundary Adjustment Number 3020104, recorded under King County Recording Number 20181128900006, previously known as Lots 3, 4, 5, 6, 7, 29, and 30,

Block 378 and Lots 3, 4, 40, 41, 42, 43, and 44, Block 385, and vacated 6th Avenue Southwest, all in Seattle Tide Lands.)

Summary and background of the Legislation:

This legislation authorizes the Seattle Director of Transportation (“SDOT”) to acquire, accept, and record three quit claim deeds and an assignment and assumption easement agreement for the East Marginal Way Overpass from the Port of Seattle (the “Port”), places the property rights under the jurisdiction of SDOT and designates for street purposes, and lays the deeds off as right-of-way. This legislation also authorizes the Chief Executive Officer and General Manager of Seattle Public Utilities (“SPU”) to acquire, accept, and record a stormwater easement from the Port, and authorizes the Chief Executive Officer and General Manager of Seattle City Light (“SCL”) to acquire, accept, and record an overhead and surface easement from the Port, places the conveyances under the jurisdiction of SPU and SCL, respectively, designates them for utility purposes, and ratifies and confirms prior acts. These property rights were acquired in connection with the East Marginal Way Grade Separation Project (the “Project”).

In 2014, The Seattle City Council passed Ordinance 124477 authorizing the SDOT Director, on behalf of The City of Seattle, to enter into a Memorandum of Agreement with the Port regarding the design, permitting, construction, financing, transfer, use, and related aspects of the Project (the “MOA”). The MOA was subsequently signed, and the Project has now been completed. The MOA provides that after Project completion, and contingent upon satisfaction of specified conditions, certain property rights and infrastructure are to be transferred from the Port to the City. The Port passed Resolution Number 3760 on July 9th, 2019, declaring the property at issue surplus to the Port’s needs and no longer needed for Port purposes and authorized the Executive Director of the Port to execute all documents necessary to transfer title of the surplus property to the City. The City now agrees that the required MOU conditions have all been met and the property should be transferred and accepted.

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

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?
Yes. Acceptance and transfer of certain SCL electric distribution facilities and SPU utility infrastructure associated with the Project is necessary to complete the terms of the MOA.
- 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?**

Yes. There are several pieces of property that are being transferred to the City that will be owned and operated as City street right-of-way and placed under SDOT's jurisdiction, along with two utility easements that will be placed under SCL and SPU's jurisdiction once this legislation is passed.

- 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? What is the Language Access plan for any communications to the public?**

There are no known impacts to vulnerable or historically disadvantaged communities.

- 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 does not include a new initiative or a major programmatic expansion.

List attachments/exhibits below:

Summary Attachment 1 - Vicinity Map

Summary Attachment 2 - Project Map

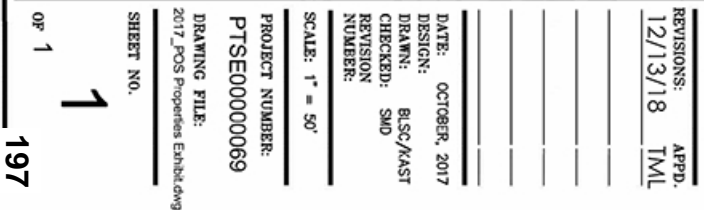


Feet
0 200

Vicinity Map East Marginal Way Grade Separation

©2009, THE CITY OF SEATTLE, all rights reserved. No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.
Coordinate System: State Plane, NAD83-11, Washington North Zone | Vertical Datum: North American Vertical datum of 1988 (NAVD88)
Produced by the Seattle Public Utilities - IT GIS

See map legend on separate page.



An aerial photograph of the Seattle waterfront. In the foreground, a large marina is filled with numerous boats and ships. To the left, a bridge spans a narrow waterway. The middle ground shows a dense urban area with various buildings and infrastructure. In the background, the Seattle skyline is visible across the water, with several tall skyscrapers. The sky is overcast with soft clouds.

East Marginal Way Grade Separation

MOA Property Acceptance

Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Presentation overview

- Background
- Project area
- Existing conditions
- Property Conveyances Under MOA

Background

- ORD 124477 passed in 2014 authorized the City to enter into a Memorandum of Agreement (MOA) with the Port of Seattle (Port) regarding certain aspects of the East Marginal Way Grade Separation project (Project), including property and infrastructure transfer
- The Project was completed creating a new overpass routing vehicular traffic up and over existing railroad tracks south of Spokane Street in the vicinity of Duwamish Avenue South
- The MOA provides the procedure for property and infrastructure transfer
- City and Port agree that the conditions of the MOA for property and infrastructure transfer have been met
- Port passed Resolution 3760 on July 9, 2019 declaring certain overpass structure and real property surplus and no longer needed for Port purposes and the City is now required under the MOA to accept these conveyances

Project area



Existing conditions



Property Conveyances Under MOA

This legislation accepts the following property conveyances:

- Three quit claim deeds transferring certain property in the Project area from the Port to the City
- Assignment and Assumption of Easement Agreement assigning the Overpass Agreement dated June 25, 2009 to the City
- Stormwater Easement for Seattle Public Utilities to maintain and operate a subsurface stormwater facility
- Overhead and Surface Easement for Seattle City Light to operate and maintain overhead electric distribution facilities

Questions?

Gretchen.haydel@seattle.gov | (206) 233-5140

www.seattle.gov/transportation





Legislation Text

File #: CF 314459, **Version:** 1

Petition of Grand Street Commons LLC, for the vacation of the alley in Block 14, Jos C. Kinnear's Addition to the City of Seattle, being the block bounded by South Grand Street, 22rd Avenue South, South Holgate Street and 23rd Avenue South.

The Clerk File is provided as an attachment.

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

The undersigned, Grand Street Commons LLC ("Petitioner"), owns more than two-thirds of the property abutting that certain right-of-way located within the block bounded by 22nd Avenue S, S Grand Street, 23rd Avenue S, and S Holgate Street (the "Alley").

Petitioner petitions the City of Seattle to vacate the Alley, which is described more particularly as:

That certain alleyway, being 16 feet in width, create by Plat, between South Grand Street and South Holgate Street and lying between Lots 1, 2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.

OR in the alternative, to vacate any portion of the above-described right of way;

RESERVING to the City of Seattle after vacation all necessary slope rights including cuts or fills on the former Alley for the protection of the reasonable original grading of right-of-way abutting on the property after the vacation.

SIGNATURE OF PETITIONER:

I declare that I am the owner of property that abuts the Alley described in the petition to the City Council for the above-noted right-of-way vacation. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

Grand Street Commons LLC

PROPERTY King County Parcels

388190-0515, 388190-0540, 388190-0550,
388190-0560

Signature:

4AC8D1CB13184A6...

Joe Ferguson

DocuSigned By: Joe Ferguson

Date: 7/23/2020

Petition Fee:

Grand Street Commons LLC and the owners of the Dere Auto Property have a signed agreement under which Dere agrees to pay for the ½ portion of the alley abutting and to be vacated to the Dere Property. Grand Street Commons LLC will pay for the rest of the alley, all of which abuts the GSC South property

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

I Grand Street Commons, LLC acknowledge that:

☒ Any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

☒ The City Council decision is at the end of the review process;

☒ The City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Resolution 31809 and other adopted policies;

☒ A Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA);

☒ I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of vacation petition; and

☒ I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees

4AC8D1CB13184A6...

Joe Ferguson

DocuSigned By: Joe Ferguson

 7/23/2020
____ Petitioner _____ Date

CONTACT INFORMATION:

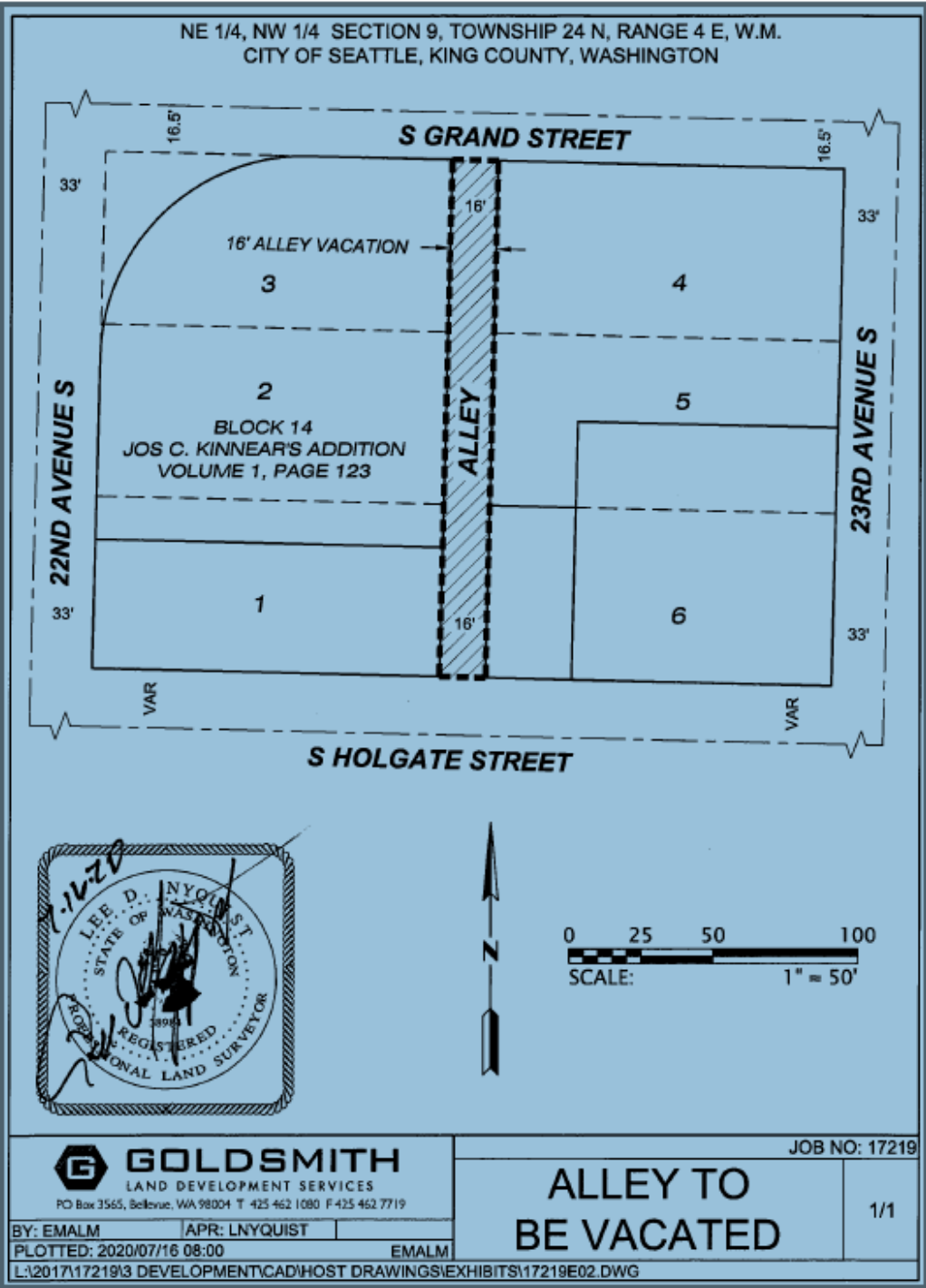
Petitioner:
Grand Street Commons LLC
401 N 36th Street, Suite 104
Seattle, WA 98103
joe@lakeunionpartners.com

Contact:
Randall Olsen, Cairncross & Hempelmann
ROlsen@Cairncross.com

Barry Baker, Mt. Baker Housing Association
barry@mtbakerhousing.org

Abutting Property Owners*:
Suey Lung Dere and Ling Ngar Dere
1818 Rainier Avenue S., Seattle, WA 98144
Grand Street Commons LLC
2030 Dexter Ave. N, Suite 100, Seattle, WA
*See attached Ex. A titled "Consent and Support for Alley Vacation"

MAP OF PROPOSED VACATION



The alley area of 190 feet by 16 feet with a square footage of 2,880.

{04042300.DOCX;1 }


Exhibit A


Consent and Support for Alley Vacation

To: City of Seattle

Re: Vacation of the alley between S. Grand Street and S. Holgate Street

The undersigned ("Dere") own the property commonly known as 1818 Rainier Avenue S., tax parcel number 3881900510 ("Dere Property"). The Dere Property abuts a portion of the unopened alley located between S. Grand Street and S. Holgate Street (the "Alley"). Dere consents to and supports Grand Street Commons LLC's petition to vacate the Alley. Dere plans to purchase the half of the Alley that abuts the Dere Property. Please process and approve the Alley vacation.

 Dated: 4-12-2020
Suey Lung Dere

 Dated: 4-12-2020
Ling Ngar Dere

{03947871.DOCX;2 }

GRAND STREET COMMONS - AFFORDABLE HOUSING ALLEY VACATION
GSC SOUTH ALLEY VACATION

1815 23RD AVENUE S
SDCI Project # 3035070
SEPT 4, 2020



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SECTION 7 - Community Engagement Plan39

SECTION 8 - Vacation Policies44

SECTION 9 - Environmental Review48

1 - SITE INFORMATION

LEGAL DESCRIPTION

July 16, 2020

LEGAL DESCRIPTION

FOR

LAKE UNION PARTNERS

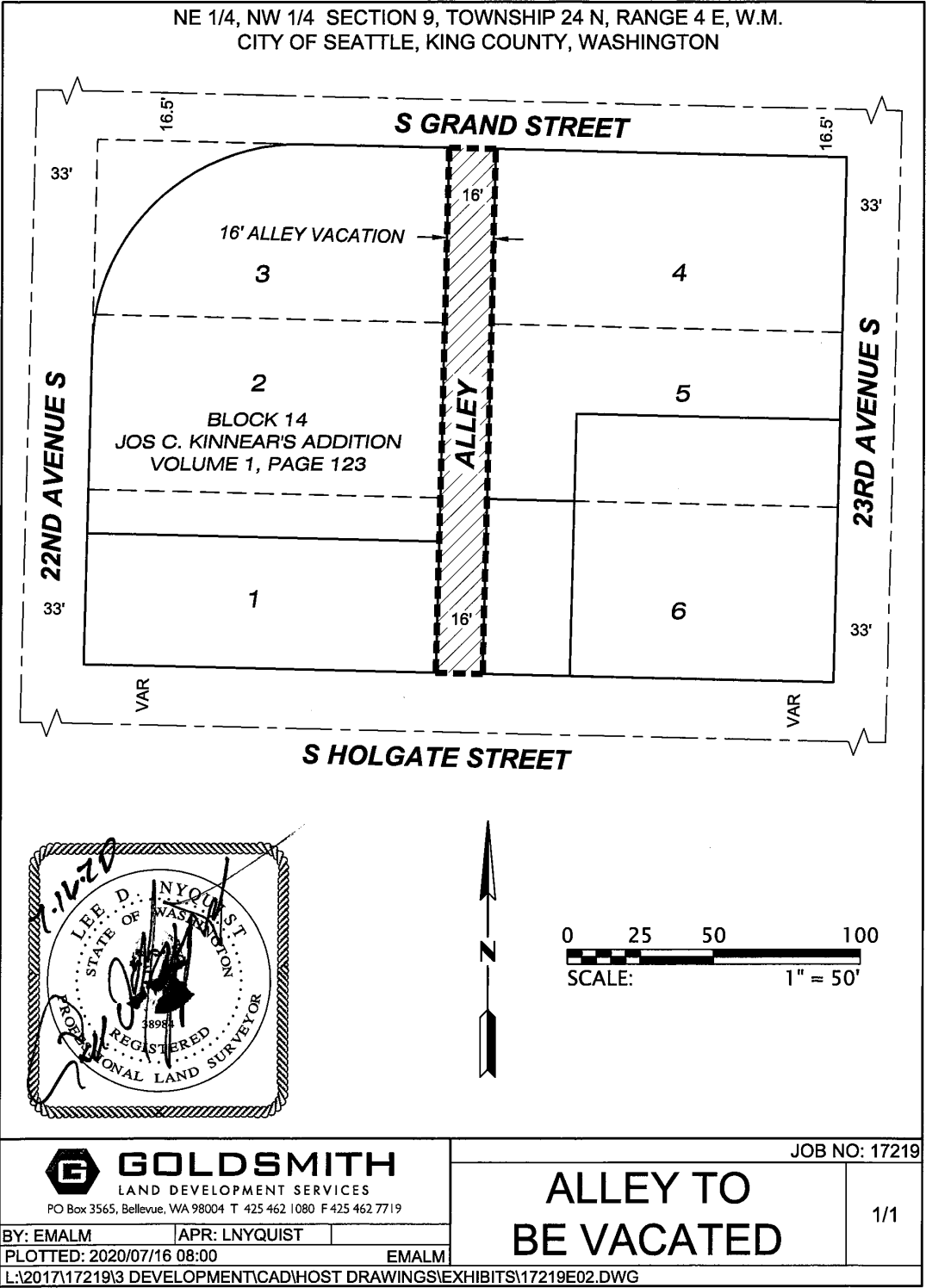
ALLEY TO BE VACATED

That certain alleyway, being 16 feet in width, created by Plat, between South Grand Street and South Holgate Street and lying between Lots 1,2, and 3, and Lots 4, 5, and 6, Block 14, Jos C. Kinnear's Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 1 of Plats, Page 123, records of King County, Washington.



17219 Alley Vacated Legal Description_2020-7-16.docx
Page 1 of 1

Prepared by:	
Checked by:	



SECTION 1 | SITE INFORMATION

LOCATION

2201 S GRAND ST, SEATTLE, WA 98144

PARCEL #:

3881900515, 3881900540, 3881900550, 3881900560

LOT SIZE:

39,268 SF (0.90 acres)

ZONING:

NC3-75(M)

OVERLAY ZONE:

North Rainier/Mt Baker Hub Urban Village

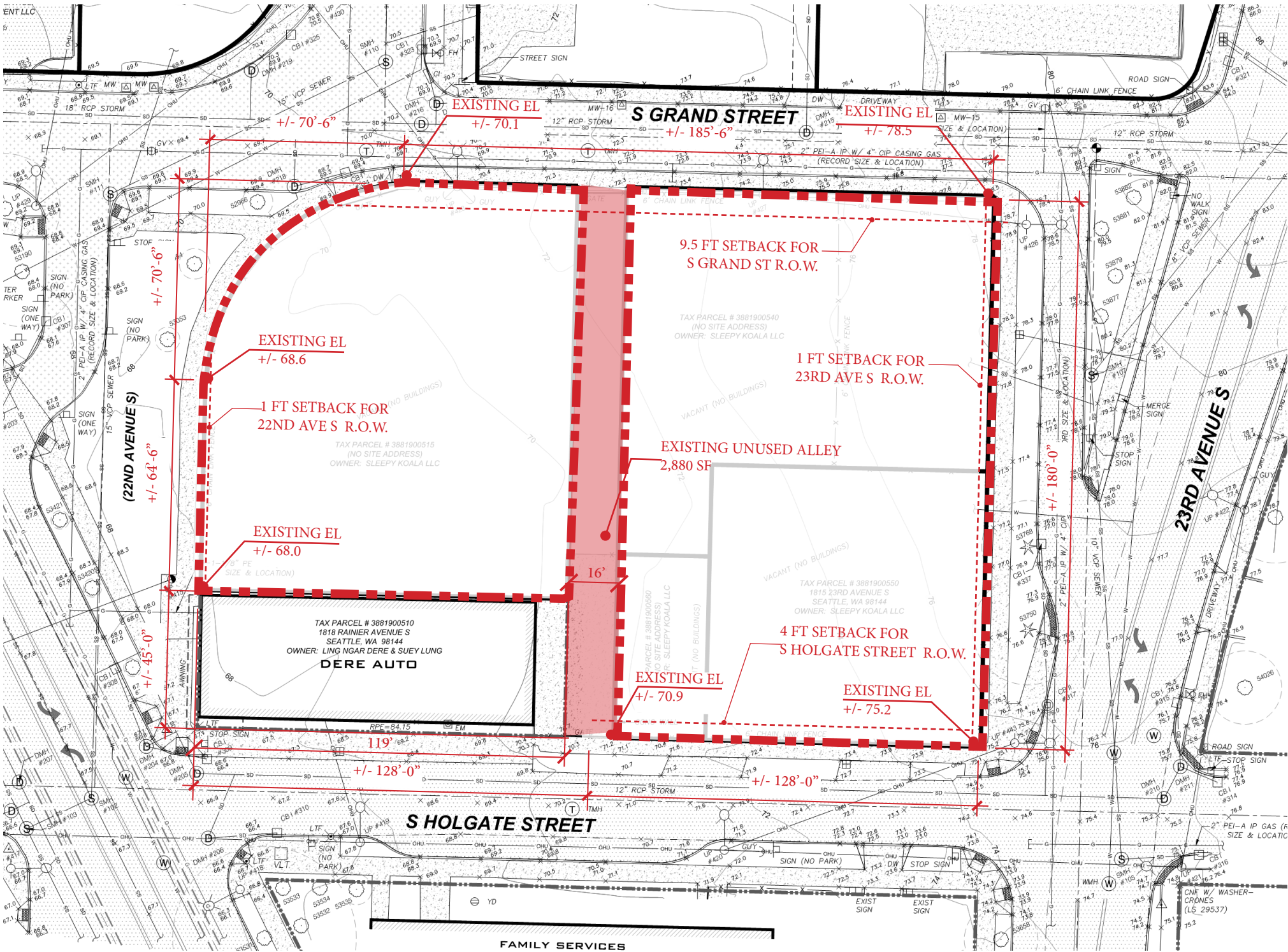
DESIGN GUIDELINES:

Central Area Neighborhood Design Guidelines

CITY COUNCIL DISTRICT:

City Council District 3

District Councilmember: Kshama Sawant



SECTION 1 | SITE PHOTOS - EXISTING CONDITIONS



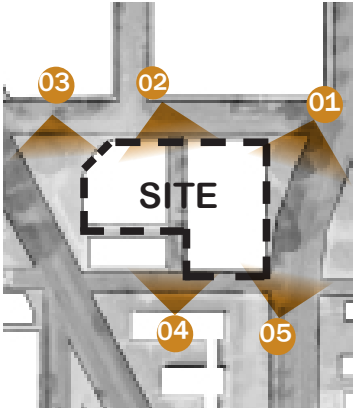
ALLEY



HOLGATE STREET



ALLEY



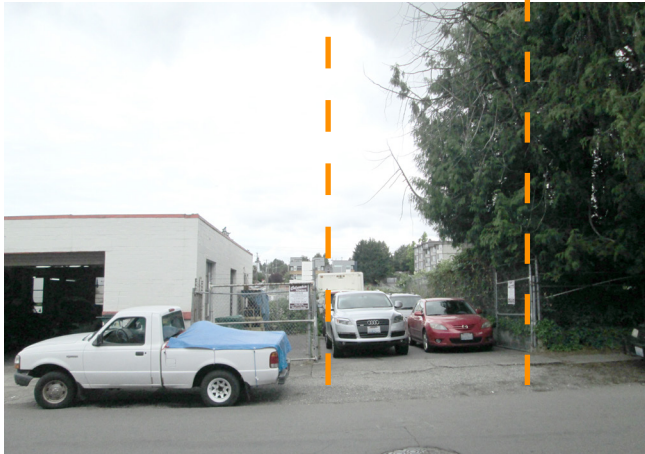
01 VIEW OF SITE FROM THE NORTHWEST



02 ALLEY VIEW FROM S GRAND STREET (NORTH END OF ALLEY)



03 VIEW OF SITE FROM NORTHWEST

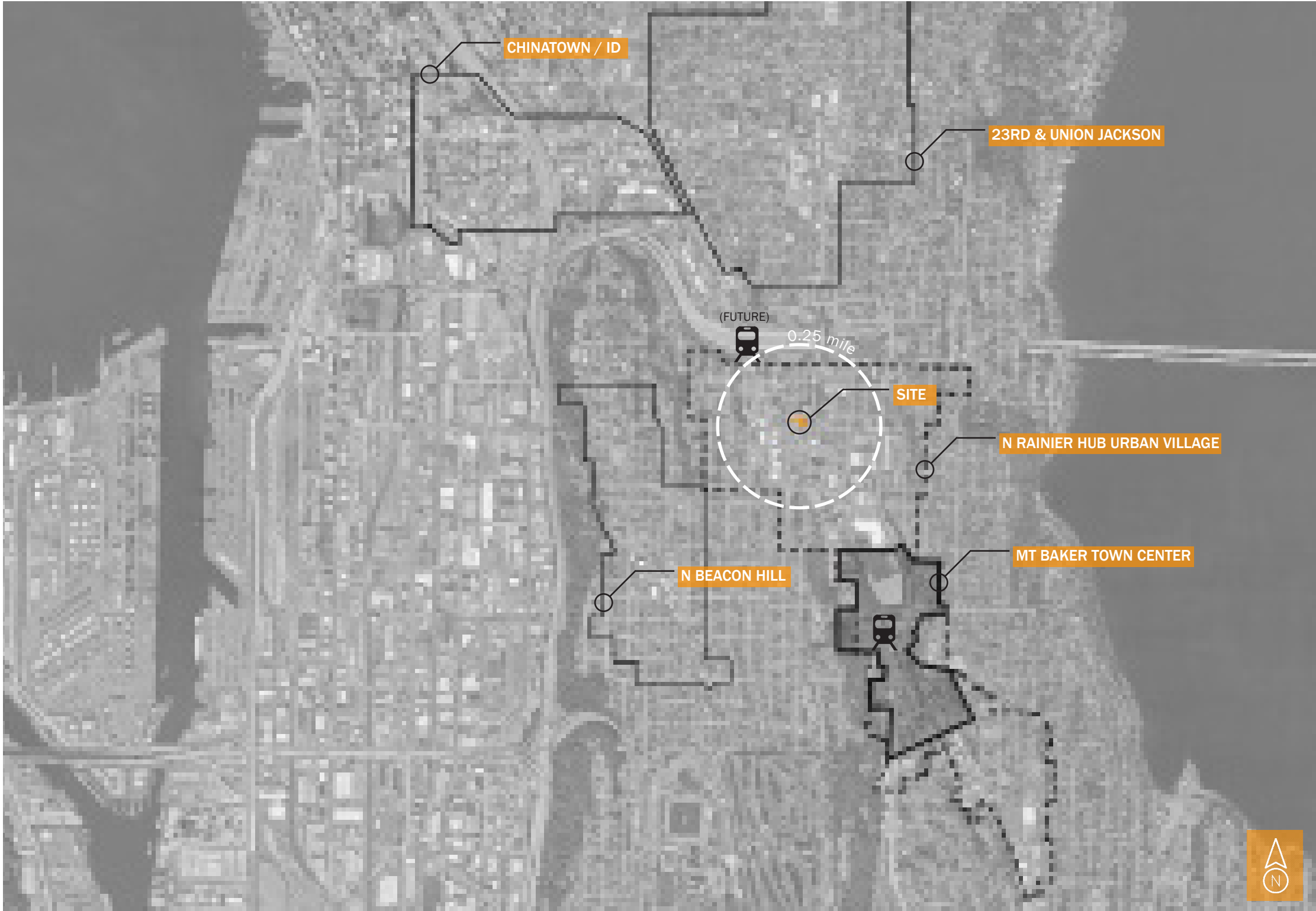


04 ALLEY VIEW FROM S HOLGATE STREET



05 23RD AVE S

2 - PROJECT INFORMATION



PROJECT URBAN BOUNDARY

The project is located in the North Rainier/Mt Baker HUB Urban Village.

NEIGHBORING URBAN BOUNDARIES

- Downtown Urban Center
- Chinatown / ID Urban Center Village

- Town Center
- Mount Baker Town Center

- Residential Urban Village
- 23rd and Jackson Residential Urban Village
 - North Beacon Hill Residential Urban Village

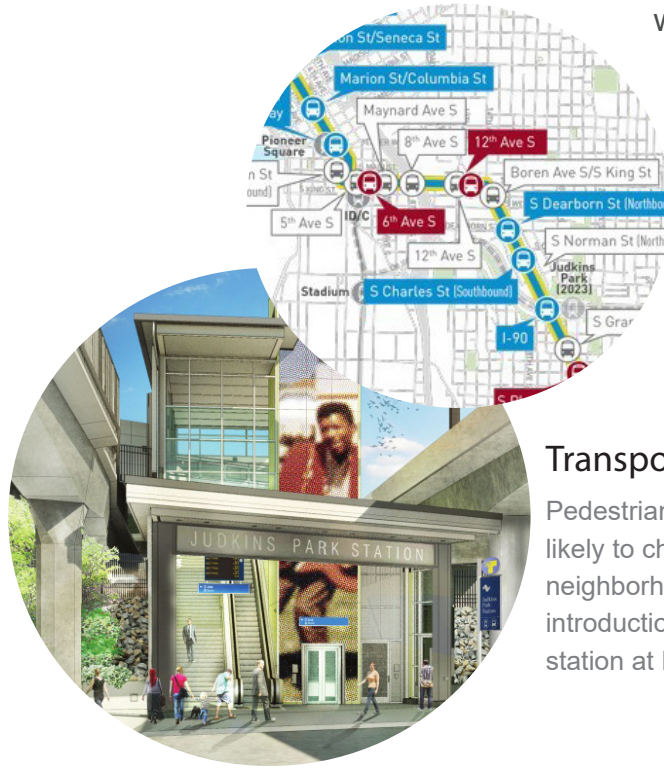


The alley vacation will support Mt. Baker Housing’s affordable housing project on the south block of the Grand Street Commons project in the heart of the N. Rainier Hub Urban Village.

Opportunity to vacate an **unused alley** to make way for **much needed affordable housing**.

SECTION 2 | VISION STATEMENT

Narrative and Vision Statement: “The alley vacation will result in the creation of 45 additional affordable housing units on the GSC South site. The GSC South site is part of the larger Grand Street Commons project, which also includes GSC West and East as shown below. The goal of the Grand Street Commons project is to create a mixed income, transit-oriented community featuring Office of Housing funded family units at 60% AMI on the GSC South site, and market rate apartments and additional affordable units via MHA onsite performance and MFTE programming on the GSC West and East sites. Grand Street Commons will be a new neighborhood center and will feature a variety of retail and commercial uses, pedestrian friendly streets, and green public spaces, all in proximity to the Judkin’s Park Light Rail Station.



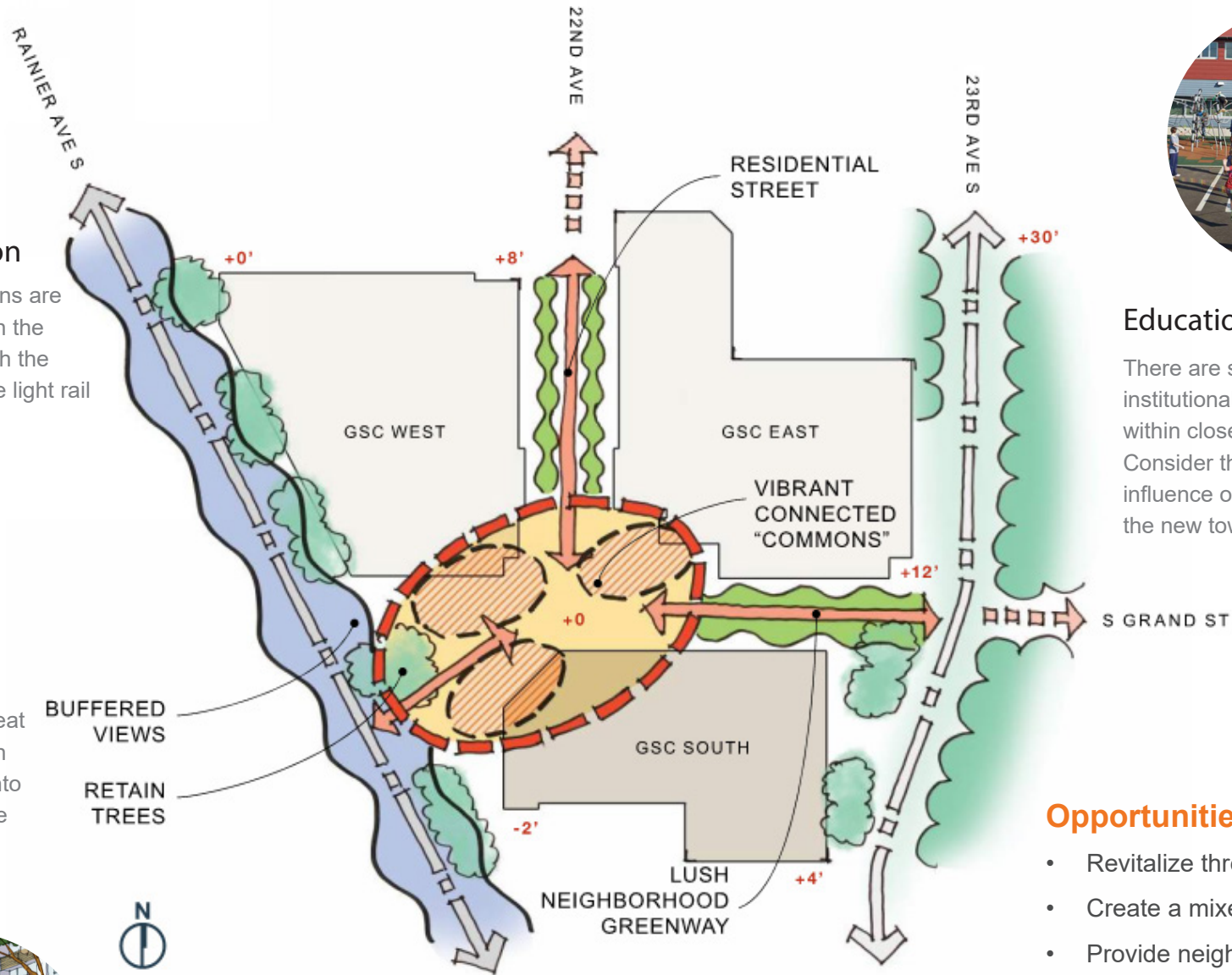
Transportation

Pedestrian patterns are likely to change in the neighborhood with the introduction of the light rail station at I-90.



Environment

Brownfield sites provide great opportunity for regeneration and rebirth, turning blight into a restorative and productive environment.



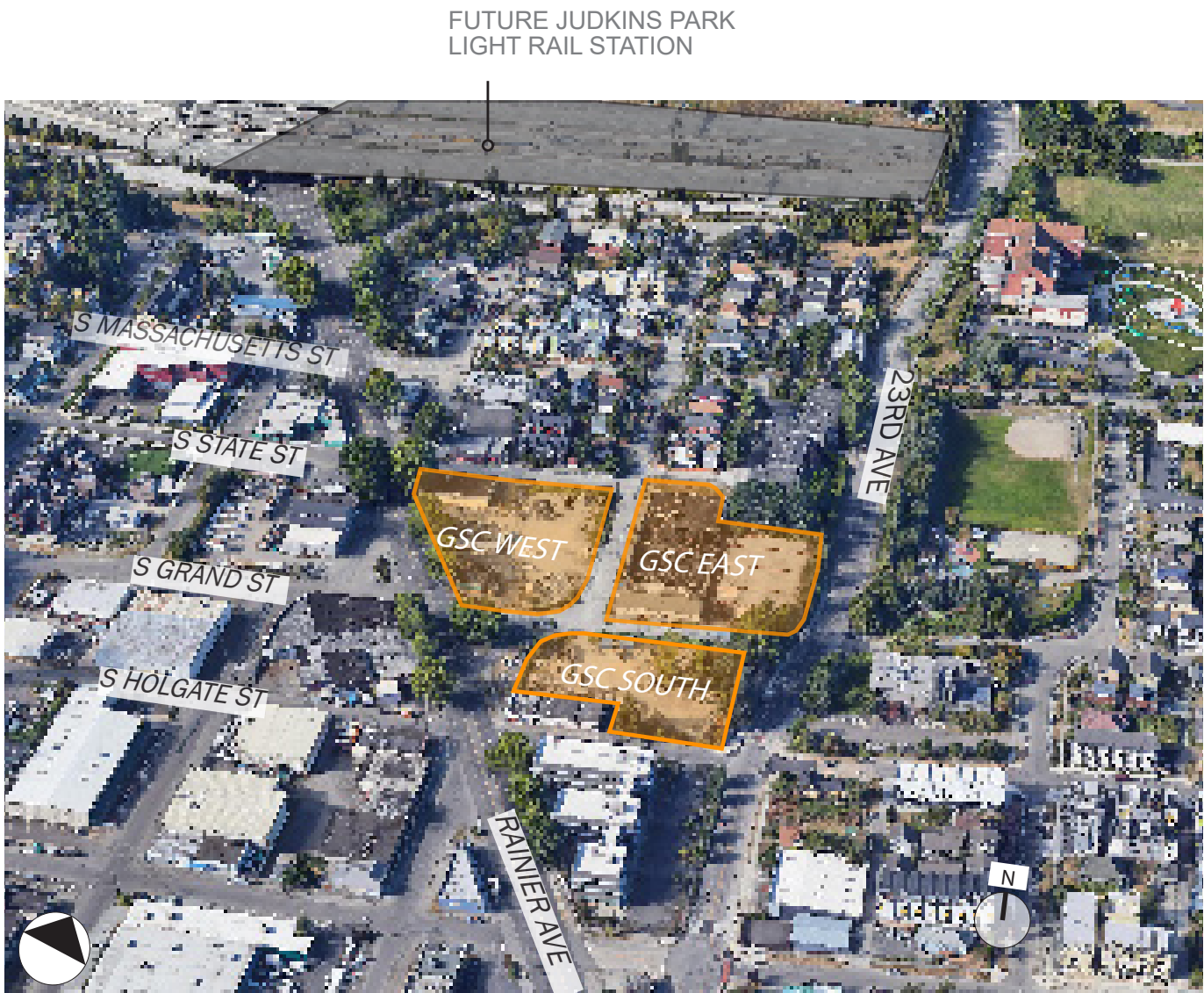
Education and Culture

There are significant cultural, institutional and educational centers within close proximity of the site. Consider their programming as influence over the development of the new town center.



Opportunities

- Revitalize three brownfield sites into a healthy center for urban living.
- Create a mixed-use, mixed-income community near transit.
- Provide neighborhood open space that supports and connects the existing green spaces, education and cultural institutions in the neighborhood.
- Create an active pedestrian experience with enhanced ROW improvements and public open spaces that will benefit both new residents and the neighborhood at large.



DESIGN TEAM

- Architecture: Runberg Architecture Group
- Landscape Architecture: Hewitt
- Civil: KPFF Consulting Engineers

Grand Street Commons

Grand Street Commons is a transit-oriented 3-block development in the Judkin’s Park neighborhood. The development team is working with the Washington Department of Ecology to clean up the brown-field sites which are contaminated from their recent industrial past. Creative housing solutions and a variety of commercial programming will be incorporated into the new mixed-use, mixed-income community.

Mt Baker Housing & Lake Union Partners

Mt. Baker Housing formed in 1988 from the anti-displacement efforts of members from the local Mt. Baker neighborhood and residents of Mt. Baker Village Apartment; a majority of whom were refugee immigrants from genocide in Cambodia and war in Vietnam. Residents of our properties, now spanning from North Rainier, through Columbia City and down to South Rainier/Rainier Beach, have been with us long-term and have generational ties to their neighborhood.

Lake Union Partners is an urban real estate firm specializing in residential mixed-use and commercial projects in metropolitan markets throughout the West. We are a team of creative and experienced developers who build projects with design integrity and sensitivity to local neighborhoods.

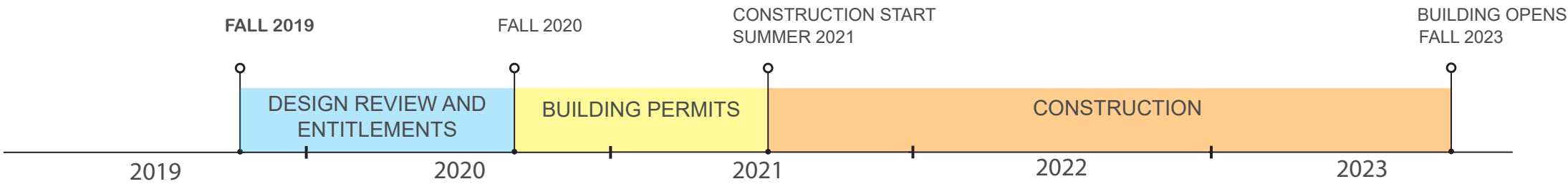
Development Program

GSC South: Mt. Baker Housing

Pending approval of the alley vacation, this building will provide 200+ units of affordable housing for families at 60% AMI.

GSC West and East: Lake Union Partners

The East and West buildings will provide over 550 new rental apartments combined. The apartments will be primarily market rate rental housing; affordable housing will be provided via MHA onsite performance and MFTE.



SECTION 2 | PROJECT INFORMATION - ALLEY VACATION PROPOSAL

PROPOSAL SUMMARY

Total Gross Floor Area: 201,380 SF
Residential Floor Area: 135,401
Office/Retail Floor Area: 11,652 sf
Building Height: 76'-8"
Number of Residential Units: 202
Number of Parking Stalls: 32
Number of Bike Stalls: 25
Uses: Affordable Multifamily Apartment, Retail, Office

PROJECT DESCRIPTION

Establish use of 7-story mixed-use building with 202 affordable housing apartments, retail, office, and structured parking.

AFFORDABLE HOUSING

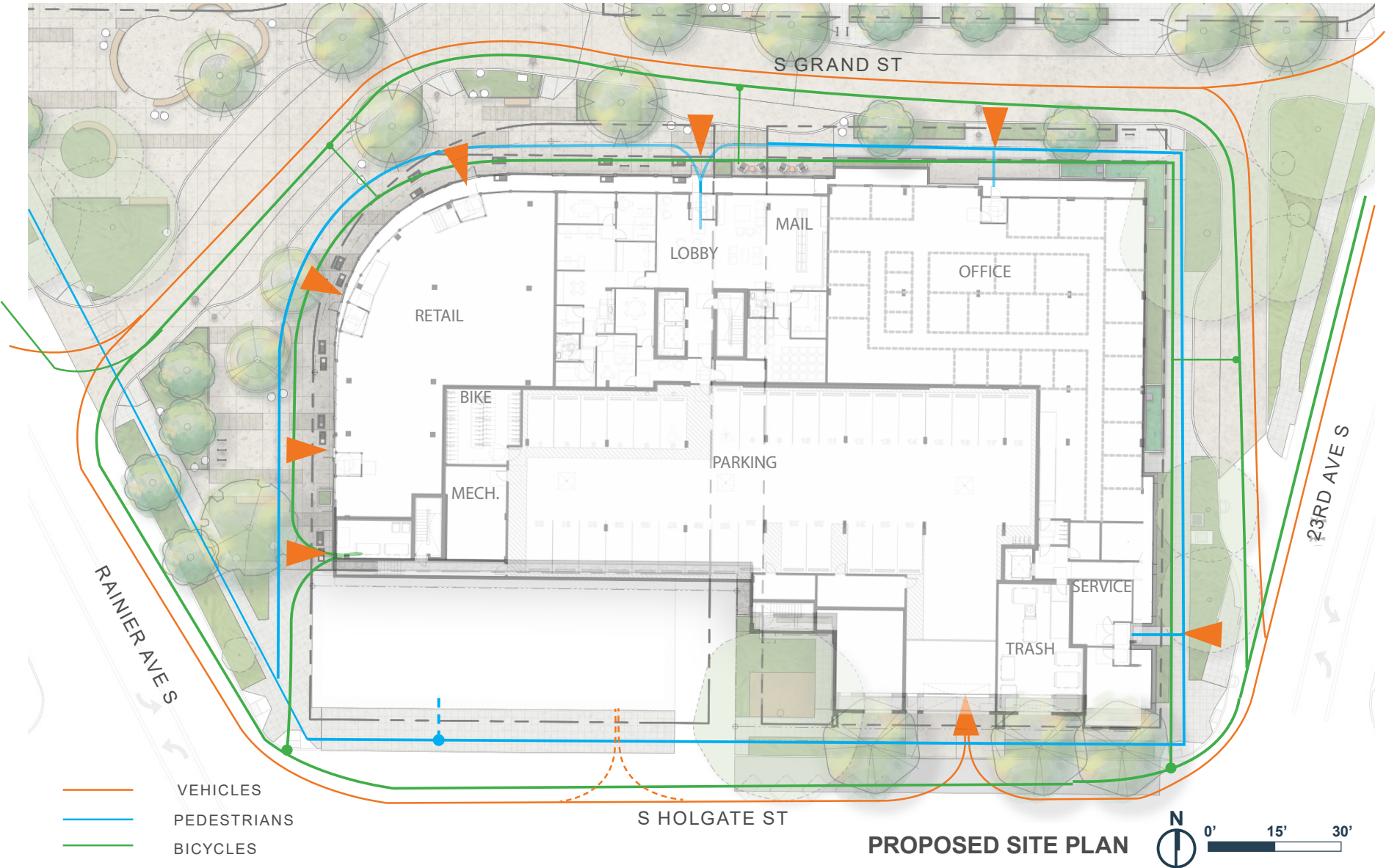
All of the apartment units will be restricted as affordable housing to families and individuals earning at or below 60% of the Area Median Income. The affordability will be ensured with two land use restriction agreements. The project will receive funding from the city of Seattle Office Housing restricting affordability for 50 years. The project will receive an allocation of tax exempt bonds and federal Low Income Housing Tax Credits from the Washington State Housing Finance Commission restricted for 40 years.

SUSTAINABLE FEATURES

The project will qualify for the Evergreen Standard Sustainability program. (access to services, transit, open space, improving connectivity to the community, landscaping, water-conserving fixtures, energy reduction, efficient lighting, sustainable building envelop design, etc.)

RACE AND SOCIAL JUSTICE INITIATIVE

The North Rainier/Mt Baker neighborhood has 40.5% persons of color (33% citywide) with 15.4% African American and 13.3% Asian. It is in the high displacement risk/high access to opportunity area based on the City's Growth & Equity analysis, which makes affordable housing at 60% AMI critical in this area to support planning consistent with the City's Race and



Social Justice Initiative (RSJI) and the Seattle Comprehensive Plan core value of social equity. Through targeted outreach and marketing, the goal will be that the ratio of renters reflect this neighborhood diversity. The North Rainier/Mt Baker neighborhood has been identified as a high risk for displacement from development and gentrification. By providing 202 units of high quality affordable housing at 60% AMI, the project will provide current neighborhood residents new housing options, including those at risk of losing their homes to redevelopment. Because the property currently contains no housing, all 202 units will be new affordable housing for this community and no housing is being displaced by this project.

PROJECT COST ESTIMATE

Total Development Cost is about \$85M, total construction cost is about \$59M.

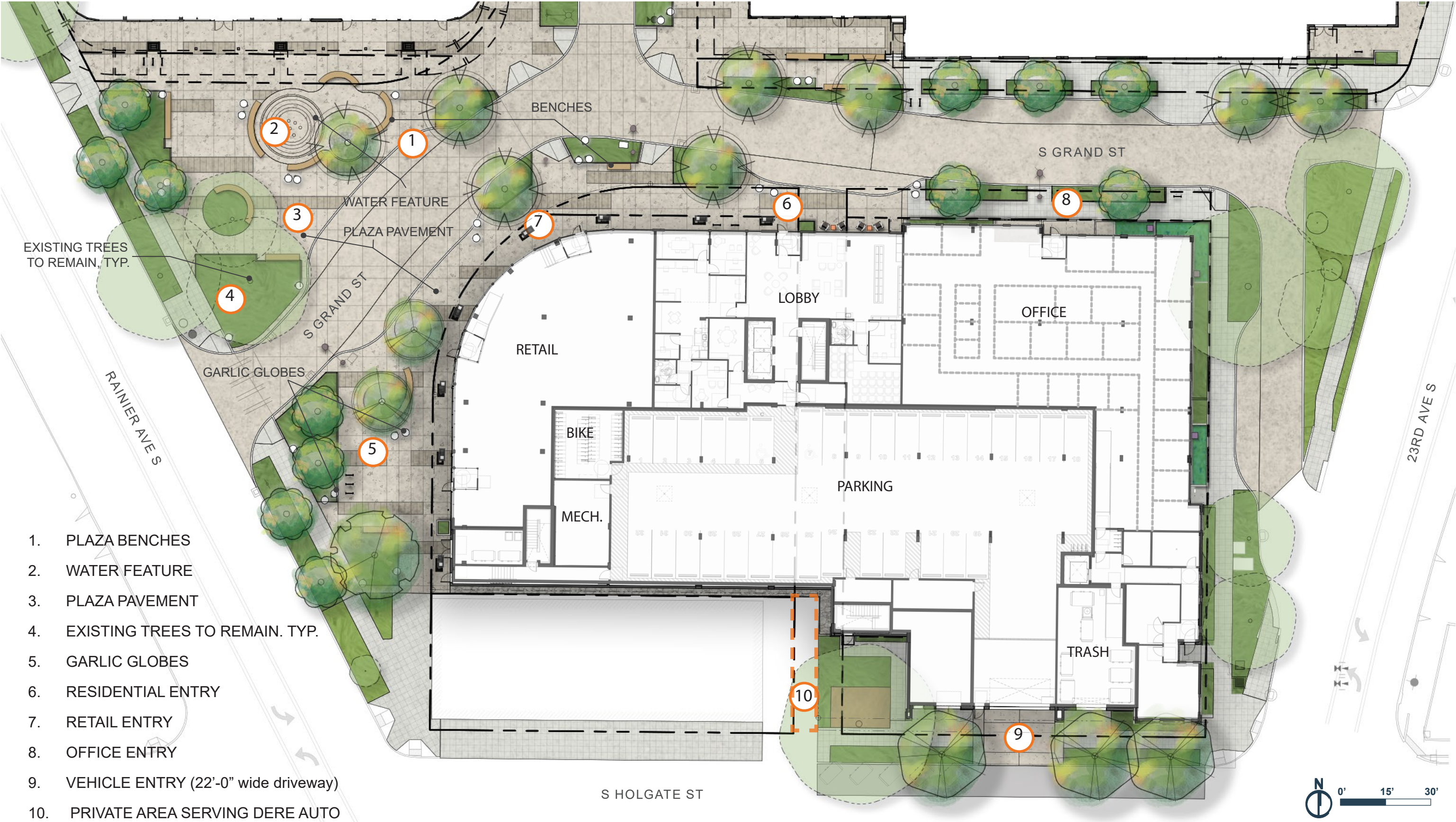
SQUARE FOOT VALUE OF PROPERTY UNDER CONTRACT

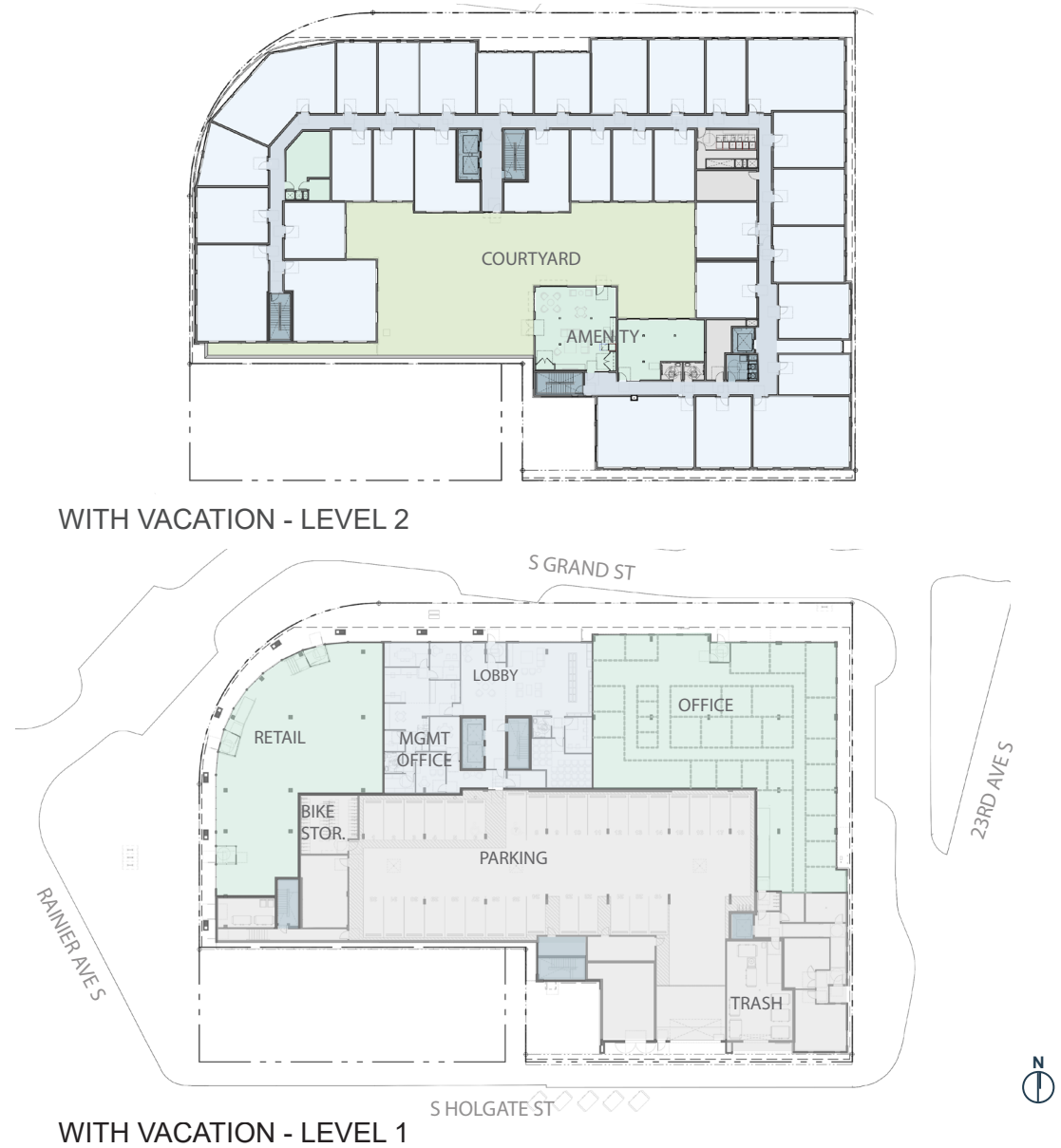
Parcel #s: 388190-0515, 388190-0540, 388190-0550, 388190-0560
Parcel SF: 36,760

Contract Purchase Price: \$5,054,880 (\$138 / SF)

PROPOSED DEVELOPMENT TIMELINE

20 months entitlement, 22 months construction.





	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455	\$84,626,679	More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$80,100	42% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.



A RAINIER AVENUE OPPORTUNITY AREAS (EAST SIDE)



B RAINIER AVENUE OPPORTUNITY AREAS (WEST SIDE)



C 23RD AVE S AND GRAND ST INTERSECTION







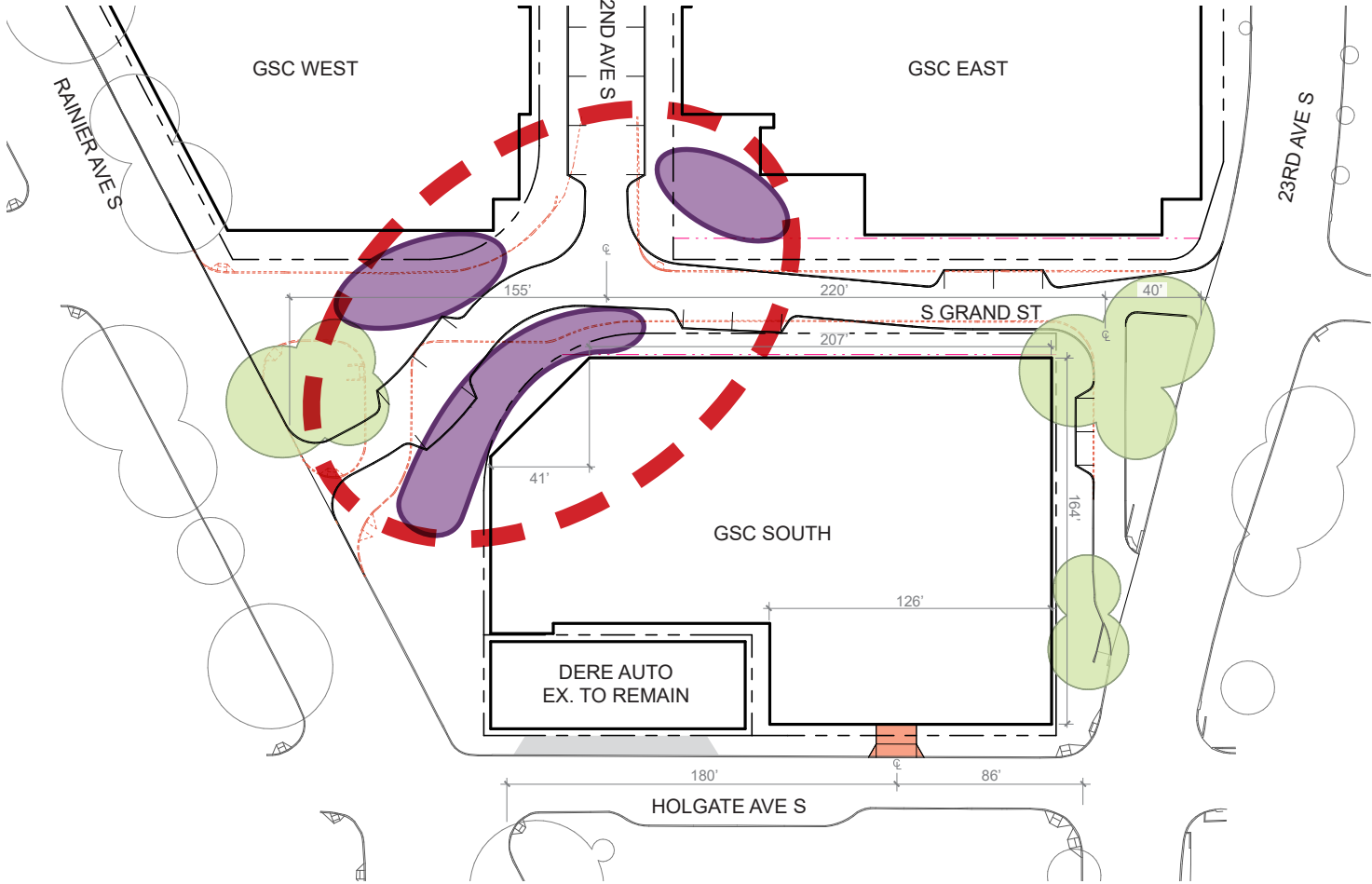


NO ALLEY VACATION

- CONSIDERATIONS:
- Less desirable open space orientation: Rainier Ave frontage has limited connectivity to Grand St.
 - Disconnected “Commons”: Connection to other open space opportunity areas is reduced.
 - Compromised pedestrian access: Two road crossings to GSC south area reduce safety.

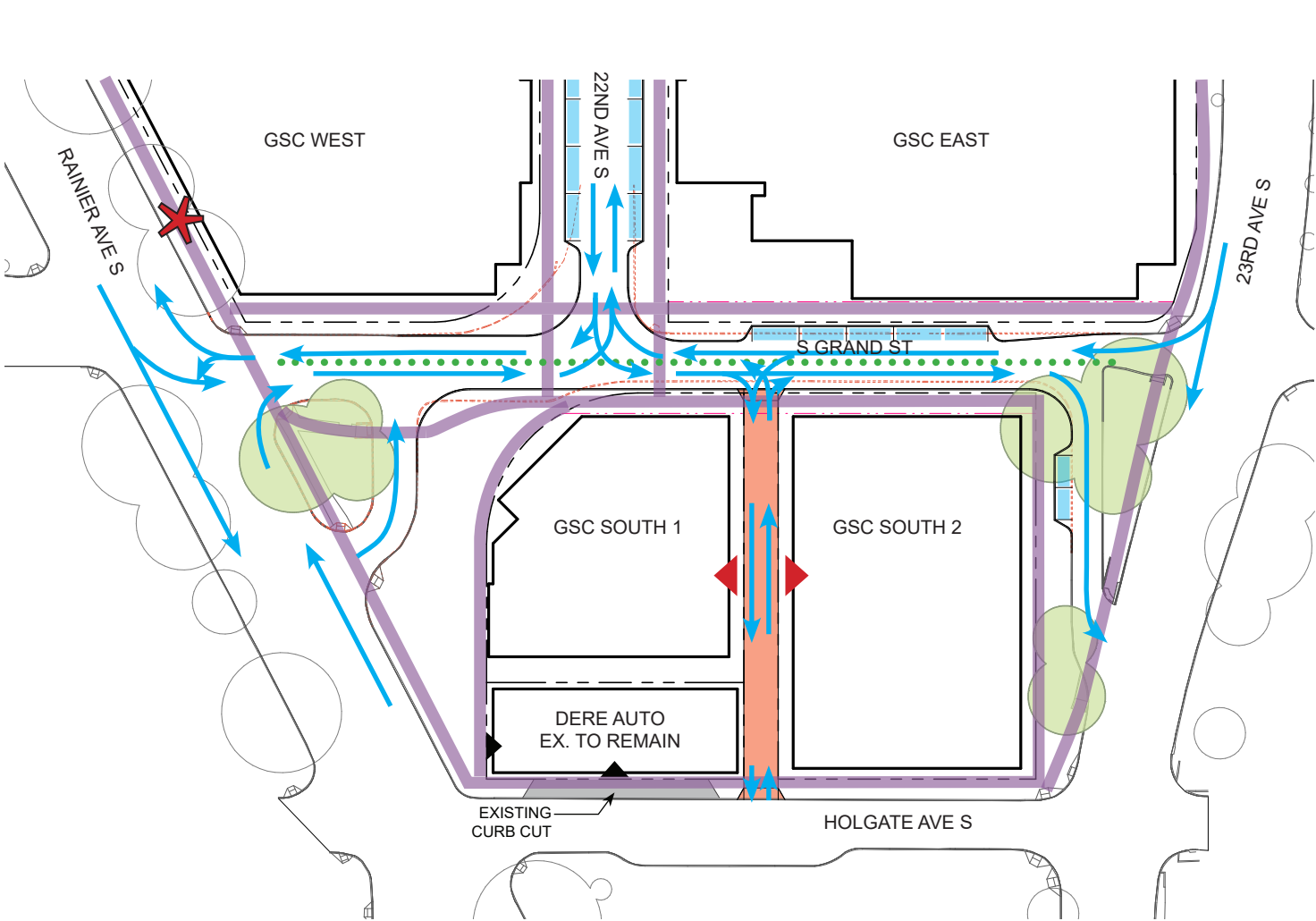
LEGEND

-  PEDESTRIAN OPEN SPACE OPPORTUNITY
-  VEHICULAR ALLEY / ACCESS
-  EXISTING CURB
-  PROPERTY LINE
-  EXISTING TREES TO REMAIN



ALLEY VACATION

- CONSIDERATIONS:
- Improved open space orientation: Open space along Rainier Ave and Grand St is more usable.
 - A connected “Commons”: Creates a variety of open spaces that relate to each other and the building adjacencies will result in a more unified space.
 - Safer pedestrian access: Reduced road crossings will increase safety.

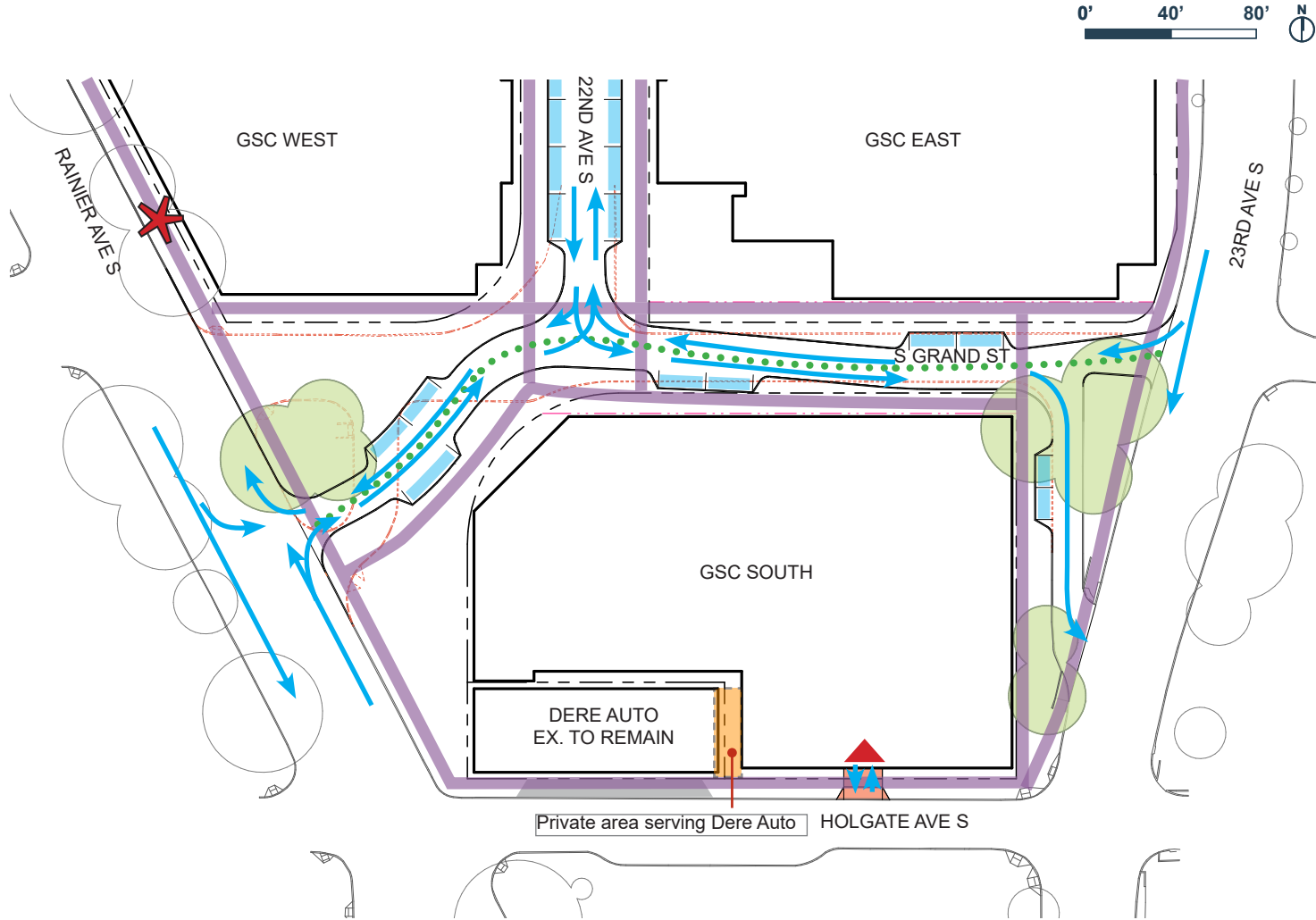


NO ALLEY VACATION

- CONSIDERATIONS:
- Increased pedestrian+bicycle+vehicle conflicts: Alley at Grand St. introduces vehicular conflicts that don't currently exist.
 - Intersection/alley separation: Turning movements into & from alley at Grand St. could impact the intersection of 22nd and Grand St.
 - Less safe: Isolated pedestrian island at Rainier Ave. and Grand St. is underutilized and unsafe.
 - Prioritizes vehicles: Wider straight travel ways results in a narrower pedestrian area with limited visual containment and buffering.

LEGEND

	VEHICULAR CIRCULATION		GARAGE ENTRY
	PEDESTRIAN CIRCULATION		ENTRY INTO EXISTING DERE AUTO
	PLANNED NEIGHBORHOOD GREENWAY		EXISTING BUS STOP
	PARKING / LOADING		EXISTING TREES TO REMAIN
	EXISTING CURB		
	PROPERTY LINE		



ALLEY VACATION (entire alley)

- CONSIDERATIONS:
- Reduced pedestrian+bicycle+vehicle conflicts: Grand St. functions better as a Neighborhood Greenway.
 - Traffic volumes reduced : Garage access from Holgate St reduces traffic volumes on Grand St.
 - Increased safety: Consolidated roadway reduces number of pedestrian crossings.
 - Better pedestrian experience: More narrow curved road results in wider pedestrian areas with better place making opportunities.
 - NOTE: The entire alley will be vacated. The southern end of the alley adjacent to neighboring Dere Auto property will be split from the center, with the west half purchased by Dere Auto for private use.

3 - LAND USE INFORMATION

SECTION 3 | LAND USE INFORMATION

ZONING DESIGNATION ZONING SUMMARY

NC3-75 (M)

NEARBY ZONING

North, West and South of Site:

NC3-75(M)

East of Site: MR (M2)

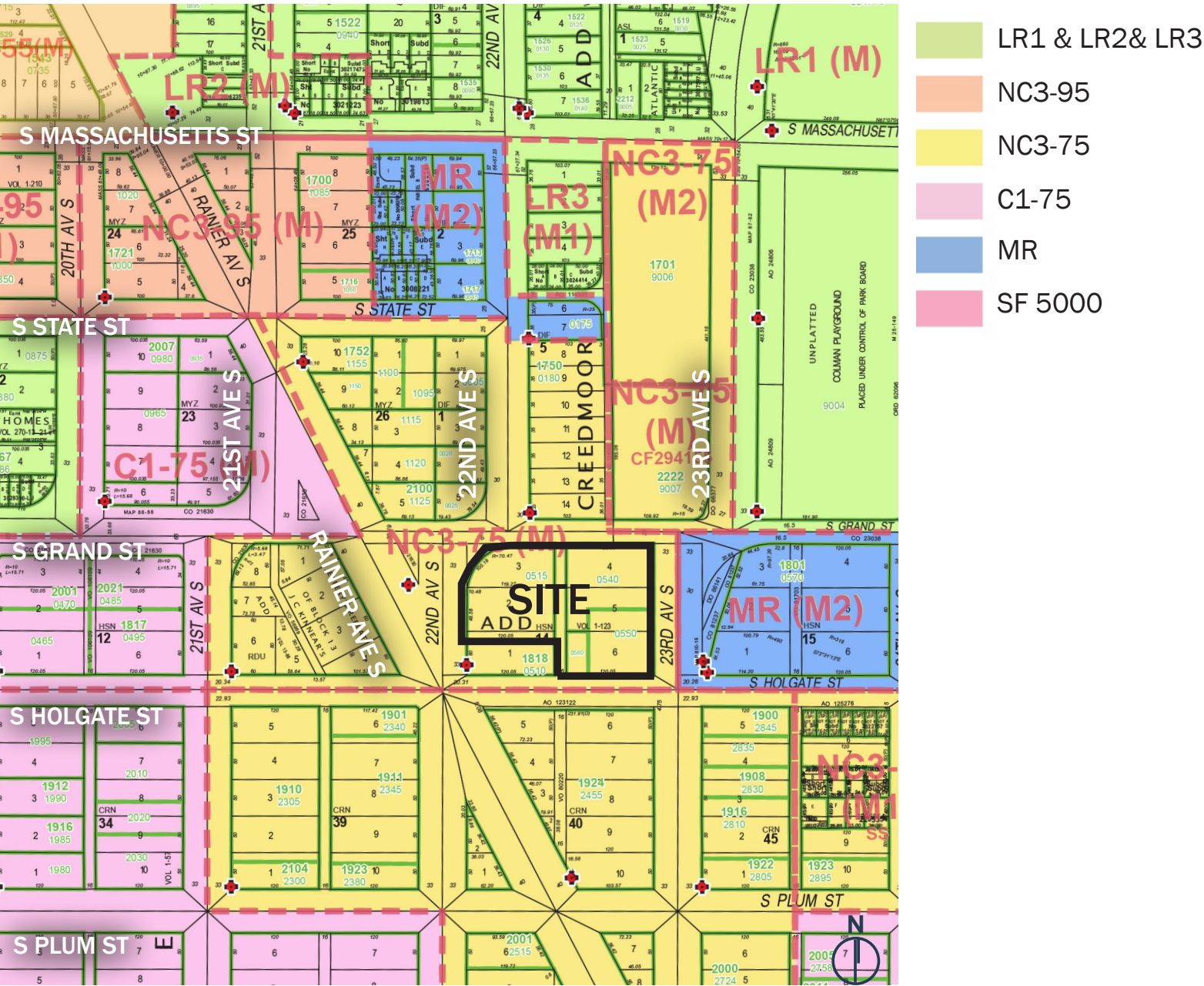
The entire project site (outlined in the map to the right) is zoned NC3-75’ (M). The same zone extends across S Grand Street to the north, Rainer Ave S to the west, and S Holgate Street to the south. The block east of the site on the opposite side of 23rd Ave S is zoned MR (M2). This block is pursuing an alley vacation to eliminate the platted (but unimproved) alley running north/south through the center of this block.

NC3-75'
Chapter 23.47A - Commercial
Key Zoning Code Criteria

Code Section	Topic	Summary
23.47A.005.C	Street Level Uses	Limits to residential use at grade do not apply to this project.
23.47A.008.A.2	Blank Facades	Blank Facades may not exceed 20' in width or 40% of the width of a structure along the street.
23.47A.008.B	Non-Residential requirements	60% Transparency required Average depth of 30' and min. depth of 15' Floor to floor height is min. 13'-0"
23.47A.008.D	Residential at grade	At least on street-level, street-facing façade shall have a visually prominent entry The floor of a dwelling unit shall be 4' above or below sidewalk grade or be set back at least 10 feet from the sidewalk.
23.47A.012	Structure Height	Per zone - 75'
23.47A.013	Floor Area Ratio (FAR)	FAR = 5.5
23.47A.014	Setback Requirements	Upper level setback abutting an MR zone - does not apply when MR zone is part of the same building. Upper level setback for street-facing facades - setback of 8 feet is required above 65 feet.
	Façade Modulation	Structures > 250' in width must have one protion of the structure 30 feet or greater setback 15 feet min from the front property line.
	Decks and Balconies	Are permitted within the setback area.
23.47A.016	Green Factor	Green Factor of 0.3 or greater is required.
23.47A.022	Light and Glare	Exterior lighting must be shielded and directed away from adjacent uses. Driveways and parking areas shall be screened from adjacent properties by a fence or wall between 5 feet and 6 feet in height
23.47A.024	Amenity Area	5% total fross floor area in residential use. Amenity areas shall not be enclosed.
23.47A.032	Parking Access	Parking shall be from the alley.
23.54.015	Parking requirements	no minimum parking required for residential or commercial use

FUTURE LAND USE

North Rainier/Mt Baker Hub Urban Village. Seattle’s Comprehensive Plan estimates an additional 1,000 units and 2,100 jobs through 2035. Since the plan’s adoption, 684 units have been built with another 884 issued, not yet complete. There has been a job change of 674.



LAND USE ACTIONS REQUIRED FOR PERMIT

Design Review: the project has an approved EDG, and a MUP has been submitted in April 2020.

SEPA: A SEPA checklist has been submitted on April 23, 2020.

Building Permit: A demolition, shoring and building permit will be needed for the construction of this project. These will be submitted in Oct 2020.

Both MBH and LUP projects are going through the building and SIP permitting process concurrently under separate permits to ensure coordination between both projects, and among City departments.

SUMMARY OF CITY PLANS AND POLICIES

Seattle’s Comprehensive Plan provides an opportunity to envision a more equitable future, one in which “all marginalized people can attain those resources, opportunities, and outcomes that improve their quality of life and enable them to reach their full potential”. The project supports the land use goal for Commercial/Mixed-Use Areas to “Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.” The alley vacation allows for the construction of additional affordable housing units which supports the housing affordability goals of the Comprehensive Plan.

The North Rainier Neighborhood Plan envisions a town center that is attractive to pedestrians and that includes concentrated housing and commercial uses that are well served by transit. Under the plan, the neighborhood should include housing with different unit sizes that serves a range of household incomes, a vibrant business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley, and accommodate a vibrant pedestrian environment in new development projects. The alley vacation will increase the number and variety of affordable units provided and improve the pedestrian environment, both of which implement the neighborhood plan.

Seattle Climate Action plan focuses on city actions that reduce greenhouse emissions and also support vibrant neighborhoods, economic prosperity, and social equity. Actions are focused on areas of greatest need and impact: road transportation, building energy and waste. The plan also includes actions that will increase our community’s resilience to the likely impacts of climate change. The alley vacation will allow for more affordable housing, green space and amenities such as water feature that help reduce heat island effect, and create welcome and inclusive gathering place for all that improve overall vibrancy, prosperity, and equity of the neighborhood.

The Seattle Pedestrian Master Plan (PMP) is a 20-year blueprint to achieve our vision of Seattle as the most walkable and accessible city in the nation. The plan focuses on the safety and well-being of our residents and the vibrancy of our neighborhoods. It calls for improving walkability and accessibility by completing and maintaining Seattle’s pedestrian network, focusing investments on streets near schools and frequent transit. Not only does the PMP aim to increase access and safety for people walking, it also

establishes strategies and actions that prioritize vibrant public spaces and complete streets to make walking a more comfortable and enjoyable experience. This alley vacation supports the PMP goals by improving walkability, accessibility and public spaces.

The Seattle Bicycle Master Plan (BMP)’s goal is to make riding a bike a comfortable and integral part of daily life in Seattle for people of all ages and abilities. Building out a connected network of protected bike lanes and neighborhood greenways will make sure people young and old, the fast and fearless riders, casual riders, and everyone in between can feel safe and comfortable riding a bike. It’s a healthy, affordable, and clean way to get around. By creating safer street/access, this project supports the BMP’s goals and priorities.

The Seattle Transit Master Plan (TMP) is a comprehensive and 20-year look ahead to the type of transit system that will be required to meet Seattle’s transit needs through 2030 including the development of a transit system that supports the mobility needs of Seattle residents and businesses and that serves as a backbone of sustainable urban growth. The TMP addresses many critical issues including identification of the city’s most important transit corridors that carry high ridership today, as well as potential new ridership markets that will emerge as Seattle grows in jobs and new residents; selection of transit modes—such as bus rapid transit, light rail, or street car—that would work best on those corridors; integration of transit capital facilities and services with walking and biking infrastructure, and using transit to make great places; enhancement of bus transit performance through roadway investments such as bus bulbs and traffic signal priority; and coordination with Metro and Sound Transit to create a seamless, fully integrated, and user friendly network of transit services. The project is one-block from frequent transit service, a bus rapid transit line in the same location is planned to begin operating in 2024, and the Judkins Park light rail station is four blocks away and planned to open in 2023, all of which support the goals of the TMP.

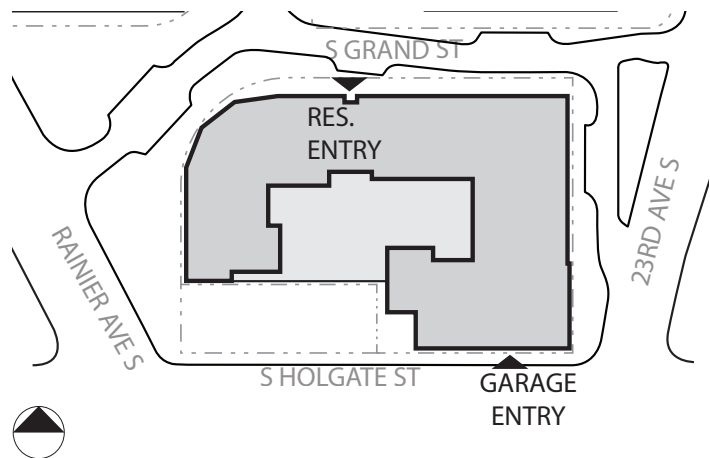
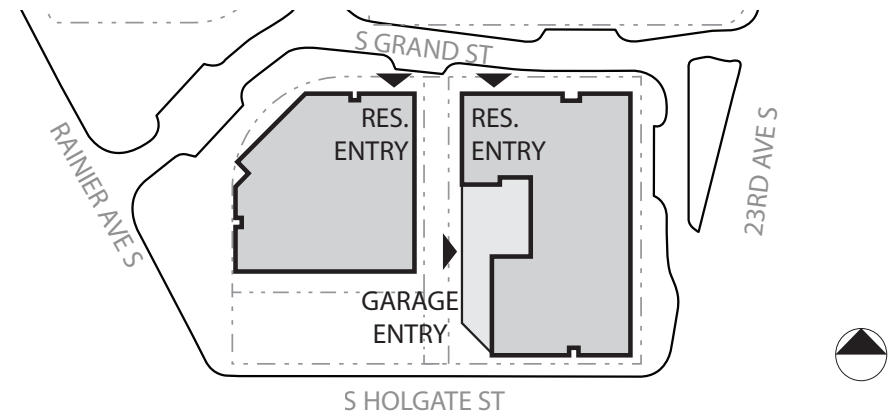
The Freight Master Plan (FMP) addresses the unique characteristics, needs, and impacts of freight mobility. The plan helps us understand why freight is so important to the city and the region, examine the challenges of moving freight, and develop solutions to address the challenges. The FMP primarily focuses on urban truck freight movement to support Seattle’s increasing demand for goods and services in a safe and reliable manner. The plan outlines the critical role that freight movement has on meeting the City’s goals for social equity, economic productivity, sustainability, and livable neighborhoods.



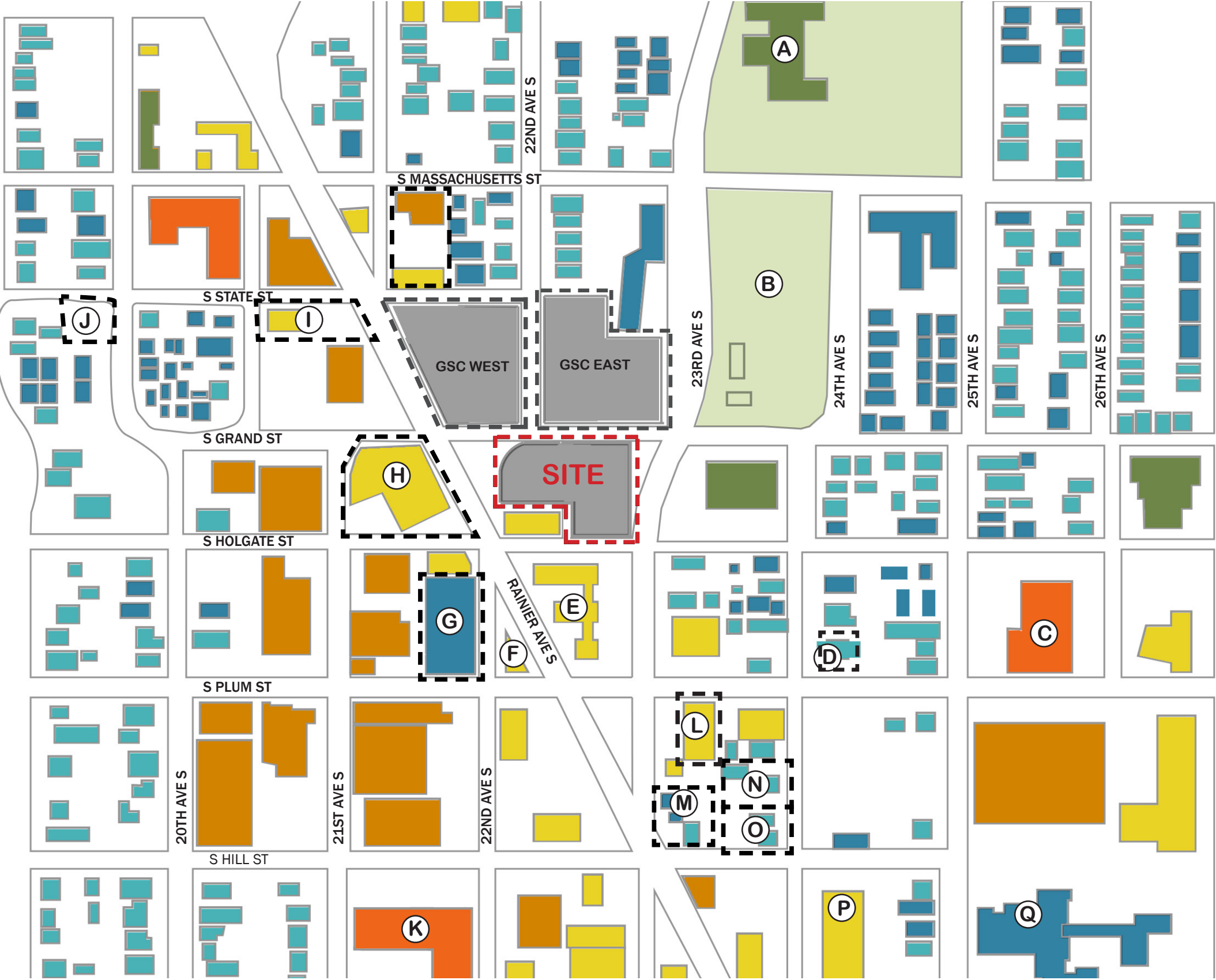
PERSPECTIVE VIEW FROM NORTHWEST CORNER



PERSPECTIVE VIEW FROM NORTHWEST CORNER



	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455	\$85,377,966	More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$83,309	40% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.



- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Industrial / Warehouse / Storage
- Institution / Education
- Single Family Residential
- Future Development



(A) Northwest African American Museum



(B) Colman Park / Seattle Children's Playgarden

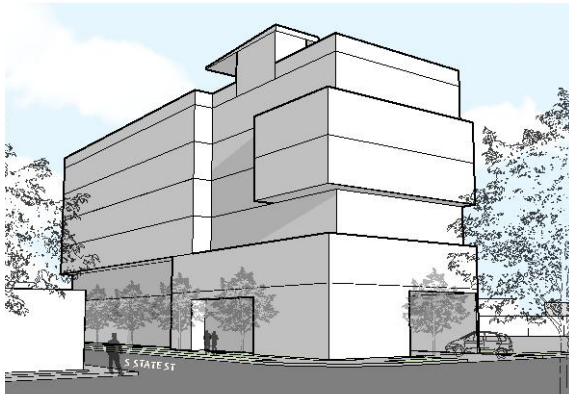
SECTION 3 | LAND USE INFORMATION URBAN DESIGN ANALYSIS



Ⓒ American Red Cross



Ⓕ Dixon's Used Furniture



Ⓘ Proposed 6 story apartment building



Ⓛ Proposed 5 Story Apartment



Ⓞ Proposed 4 story apartment building



ⓓ Proposed Townhouses



ⓖ Proposed 6 story Mix-use building



ⓙ Proposed SEDU building



Ⓜ Proposed 6 story apartment building



Ⓟ FareStart, Youth in Focus, Treehouse, + WA Womens Foundation



Ⓔ Wellspring Family Services



ⓗ Proposed 7 story apartment building



Ⓚ Proposed 3 story private school



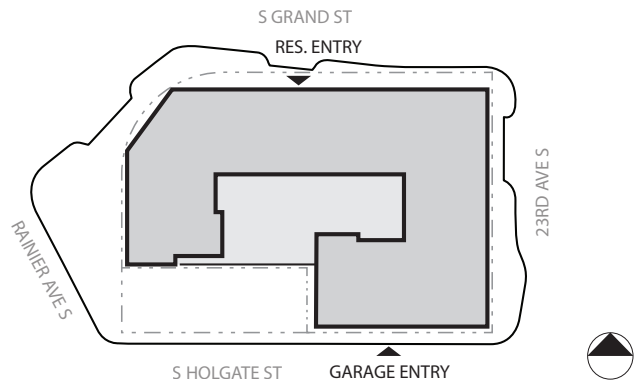
Ⓝ Proposed 4 story apartment building



ⓐ Center Park Apts (SHA), STAR Public Computer Center

*With the alley vacation, the project is consistent with the scale of other developments in the area

OPTION A (CODE COMPLIANT)



PROPOSED GROSS RESIDENTIAL: 200,132 SF

- Total Residential Units: 202
- Total Parking: 41
- Total Commercial Area: 10,282 SF

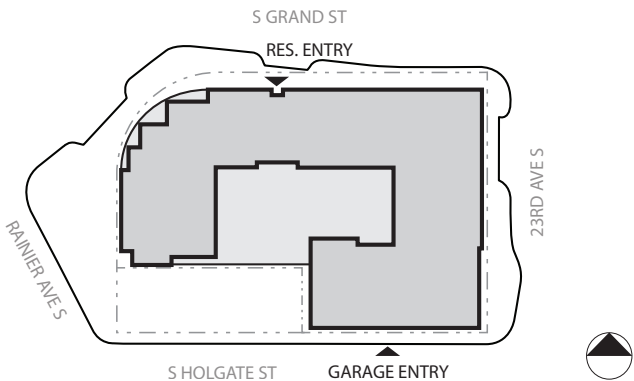
PROS

- Code compliant scheme.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

CONS

- Minimal modulation on all sides.
- No relationship between massing and ground plane concepts.
- No setbacks at grade for exterior commercial use or to denote prominent entry points.
- Angled massing at northwest corner provides a softer transition between the west and north facades, but is less successful than the preferred option.

OPTION B



PROPOSED GROSS RESIDENTIAL: 195,436 SF

- Total Residential Units: 202
- Total Parking: 40
- Total Commercial Area: 9,791 SF

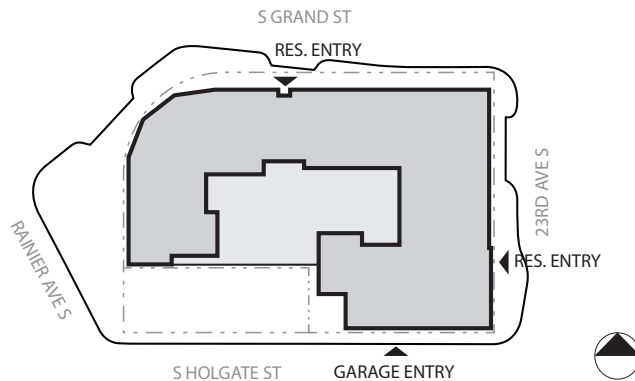
PROS

- Code compliant scheme.
- Massing erosion at northwest corner responds to West building massing and creates interest at the proposed public plaza.
- Prominent entries are set back at grade, though other portions of the facade are not.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

CONS

- Commercial spaces are not set back to provide space for exterior function or engage the right of way.
- Eroded building massing at upper levels may prove impractical to build and does not greatly enhance the pedestrian experience at grade.

OPTION C (PREFERRED)



PROPOSED GROSS RESIDENTIAL: 195,526 SF

- Total Residential Units: 202
- Total Parking: 40
- Total Commercial Area: 9,361 SF

PROS

- Code compliant scheme.
- Faceted corner provides massing continuity between west and north facades, reinforcing the open space pattern created by the new street geometry.
- Faceted corner responds to West Building and the proposed public plaza.
- Mid-block building modulation acknowledges the intersection of S. Grand St and 22nd Ave S. further breaking down the scale of the building.
- Facade modulation relates to ground plane concepts and streetscape.
- Setbacks at grade enhance streetscape concepts and mark prominent entries.
- Resident courtyard opens to south.
- Service functions consolidated to a single curb cut on Holgate, no curb cuts along other streets.

SECTION 3 | EDG MEETING MINUTES

ADMINISTRATIVE EARLY DESIGN GUIDANCE SOUTHEAST	
Record Number:	3035318-EG & 3035499-EG
Address:	1815 23 rd Avenue South & 2201 S Grand Street
Applicant:	Runberg Architecture Group
Report Date:	Friday, April 10, 2020
SDCI Staff:	Brandon Cummings, Senior Land Use Planner

SITE & VICINITY	
Site Zone:	NC3-75 (M) & MR (M2)
Nearby Zones:	(North) NC3-95 (M), LR3 (M1) & NC3-75 (M2) (South) C1-75 (M) & MR (M2) (East) MR (M2), NC3-75 (M2) & LR1 (M) (West) C1-75 (M)
Lot Area:	36,715 sq. ft.
Overlays:	Mt. Baker Hub Urban Village Frequent Transit Service Area Central Area Design Review Guideline Area Design Review Equity Area



Current Development:

3035318-EG, 1815 23rd Avenue South (South Block-East): The subject site is comprised of three existing tax parcels which are currently undeveloped. The site slopes downward east to west approximately six feet.

3035499-EG, 2201 S Grand Street (South Block-West): The subject site is comprised of one existing tax parcel which is currently undeveloped. The site slopes downward northeast to southwest approximately four feet.

Surrounding Development and Neighborhood Character:

The proposed project involves four development sites designed together to form a development, referred to as the Grand Street Commons, in the Mt. Baker Hub Urban Village. The West Block (3035316-EG, 1765 22nd Avenue South) occupies a full block, bordered by S State Street to the north, 22nd Avenue South to the east, S Grand Street to the south, and Rainier Avenue South to the west. The East Block (3035317-EG, 1750 22nd Avenue S) is located at the northwest corner of 23rd Avenue South and Grand St. The South Block (3035318-EG, 1815 23rd Avenue South & 3035499-EG, 2201 S Grand Street) occupies nearly a full block and is comprised of two development sites separated by an alley, and is bordered by S Grand Street to the north, 23rd Avenue South to the east, S Holgate Street to the south, and 22nd Avenue South to the west. Adjacent developments include a lowrise structure, townhomes, a single-family residence, and a multifamily residential development to the north; a multifamily residential development, Seattle Children's Play Garden, and a religious institution to the east; a mechanic shop and a service center to the south; and warehouses to the west. Immediately west of the proposed developments, principal arterial Rainier Avenue South runs northwest to southeast, bisecting the neighborhood. I-90 is two blocks to the north. The subject sites are situated on a zone boundary: most of the sites were upzoned from Commercial 1-45 to Neighborhood Commercial 3-75 (M) on 4/19/19, while the northern 50 feet of the East Block were upzoned from Low Rise 2 to Midrise (M2) on 4/19/19.

Industrial, warehouse, and commercial uses flank both sides of Rainier Avenue South. A wide right-of-way surrounded by surface parking lots and lowrise structures lend an auto-centric character with limited open space designated for pedestrians. Moving one to two blocks east and west away from Rainier Avenue South, uses shift to multifamily residential, mixed-use residential, and single-family residential. The neighborhood is transitioning, as existing one- and two-story structures are being replaced with six plus story mixed-use structures along Rainier Avenue South and townhouses between the industrial and residential uses. East of the subject sites, the principal arterial 23rd Avenue South intercepts Rainier Avenue South two blocks to the south, then abuts Seattle Children's Play Garden, Colman Playground, the Northwest African American Museum, and Jimi Hendrix Park moving northward, connecting a network of recreational and open spaces which continue north of I-90 into the Judkins Park neighborhood. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 1801 Rainier Avenue S, 2104 S Plum Street, and the future Judkins Park Link light rail station.

Access:

Vehicular access is proposed from S Holgate Street. Pedestrian access is proposed from S Grand Street and 23rd Avenue South.

Environmentally Critical Areas:

3035318-EG, 1815 23rd Avenue South (South Block-East): A mapped liquefaction zone is located on the southwestern corner of the site.

3035499-EG, 2201 S Grand Street (South Block-West): A mapped liquefaction zone is located on the southwestern half of the site.

PROJECT DESCRIPTION

Administrative Design Review for a 7-story, 202-unit apartment building with retail and office. Parking for 40 vehicles proposed. Proposed design contingent on alley vacation approval. Site consists of two development parcels: 3035499-EG is the west site and 3035318-EG is the east site. Existing building to be demolished.

The design packet includes materials that are available online by entering the record number at this website: <http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Public Resource Center
Address: 700 Fifth Avenue., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Email: PRC@seattle.gov

SEATTLE DESIGN COMMISSION MEETING SUMMARY- November 21, 2019

Agency Comments

Beverly Barnett, SDO, stated that while they were still in the pre-submittal process with Seattle Department of Construction and Inspections (SDCI) which also includes an early review by Seattle Department of Transportation (SDOT) and Seattle Public Utilities (SPU), they are open to the realignment of S Grand St near Rainier Ave S because it doesn't function well currently. Beverly then stated that because the proposed alignment change is located with the right-of-way, a vacation is not needed. Beverly then mentioned that the alignment changes they make a part of development obligations and need to meet street improvement standards and approved by SDOT.

Summary of Discussion

The Commission organized its discussion around the following issues:

- Necessity of vacation request
- Public trust considerations
- General comments

Necessity of vacation request

The SDC recognized the effect the vacation request will have on the urban form of the surrounding neighborhood. Commissioners stated that the proposed development is located within a transition area from a higher density area along Rainier Ave S to lower density residential areas along 23rd Ave and strongly recommended the project show how the form and massing of the development will positively impact that transition.

The Commission also recommended the project team continue to understand how the vacation and realignment of S Grand St will affect transportation and circulation around and through the development as the project evolves.

Public trust considerations

The SDC recognized the limited impacts the proposed alley vacation will have on the elements highlighted in council policies but questioned how the development will engage and relate to the street edge. The commission strongly recommended the project team look at the building perimeter and how it will interact with the surrounding streetscape. Commissioners were specifically concerned with the building facades not facing S Grand St and recommended the project team be attentive to how each façade is treated.

General comments

The SDC commended the project team for providing a traffic analysis for Rainier Ave S and the surrounding streets. Commissioners agreed that the analysis provided better understanding as to how the proposed realignment along Grand St will respond to traffic issues.

The Commission expressed concern about the proposed location of public space along Rainier Ave S. Commissioners recommended the project team provide more information as to how the public space will be used as well as how it will feel public rather than serving as an extension of the commercial and retail space along S Grand St. Commissioners encouraged the project team to think about how to create a public amenity for the entire neighborhood.

The SDC also stressed the importance of meaningful community engagement and strongly recommended the project team to broaden outreach to better reflect the diversity of the larger community. Commissioners requested more information on outreach as the project team moves forward. The SDC also requested more information on how the project is including City

community preference policies as well as more information as to what types of businesses could be located retail spaces, encouraging the project team to consider providing space for locally owned and minority owned businesses.

ADMINISTRATIVE EARLY DESIGN GUIDANCE April 10, 2020

PUBLIC COMMENT

SDCI received the following comments:

- Expressed interest in acquiring a portion of the alley shared with the adjacent property.

The Seattle Department of Transportation offered the following comments: 3035316-EG, 1765 22nd Avenue South (West Block):

- Stated that only one off-street loading berth may be required.
- Supported consolidating vehicle access to a single curb cut on S State Street.
- Recommended wider sidewalks on Rainier Avenue South of 8' to 10' to provide additional space for future Rainier RapidRide service.
- Supported that the loading space be designated to accommodate on-site solid waste collection.
- Supported the voluntary curb bulbs onto S State Street, 22nd Avenue South, and S Grand Street.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/gpd/edms/>

SDCI PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

ADMINISTRATIVE EARLY DESIGN GUIDANCE

1. **Massing and Site Configuration:** Staff considered the three massing alternatives, which are very similar in terms of in height and bulk but differ in the proposed modulation and articulation at the north west corner of the structure. Staff also considered the design of the massing if the alley vacation was not permitted and is generally supportive of the preferred massing alternative (Option 3), noting the faceted corner helps to frame the entry portal

into the Grand Street Commons development and the modulation provided on the north and south facades begin to break down the bulk of the massing. Continue to explore how the building massing relates to the adjacent properties and develop a design that alleviates potential massing impacts on properties to the south of the site. **(CS2-A-2. Architectural Presence, CS2-D-1. Existing Development and Zoning)**

- a. Staff is concerned with lack of modulation in the preferred massing along the east property line, which will be prominently visible from 23rd Avenue South. Staff recommends breaking down the scale and perceived bulk of the upper level massing through secondary architectural elements/material treatment that help convey the notion of the Japanese engawa. **(CS2-1-b. Transition using Massing and Articulation, DC2-A-2. Reducing Perceived Mass)**
 - b. Staff supports the vertical recess provided along S Grand Street, which begins to break down the scale of the building as experienced from within the development. Continue to explore how the design of the north façade will reinforce the massing modulation and further break down the perceived bulk and scale. **(DC2-A-2. Reducing Perceived Mass)**
 - c. Staff supports the massing modulation along the south façade to allow for a large outdoor amenity space that takes advantage of the solar orientation. **(CS1-B-2. Daylight and Shading)**
2. **Facade Composition:** Staff supports the proposed architectural design concept for the Grand Street Commons development, which embraces the cultural heritage of the community as expressed through the outdoor room. Staff also supports the relationship established between the structures by incorporating the portico, the stoop, and the Japanese engawa across the development. As the project design evolves, explore how the massing and material application can be unique to each building while reinforcing these established relationships. Staff requests elevations/perspectives of all facades be provided at recommendation to clearly illustrate how the buildings relate to one another.

- a. Staff recommends selecting a material palette that fits well into the neighboring context, applied in a manner that helps break down the massing to a more appropriate scale, and reinforces the proposed shifts in the massing along all facades. Staff also recommends the applicant consider how views into the development can influence their application strategy, especially along the north façade, which is prominently visible at the southern terminus of 22nd Avenue South. **(CS2-A-2. Architectural Presence, DC4-A-1. Exterior Finish Materials, DC4-2-a. Reinforce Local Cultural References)**
- b. Echoing public comment, staff supports the use of facade articulation as shown on the building facades and recommends the inclusion of secondary architectural elements to provide depth and visual interest to the building. Staff also supports the inclusion of balconies along 23rd Avenue South, creating a visual connection

between the residential units and greenspace to the east of the site. **(DC2-A-2. Reducing Perceived Mass, DC2-C-1. Visual Depth and Interest)**

- c. Staff encourages a high level of transparency be provided on the ground floor at the north west corner of the structure to allow visual connections into the retail space from the public plaza. **(PL3-C-1. Porous Edge)**

3. Primary Entries and Ground Level Uses:

- a. Staff supports the proposed location for the building's residential entries, which locate the primary residential entry on the interior of the site along S Grand Street and a secondary residential entry along 23rd Avenue South. To help improve visibility, Staff recommends incorporating additional design elements, signage, and vertical design cues to highlight the residential entries and lobby. Staff also recommends the design of the primary residential entry be easily distinguishable from the entries into the nearby retail and office spaces. **(PL3-A-2. Common Entries)**
- b. Staff supports the proposed layout of the ground level uses for the preferred massing alternative, which creates a strong retail presence along the public plaza at the west end of the structure. Staff also supports locating the office use at the northeast corner of the site which allows for the residential lobby to be prominently visible within the development. **(PL3-C-2. Visibility, PL3-C-3. Ancillary Activities)**

4. Landscaping/Amenity Areas:

- a. Staff supports the design and location of the landscaping and upper level amenity area as shown in Option 3. Staff encourages the use of vegetation to break down the scale of the large amenity area recommends exploring how the intended usability of these areas will continue to influence the design as the project evolves. **PL1-2-f. Rooftop Vegetation, DC3-B. Open Space Uses and Activities, DC3-C-2. Amenities/Features)**
- b. Staff is concerned with the lack of ground level amenity space along S Grand Street and recommends the applicant explore how the design can evolve to introduce more placemaking opportunities at the ground level. **(PL3-2-g. Voluntary Spaces)**

5. Vehicular Access and Service Uses:

- a. Staff supports locating access to the on-site parking and trash storage area of S Holgate Street, minimizing potential conflict between pedestrian traffic on the interior of the development and vehicles accessing the parking. However, Staff is concerned with the design of the loading area near 23rd Avenue South and recommends incorporating a combination of design and safety elements to connect the sidewalk adjacent to the building to the sidewalk along 23rd Avenue South,

improving the pedestrian flow in this area. **(DC1-B-1. Access Location and Design, DC1-C-4. Service Uses)**

DEVELOPMENT STANDARD DEPARTURES

At the time of the EARLY DESIGN GUIDANCE review, no departures were requested.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use
CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation
CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography
CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.
CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat
CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote

continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water
CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible
CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

Central Area Supplemental Guidance:

CS1-1 Local Topography

CS1-1-a. Respond to Local Topography: Respond to local topography with terraces, stoops, stepping facades, or similar approaches. Use appropriately scaled rockeries, stairs, and landscaping to transition between the sidewalk, building facade, and entrances in keeping with local topographic conditions, and existing neighboring approaches.

CS1-1-b. Step Fencing and Screening: If fencing or screening is included in the design, it should step along with the topography.

CS1-2 Connection to Nature

CS1-2-a. Impact on Solar Access: Be sensitive to the project's impact on solar access to adjacent streets, sidewalks, and buildings. Where possible, consider setting taller buildings back at their upper floors, or pushing buildings back from the street and providing wider sidewalks so sunlight can reach pedestrian level spaces and neighboring properties. Ensure sunlight reaches building entrances whenever possible.

CS1-2-b. Provide Vegetation: Provide vegetated spaces throughout the project. Vertical green walls are encouraged in addition to landscape beds.

CS1-2-c. Gardens and Farming Opportunities: Incorporate edible gardens and urban farming opportunities within the design, both at grade, and on the roof for larger buildings.

CS1-2-d. Unify with Landscaping: Unify streets through street trees and landscaping.
a. Consider tree species as a unifying feature to provide identifiable character to a street or project.
b. Incorporate an irrigation plan for the trees and other landscaping proposed to ensure maintainability of the plants, or include low-maintenance, drought-resistant species.

CS1-2-e. Protect Sidewalks: Create protected sidewalks by utilizing planter strips with lush landscaping, to help create a "room" between the street and the building.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood
CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Central Area Supplemental Guidance:

CS2-1 Transition and Delineation of Zones

CS2-1-a. Provide Privacy Layering and Scale: Where denser zones transition to lower density residential zones, provide privacy layering and scale for ground related entrances, porches, and stoops on facades facing the less dense residential zone.

CS2-1-b. Transition using Massing and Articulation: In addition to building height, use building massing and articulation to transition to single-family scaled fabric. Other acceptable methods include setbacks, building footprint size and placement on the site, building width, façade modulation, and roof line articulation.

CS2-1-c. Relate to Human Scale: The use of appropriately scaled residential elements, such as bay windows and balconies, on larger buildings next to single-family zones are encouraged to better relate to the human scale. This is especially important for buildings four stories and lower.

CS2-1-d. Reduce Building Mass Using Passageways: Along with smaller building massing, the use of breezeways, portals, and through-block connections help to lessen the mass of the overall building, and add to the existing network of pedestrian pathways.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Central Area Supplemental Guidance:

CS3-1 Neighborhood Context

CS3-1-a. Retain Neighborhood Character: Retain and encourage the extension of existing positive attributes of the surrounding neighborhood character.

CS3-1-b. Continue Existing Neighborhood Fabric: Where appropriate, encourage the preservation, rehabilitation, adaptive reuse, and/or addition to existing structures as a way to continue the existing neighborhood fabric.

CS3-1-c. Include High Ceilings at Ground Level: Include high ceilings in ground floor spaces of new structures consistent with older character structures in the vicinity. Floor to ceiling heights of at least 15 feet with clerestory windows are encouraged for commercial ground floors.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

Central Area Supplemental Guidance:

PL1-1 Accessible Open Space

PL1-1-a. Safety & Connectivity: Provide safe and well connected open spaces. Utilize walkways and linkages to visually and physically connect pedestrian paths with neighboring projects, shared space and public spaces such as streets. Use linkages to create and contribute to an active and well-connected open space network.

PL1-1-b. Neighborhood Nodes & Business Corridors: Larger projects around important neighborhood nodes should create generous recessed entries, corner plazas, and more usable open space adjoining the streets. Projects along dense business corridors should maintain a continuous street wall definition contributing to the area's urban feel.

PL1-1-c. Transparent Indoor Community Spaces: Incorporate transparent and open indoor community meeting spaces at the ground level of larger projects. Avoid having any window coverings or window film that permanently obscure views into or out of the space.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

PL1-2 Connection Back to the Community

PL1-2-a. Multi-Purpose Gathering Spaces: Provide cultural and place-specific open spaces that can be used for a variety of uses including social gathering, festivals, and other larger celebrations.

PL1-2-b. Weather Protection: When providing open gathering spaces for the community, include weather protection to ensure the space can remain active all year long.

PL1-2-c. Lighting, Art and Special Features: Enhance gathering places with lighting, art and features, so that the scale of the art and special features are commensurate with the scale of the new development.

PL1-2-d. Common & Accessible Open Spaces: Ensure exclusive rooftop, private, or gated open spaces are not the only form of open space provided for the project. Prioritize common, accessible, ground level open space at the building street fronts and/or with courtyards that are not restricted or hidden from street views.

PL1-2-e. Hardscapes: Not all open spaces need to be landscaped; hardscapes are encouraged when sized and designed to encourage active usage. At these locations, building edges should be inviting while creating well defined open spaces for common use. These spaces are especially important close to prominent intersections, streets, and Cultural Placemaker locations. In areas where it is not feasible to be open to physical pedestrian access, visual openness should be provided.

PL1-2-f. Rooftop Vegetation: When providing vegetation at the roof level, consider urban agriculture instead of a passive green roof to provide residents access to fresh produce.

PL1-3 Livability for Families and Elderly

PL1-3-a. Safe Play Areas: Provide safe areas for children to play where they can be seen. Incorporate seating areas nearby for parents, guardians, and other community members to congregate.

PL1-3-b. Rooftop Gathering Spaces: Consider utilizing building rooftops as an opportunity for family gathering and gardening.

PL1-3-c. Preserve Alleys for Access and Use: Where applicable, preserve alleys for pedestrian access and service use. Provide adequate lighting, transparency and entrances to ensure active usage.

PL1-3-d. Multi-Generational Gathering Spaces: Provide multi-generational community gathering spaces for young and old to recreate and converse together.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work/residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Central Area Supplemental Guidance:

PL3-1 Frontages

PL3-1-a. Design Elements: Encourage color, material, and signage variation in storefront design.

PL3-1-b. Emulate Pedestrian-Oriented Context: Design ground floor frontages in commercial and mixed-use areas that emulate or improve upon the surrounding pedestrian-oriented context, while acknowledging the pedestrian patterns that exist.

PL3-1-c. Promote Transparency: Promote transparency and "eyes on the street." No reflective or obscure glass should be used. Discourage retailers from putting display cases or window film up against windows to maintain transparency into commercial spaces.

PL3-1-d. Step Storefronts Along the Grade: Avoid grade separations at retail. Storefronts should step along with the grade (ex: 30' max length of any floor level on a sloping frontage) with a focus on accessibility.

PL3-1-e. Frequent Entrances and Expressed Breaks: In pedestrian-oriented commercial areas, provide frequent entrances and expressed breaks along storefronts through columns or pilasters at regular intervals of 25 to 30 feet, to accommodate and encourage smaller retailers and community-oriented businesses.

PL3-1-f. Live/Work Spaces: Live/work spaces should be designed to activate street frontage, maintain transparent windows, and arrange the interior to place work space at the street windows.

PL3-1-g. Couple Entries: At residential projects, provide coupled entries where possible to foster a sense of community and visual interest in building entry ways. Provide generous porches at these entries to encourage sitting and watching the street.

PL3-1-h. Exterior Access at Ground Level: Provide exterior access to ground floor residential units. This interior/exterior connection should occur frequently with entrances placed at a regular interval.

PL3-2 Streetscape Treatment

PL3-2-a. Emphasize Building Relationship to the Street: Emphasize the relationship between buildings and their entrances to the street, pedestrians, and neighboring buildings both adjacent and across the street. Provide special treatment through paving or building materials to highlight each business's presence along the street.

PL3-2-b. Recessed Business Entries: Provide recessed business entries to encourage a slower pedestrian pace where people have time sheltered space to stop and gather.

PL3-2-c. Overhead Weather Protection: To protect pedestrians along the sidewalk, provide awnings or overhead weather protection at all non-residential frontages, neighborhood nodes, and on west-facing facades with a minimum depth of 6'. Larger commercial projects should have more deeper coverage, with a minimum depth of 8' at all street frontages, especially street corners.

PL3-2-d. Pedestrian Environment: Encourage a quality pedestrian environment that provides safe, comfortable routes for pedestrians that reflect the existing character of the building fabric.

PL3-2-e. Activate the Planter Zone: Encourage activation of the planter zone to include community gardens, as well as street trees and pedestrian furniture (with SDOT concurrence).

PL3-2-f. Limit Solid Barriers and Blank Walls: Limit the placement of solid barriers or blank walls next to the sidewalk. Consider using landscape buffers instead.

PL3-2-g. Voluntary Spaces: Provide voluntary space abutting the sidewalk right-of-way for businesses to utilize (ex: cafes, produce markets, street markets, food vendors, buskers, pop-up shops, etc.).

PL3-2-h. Complete Streets: Encourage a safe, comfortable environment for pedestrians with components of complete streets (ex: wide planter zones, wide sidewalks, and/or building setbacks to allow for usable porches, stoops, and outdoor seating).

PL3-2-i. Porches and Stoops: Porches and stoops are the life of the street. Encourage human activity by providing opportunities for neighbors to connect, walk, and talk together on the sidewalk.

PL3-2-j. Buffer Private Outdoor Spaces: To facilitate usable stoops and patios, and to encourage pedestrian-to-resident interaction, buffer private outdoor spaces from the public sidewalk with low walls, planters and landscape layering that defines the private space yet allows for face to face conversations. Tall "privacy walls" or fences are not acceptable.

PL3-2-k. Raise Private Stoops Above Sidewalk Grade: If floor levels and site grading allows, the private stoop at residential units should be raised above sidewalk grade, using 30" as an average height, with universal access to the unit included elsewhere.

PL3-2-l. Discourage Recessed Residential Patios: Residential patio levels recessed more than 18" below the adjacent sidewalk grades are discouraged and should be used discerningly, as they can hinder interaction, and may create safety and maintenance issues.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving All Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all design points of access.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonef, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that hAvenue human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be easily

determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

Central Area Supplemental Guidance:

DC2-1 Building Layout and Massing

DC2-1-a. Clarify Concepts: Project concepts should be intelligible and clear. Clarity makes knowledge of the design acceptable, thus a larger portion of the community will be able to participate in the planning and design process.

DC2-1-b. Engage the Ground Plane: Building design should relate to the earth, using building forms and massing that engage the ground plane, rather than 'float above'. Ground level transparency should still occur on major pedestrian and commercial streets.

DC2-1-c. Encourage Smaller and Varied Building Forms: Smaller and varied building forms are encouraged. Larger building forms should divide their mass up so that it does not appear as one, monolithic building. These breaks in massing and differentiation should take cues from the surrounding fabric. Vertical and horizontal datums and patterns can help provide a guide for how to articulate and break down the overall massing. Modulated façades for large buildings keep the building inviting and consistent with the finer-grain fabric found in the Central Area neighborhood. As such, projects should use 50' – 75' massing widths as a guide for modulation.

DC2-1-d. Relate Scale and Form to the Adjacent Public Realm: Appropriately scale buildings so that they relate to the scale and form of the adjacent public realm (i.e. the width of the streets and/or affronting open spaces and adjacent smaller scale zones).

DC2-1-e. Façade Impacts: Consider all sides of the building and the impacts each façade has on its immediate neighboring context. If building on a slope, consider the project's rooftop as well.

DC2-1-f. Consider Climate: Consider how each façade may respond to climate conditions such as solar shading and prevailing winds.

DC2-1-g. Upper Floor Setbacks: Consider upper floor setbacks along secondary retail zones. In these less dense areas, tall does not always mean urban. Walkable urban places can be achieved at a smaller scale with buildings that hAvenue visual texture through their retail frontage, pedestrian scaled signage, tile details, and accented knee walls, as demonstrated by the businesses along Union St, west of 23rd Avenueue.

DC2-1-h. Encourage Family-Sized, Ground-Level units: Where compatible with the surrounding streetscape, family sized, ground related apartment units (2 and 3 bedrooms) with usable adjacent open spaces are encouraged.

DC2-1-i. Cluster Small Businesses: Encourage clusters of small and local businesses together.

1. Reduce the scale of commercial façades so that they are conducive to small business tenants.
2. Include commercial spaces with smaller footprints to promote and accommodate local establishments at street level.

DC3-A-2. Extend the Public Realm: Provide generous common space, including shared courtyards and plazas that serve as extensions of the adjacent public realm.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

Central Area Supplemental Guidance:

DC4-1 Screening

DC4-1-a. Artistic Opportunity: When screening or fencing is used, it should be designed as an artistic opportunity.

DC4-1-b. Allow for Views: Design screening height, porosity, and materials to allow for views in and out of the site, and visual interaction with the public realm.

DC4-2. Building Materials

DC4-2-a. Reinforce Local Cultural References: Consider vibrant and bold uses of color, materials, texture, and light to reinforce local cultural references.

DC4-2-b. Variation and High-Quality Materials: Encourage variation in building materials and employ high quality materials.

DC4-2-c. Reuse Building Materials: Salvage building materials from the site when possible. If reusable materials, such as brick, are removed from demolished buildings, use them in the new development as visible building components.

DC4-3. Building Details and Elements

DC4-3-a. Natural Ventilation: Provide operable windows in a way that promotes natural ventilation.

DC4-3-b. Reflect Human Scale and Craftsmanship: Incorporate building materials and details that reflect human scale and the craftsmanship of the building process (ex: use of brick or wood for exterior cladding).

DC4-3-c. Add Human Scale and Façade Texture: Incorporate elements such as bay windows, columns, and deep awnings which add human scale and façade texture.

DC4-3-d. Exhibit Rhythm and Transparency: Façades should exhibit a rhythm of fenestration, and transparency of the inside program out to the public realm.

Central Area Supplemental Guidance:

A.1-1 History and Heritage

A.1-1-a. Express African and Black American Presence: Provide design features to express the African and Black American presence within the neighborhood. Create "pockets of culture" to represent both the Black American identity within the Central Area, as well as other heritages that Avenue had a large impact on the Central Area's past.

A.1-1-b. Include Visual Arts in the Design Concept: Consider including visual arts as an integral part of the design concept along main street building façades, within highly trafficked pedestrian areas, and within open spaces.

A.1-1-c. Encourage Blank Walls with Art: Use any newly created blank walls and surfaces for the visible expression of art that references the history, heritage, and culture of the community.

A.1-1-d. Interpretive Storytelling: Include interpretive opportunities (through visual art, signage, markers, etc.) that tell the story of the neighborhood's history in engaging ways.

A.1-1-e. Reflect Racial, Economical and Multi-Generational Character: Encourage the building design to reflect the racial, economical, and multi-generational character of the community.

A.1-1-f. Support the Black Veteran Community: Developments are encouraged to provide housing and/or amenities for the Black Veteran community.

A.1.1-g. Local Activities and Interests: Provide amenities appropriate to the activities and interests of the local community, such as basketball hoops, chess boards, tot lots and other family oriented activities.

A.1.1-h. Encourage Bicycle Use and Parking: Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local business. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack similar "Inverted U" or "style" type. The bicycle racks may also be an opportunity for placemarking, such as having a uniform color for bike racks within the Central District or having distinctive place-names designed into the racks.

A.1.2. 23rd and Union Character Area

A.1.2-a. Community Characteristics: Community characteristics that are unique to this area include:

1. A cohesive neighborhood grain with historic character that establishes the area as a destination for the surrounding community.
2. An established, pedestrian-scaled neighborhood-commercial area, with a mix of both commercial and residential uses, grounded by locally-owned businesses and institutions.
3. Hub of the African and Black American community.
4. Diverse range of shops, restaurants, entertainment, and places of worship.

Specific buildings to note are the Central Cinema (1411 21st Avenue) and Katy's Cafe (2000 E Union St).

A.1.2-b. Provide Accessible Open Space and Community Gathering Opportunities: In this area it is especially important to provide additional accessible open space and community gathering opportunities, for example plazas adjacent to the public sidewalks.

A.1.3. 23rd and Cherry Character Area

A.1.3-a. Community Characteristics: Community characteristics that are unique to this area include:

1. Smaller-scaled fabric with many culturally specific restaurants, as well as community and youth-centered resources.
2. Specific places to note are Garfield High School (400 23rd Avenue), Garfield Community Center (2323 E Cherry St), Quincy Jones Performing Arts Center (400 23rd Avenue), Medley Park, and the Rainier Beach Pool (500 23rd Avenue), and Entree Community Center (2402 E Spruce St).

A.1.4. 23rd and Jackson Character Area

A.1.4-a. Community Characteristics: Community characteristics that are unique to this area include:

1. Larger-scale, mixed-use commercial district with opportunities for startups, and both large and small scaled businesses.
2. Provide a local and regional destination due to its commercial developments, social services, community assets, and shops for daily household needs.
3. Specific places to note are the Pratt Fine Arts Center (1902 S Main St), Wood Technology Center (2310 S Lane St), Seattle Vocational Institute (2120 S Jackson

St), Langston Hughes Performing Arts Institute (104 17th Avenue S), and Douglass Truth Library (2300 E Yesler Way).

Central Area Supplemental Guidance:

A.2-1 Cultural Placemakers

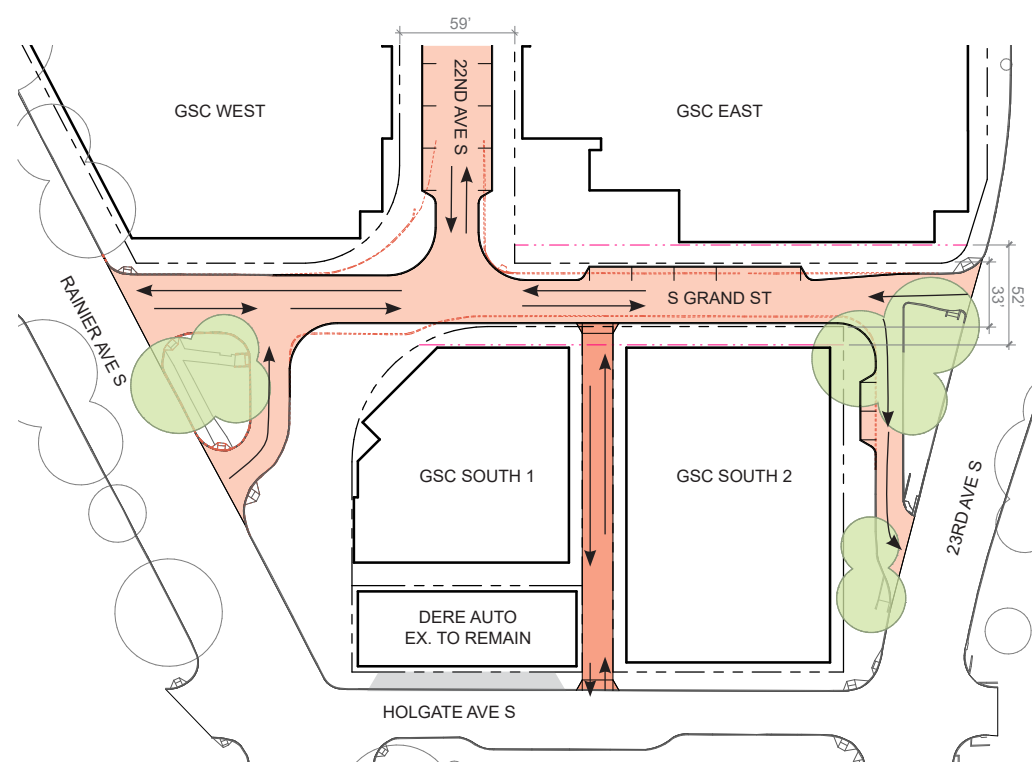
A.2-1-a. Emphasize Cultural Placemakers: Emphasize Cultural Placemakers within the community. The Cultural Placemaker map identifies several key intersections in the Central Area that serve as cultural anchors for their surrounding areas. Projects at these corner locations should stimulate activities and create visual interest to enhance the Central Area's identity and a sense of arrival, such as:

1. Providing street furniture, public art, landscape elements, pedestrian lighting, mosaics, varied paving patterns, etc.
2. Creating facade enhancements at prominent building corners.
3. Creating a building layout and setbacks that provide opportunities for open space that expand the usable space beyond the width of the sidewalks.
4. Providing larger landscape buffers at placemakers along heavier trafficked streets.

RECOMMENDATIONS

At the conclusion of the Administrative EARLY DESIGN GUIDANCE phase, Staff recommended moving forward to MUP application.

4 - TRANSPORTATION



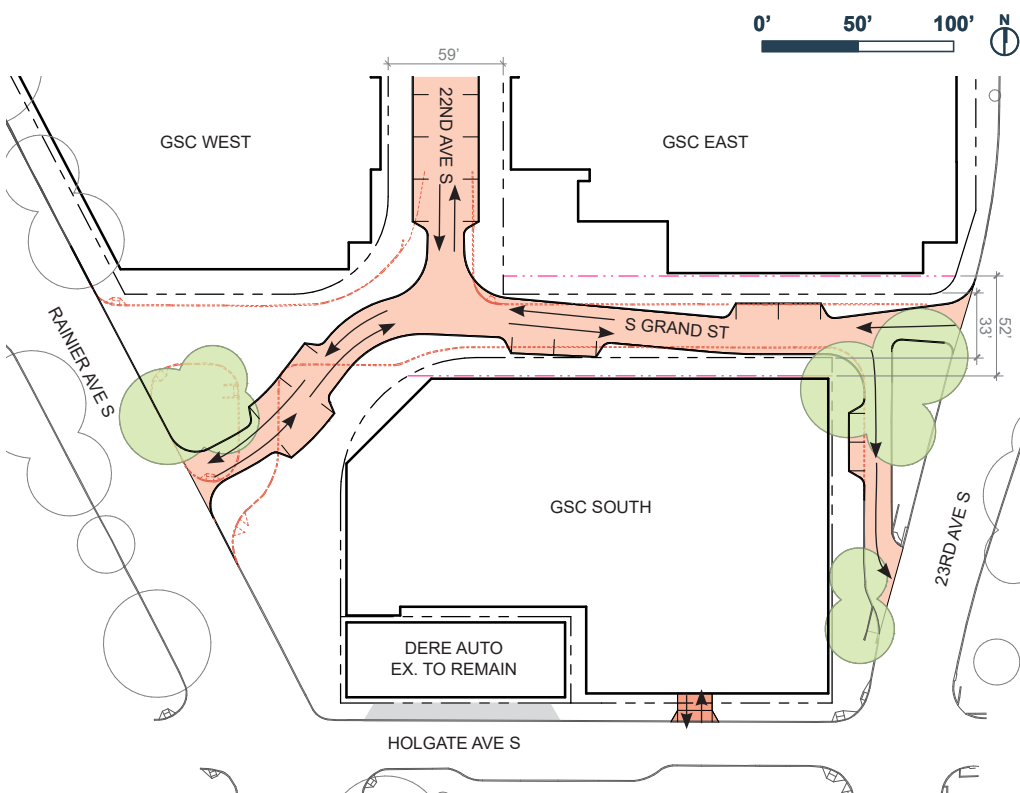
NO ALLEY VACATION
EXISTING GRAND ST. ALIGNMENT

CONSIDERATIONS:

- Increased traffic flow on Grand St: Alley/garage access will add to traffic volume.
- Traffic calming is limited: Retains straight 22' wide roadway per Streets Illustrated and SDOT base requirements.
- Less desirable for retail tenants: One sided parallel parking/loading.
- Underutilized space: Road geometry of intersection of Rainier Ave and Grand St. is undesirable (per SDOT Judkins Park Station Access Study recommendations).
- Alley does not provide utility access for the site.

LEGEND

- TRAFFIC DIRECTION
- ROADWAY SYSTEM
- VEHICULAR ALLEY
- EXISTING CURB
- PROPERTY LINE
- EXISTING TREES TO REMAIN



ALLEY VACATION
GRAND ST. REALIGNMENT

CONSIDERATIONS:

- Reduced traffic flow along Grand St: Functions better as a Neighborhood Greenway.
- Traffic is calmed: Road geometry and SDOT allowable 18' wide travel way slows traffic.
- Better parking/curbside management: East and west bound parking/loading options allows greater retail vitality and further slows traffic.
- Realigns Rainier Ave and Grand St. for safer intersection while maintaining existing trees and maximizing pedestrian area (per SDOT Judkins Park Station Access Study recommendations).



The project is located in an area of the city where North-South movement is accessible and convenient, offering pedestrian and bike paths, vehicle and public transportation routes to Capitol Hill, First Hill, North Beacon Hill, Mount Baker Town Center, and beyond.

CONSTRAINTS

- Noise from nearby light industrial uses
- Noise from Rainier Ave S & I-5
- High voltage power lines on 22nd Ave S for south portion of lot
- Future SDOT plans to narrow 22nd Ave S

OPPORTUNITIES

- Fast transit routes to Capitol Hill, First Hill, North Beacon Hill, & Mount Baker Station as well as future transit station to Eastside
- Corner site can provide visible neighborhood marker
- Transitioning neighborhood design

- Main Vehicular Route
- Bus Route
- Bicycle Route
- Main Pedestrian Route
- Park
- Future BRT Stop*
- Environmental/Traffic Noise

Walk Score
73
Very Walkable
Most errands can be accomplished on foot.

Transit Score
67
Good Transit
Many nearby public transportation options.

Bike Score
79
Very Bikeable

*Future Bus Rapid Transit Stop as indicated by SDOT Pedestrian Master Plan (July 2016)



A



B



C



D

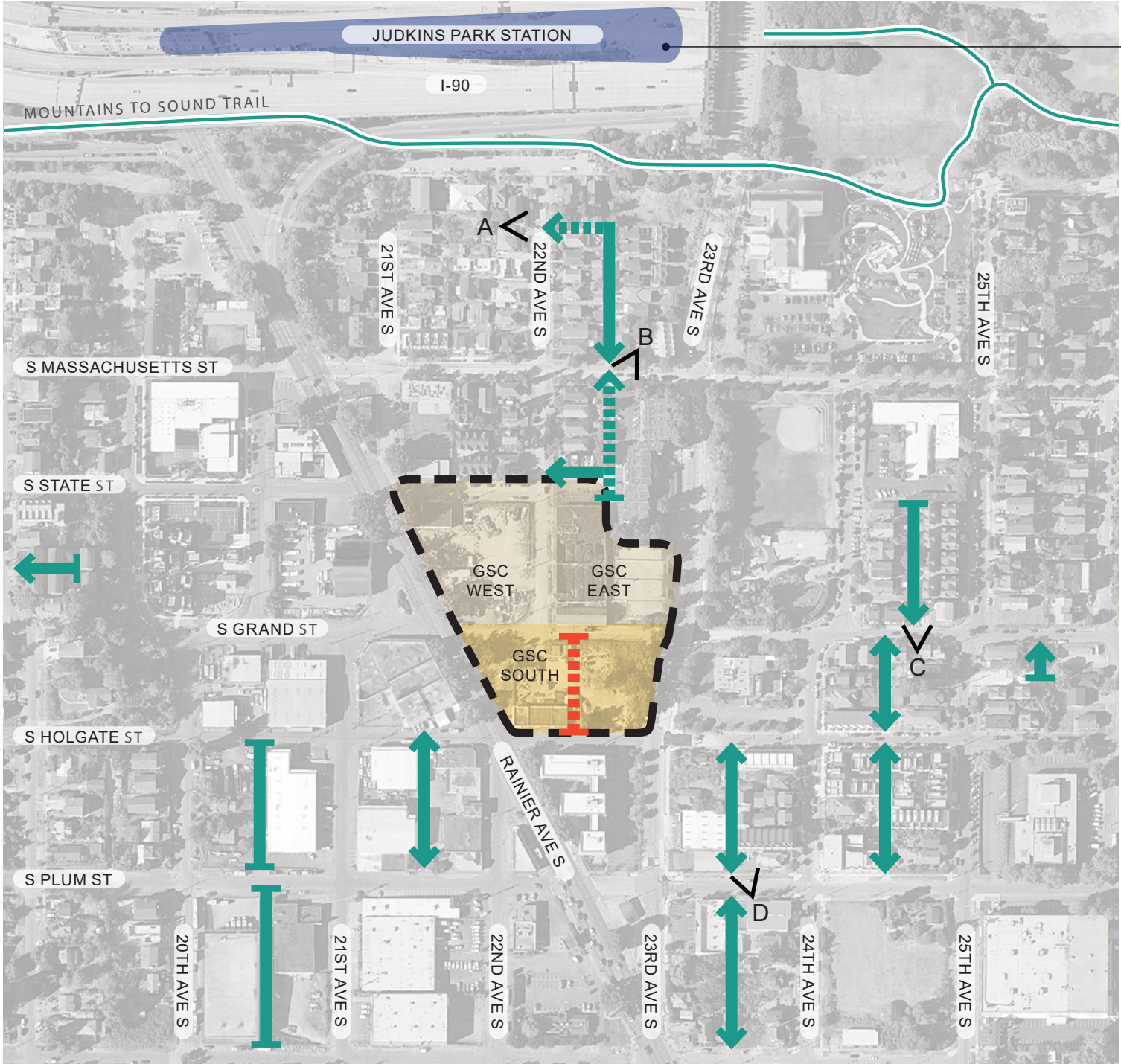


E

ALLEY NETWORK CHARACTER



F



ALLEY NETWORK FRAGMENTATION

LIGHT RAIL
STATION ENTRY

LEGEND

- PROJECT SITE
- ADJACENT ALLEYS
- PROJECT SITE ALLEY PLAT

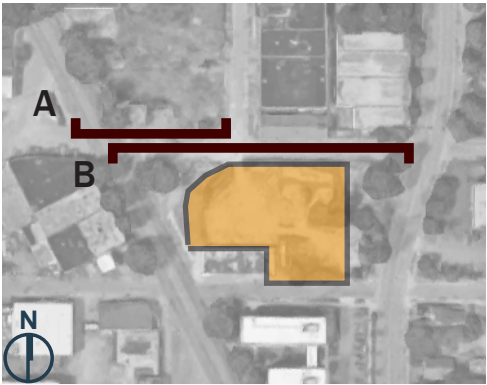
SECTION 4 | EXISTING STREETScape



A. NORTH ELEVATION OF GRAND STREET



B. SOUTH ELEVATION OF GRAND STREET



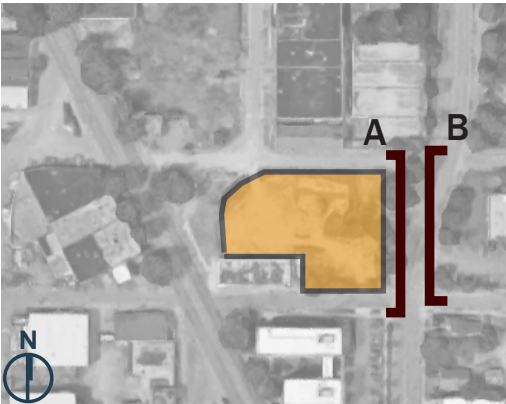
PROJECT SITE



A. WEST ELEVATION OF 23rd AVE S



B. EAST ELEVATION OF 23rd AVE S

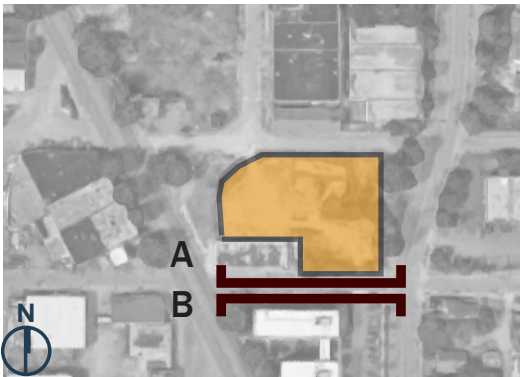




A. NORTH ELEVATION OF S HOLGATE STREET



B. SOUTH ELEVATION OF S HOLGATE STREET



PROJECT SITE



S GRAND ST
A. EAST ELEVATION OF RAINIER AVE S

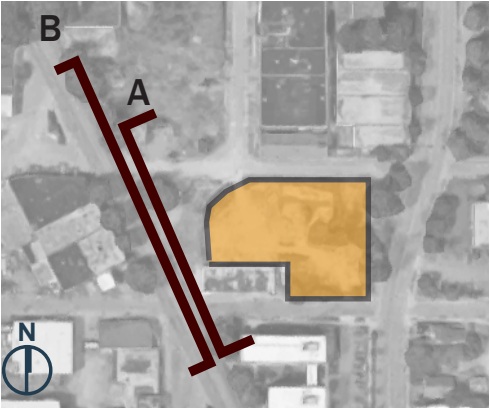
S HOLGATE STREET



S HOLGATE STREET

S GRAND ST

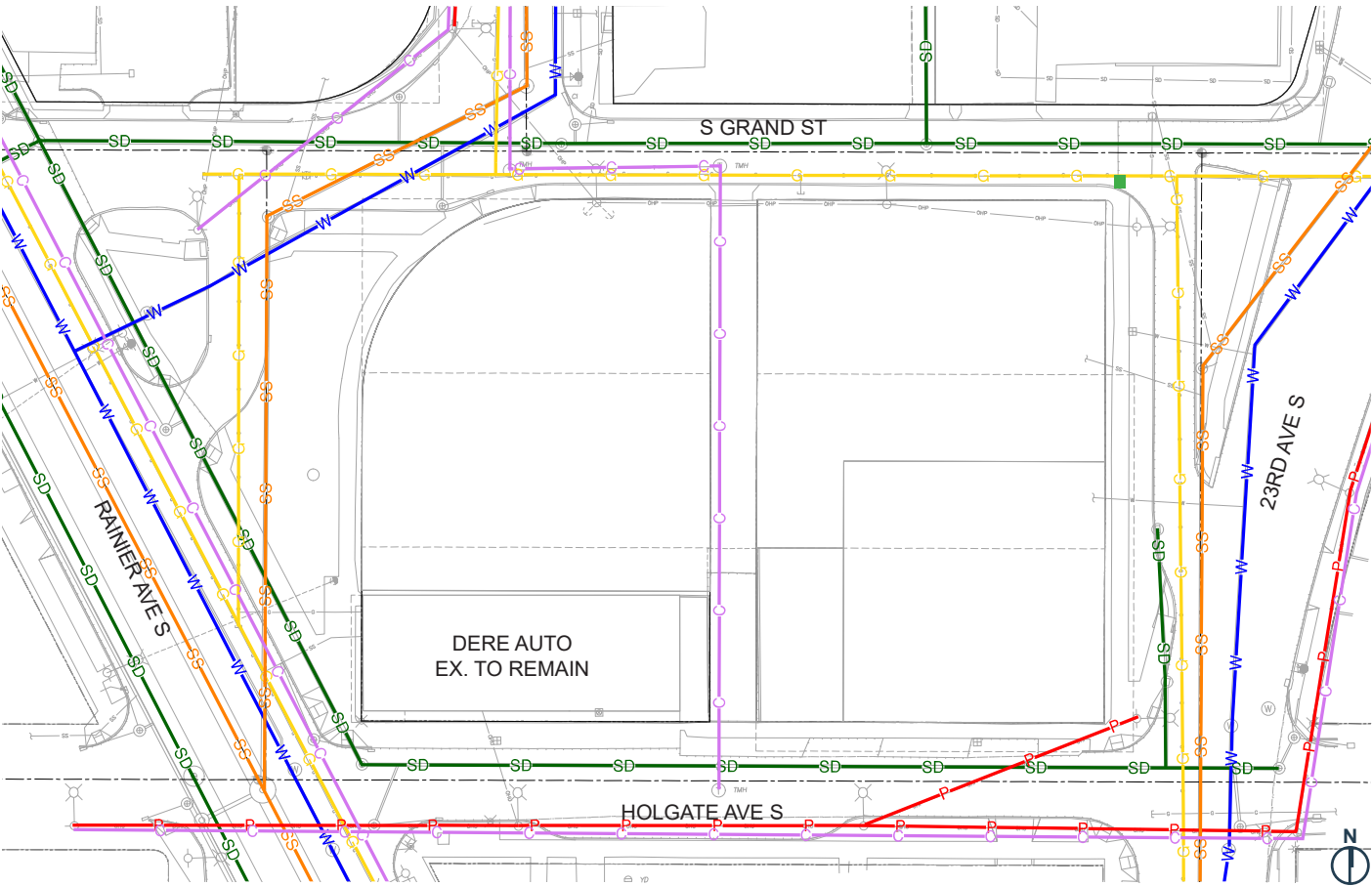
B. WEST ELEVATION OF RAINIER AVE S



5 - UTILITIES

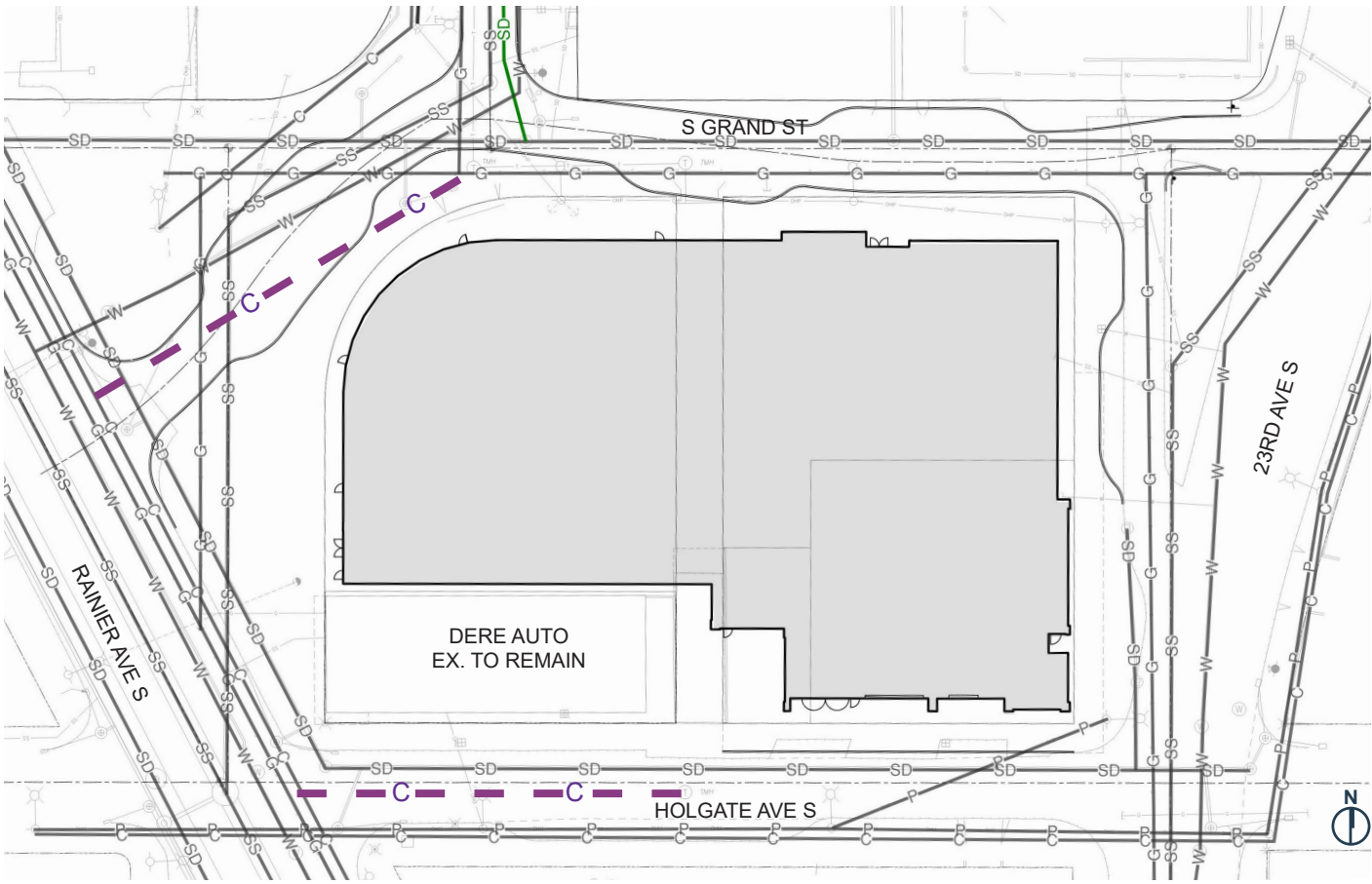
SECTION 5 | UTILITIES

The existing alley contains one active utility, a CenturyLink ductbank. As part of this proposal, the CenturyLink infrastructure is planned to be rerouted west of the project and planned to remain underground. CenturyLink has been engaged and is providing feedback to the project team, including infrastructure requirements and connection locations for the reroute.



EXISTING CONDITION

- SD STORM DRAIN
- SS SANITARY SEWER
- W WATER
- P POWER
- C COMMUNICATIONS
- G NATURAL GAS



PROPOSED CONDITION

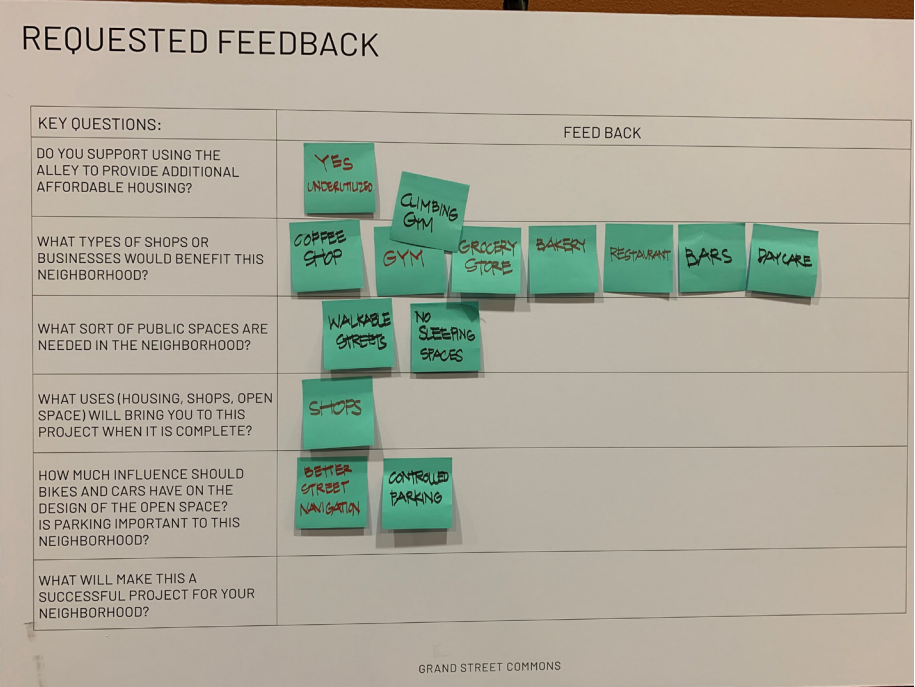
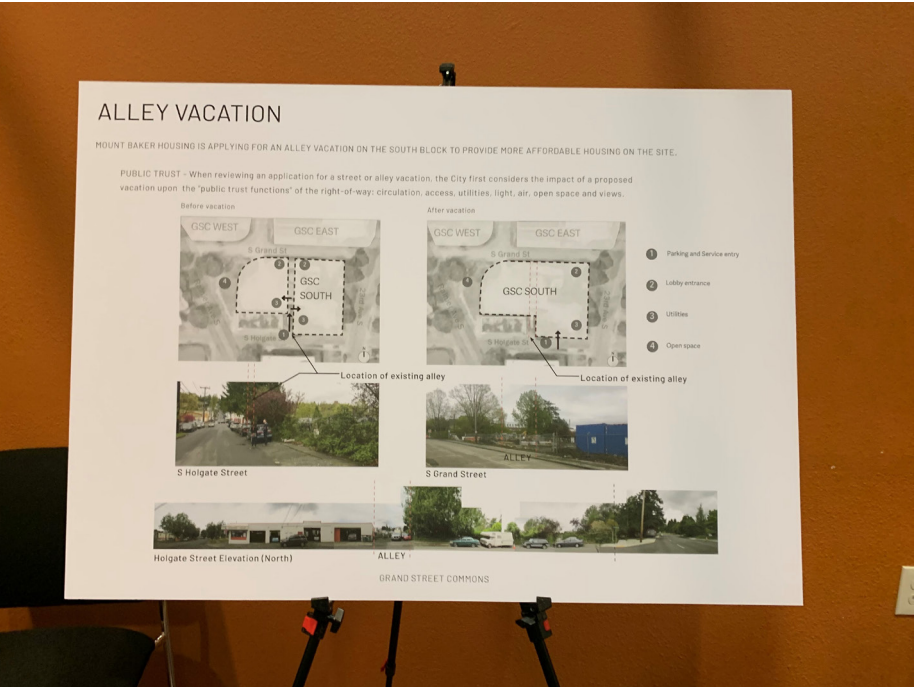
- SD STORM DRAIN - RELOCATED
- SD STORM DRAIN - EXISTING TO REMAIN
- SS SANITARY SEWER - EXISTING TO REMAIN
- W WATER - EXISTING TO REMAIN
- P POWER - EXISTING TO REMAIN
- C COMMUNICATIONS - EXISTING TO REMAIN
- - - C - - - COMMUNICATIONS - RELOCATED
- G NATURAL GAS - EXISTING TO REMAIN

6 - HISTORIC SITES or BUILDINGS [not applicable]

7 - COMMUNITY ENGAGEMENT PLAN



NEIGHBORHOOD OUTREACH MEETING - OCTOBER 24, 2019



COMMUNITY ENGAGEMENT PLAN

The Community Engagement Plan for Grand Street Commons was submitted to the Department of Neighborhoods for review and was approved on September 16, 2019. The plan includes both printed and digital outreach to residences and businesses within 500 ft radius of the sites in the languages of - Mandarin, Japanese, Vietnamese, Spanish, English. Project hot line was set up in these languages to provide project information and seek feedbacks. The project team will attend local community meetings throughout the entitlement process to share the project's progress with the neighborhood. The development team will also host open house events for neighbors to learn more about the project and provide their feedback.

The first open house took place on October 24, 2019 in the Mount Baker Village Apartments Community Room at 2580 29th Ave S. The following is a sampling of comments collected from community members in attendance at that meeting:

- Pedestrian connections are important in and around the blocks.
- Repeated concern about homeless encampments in the neighborhood. Neighbors like the idea of gathering space but are concerned about how it will be used. Several requested it be designed in a way to discourage camping.
- Neighbors would appreciate more retail to walk to in their neighborhood. Requests included new bars and restaurants, retail, dry cleaning, and professional services.
- Liked the idea of townhouse units along 22nd Ave S.



Community feedback has helped inform the site and building design of the project to provide a place for the public to relax and interact. Key considerations below:

- Streetscape improvements along Rainier Ave S and 23rd Ave allow for better pedestrian connectivity
- The Plaza is designed for day and night time activation to improve safety.
- Daytime uses will focus on family friendly amenities within the plaza space; options include play blocks or a possible water feature, should that be feasible and approved by the City for inclusion in the right-of-way, art and seating opportunities.
- Nighttime use and safety will be promoted by inclusion of standard street lighting augmented by enhanced lighting elements. Retail has the opportunity to spill out of the south and west building retail spaces onto the plaza, helping to activate the space. Residential units above directly face the plaza and provide “eyes on the street” to promote a safe environment.
- Community serving retail mix on the ground floor to meet the goods and services needs of the community while activating the public plaza and streets

Community outreach report was approved by the Department of Neighborhoods on November 13, 2019. Early Outreach requirements are complete.

Additional community outreach on the alley vacation and project update has been mailed to residences and businesses within 500 ft radius of the sites, and emailed to key community groups and stakeholders on July 28, 2020. Additional targeted meetings with diverse community groups and stakeholders will be held throughout the process to seek feedback on the updated design and alley vacation. A project website with alley vacation information and feedback section will be released around the end of September 2020 to seek comments on the alley vacation and the project in general.

English Mailing



July 28, 2020

To Our Neighbors:

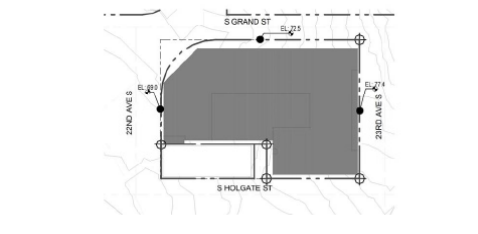
Mt. Baker Housing Association is your local community-based organization whose mission is to provide affordable housing for our South East Seattle community. We are partnering with Lake Union Partners, a local Seattle firm, on the acquisition and development of three parcels of land adjacent to the intersection of S. Grand St. and Rainier Ave. S. This letter describes the proposed project and asks that you send any comments you have about the project to Barry Baker (barry@mtbakerhousing.org) or Brendan Lawrence (brendan@lakeunionpartners.com) so that your comments can be included in the public record and considered as the designs and approvals for the project move forward.

Project Description and Status

In partnership with Lake Union Partners, Mt. Baker Housing plans to develop a transit-focused multifamily apartment community called Grand Street Commons. Mt. Baker Housing intends to provide 202 multifamily apartment units serving families earning up to 60% of Area Median Income in King County (\$71,640 for a family of four). Lake Union Partners plans to provide an additional 312 units of affordable housing for families at 60%-80% Area Median Income, and 420 market rate apartments. As the property is located less than a quarter of a mile from the future Juddins Park light rail station, Grand Street Commons will be served by transit in addition to other existing neighborhood services. We hope to build a place where people will live, work, raise families and thrive as a community.

The existing buildings on the site have been demolished and the site has been fenced to prepare for the development.

We have started the permitting process and we welcome and appreciate neighborhood input and engagement. You can review project documents at the Seattle Services Portal website (<https://cosacella.seattle.gov/Portal/welcome.aspx>), by entering into the search field Project # 3035498-LU for Mt. Baker Housing's building, and Project # 3035344 for Lake Union Partners' buildings.


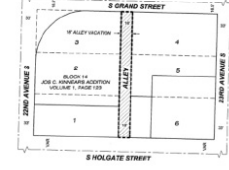


As part of this project, Mt. Baker Housing is petitioning the City of Seattle to vacate the alley that divides the parcels between Holgate and Grand Street. With the alley vacation, Mt. Baker Housing will be able to construct a single building of affordable housing, instead of splitting this portion of the site into two buildings. This will allow for a more efficient building design, resulting in approximately 45 additional affordable housing apartment units. We also plan to create a large public plaza along S. Grand Street and 22nd Avenue, which will transform this underutilized intersection into a community gathering space.

The vision and goals for the alley vacation are:

1. Create a vibrant and affordable housing community.
2. Create an active pedestrian experience and create a public plaza on S. Grand Street and 22nd Avenue.
3. Integrate this new community with the neighborhood
4. Re-align the 22nd Avenue spur to the intersection of 22nd Avenue and S. Grand Street to improve vehicular and pedestrian safety
5. Eliminate the intersection of S. Grand Street and Rainier Ave. S. to improve vehicular and pedestrian safety.
6. Activate uses on Grand Street.
7. Create a more pedestrian-friendly experience on the way to and from the Eastlink light rail station

We would like to hear any questions or comments you may have regarding the alley vacation and broader project. What would you like to see this project bring to the neighborhood? Will you use the proposed public plaza? How can the project be most successful in your opinion?



You can contact the project managers for these two proposed buildings. Their contact information is listed at the end of this letter. Please note that any information collected may be made public.



We are excited to bring affordable housing to this location, where residents will have access to transportation, services, walkability, and economic opportunity. In the meantime, please contact either of the project managers listed below if you have any questions or comments about this project. We look forward to connecting with you!

Sincerely,

Barry Baker
Mt. Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
brendan@lakeunionpartners.com
206-290-1097

Chinese-Mandarin Mailing



2020年7月28日。

致各位邻居：

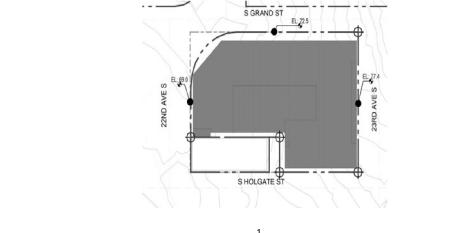
Mt. Baker Housing Association 是一家基于本地社区的组织，其使命是为西雅图东南部社区提供经济适用房。我们将与西雅图本地的 Lake Union Partners 合作，收购并开发毗邻南圣格兰德街（S. Grand St.）和雷尼尔大道南段（Rainier Ave. S.）交叉口的三个地块。本文介绍了此计划并在此邀请您将对该计划的任何意见发送到 Barry Baker (barry@mtbakerhousing.org) 或 Brendan Lawrence (brendan@lakeunionpartners.com) 处，以备录入公共档案，为项目的设计和审批提供参考。

项目介绍及现状

Mt. Baker Housing 联手 Lake Union Partners 计划一起开发一个以交通为核心的多户公寓社区。名为 Grand Street Commons。Mt. Baker Housing 计划提供 202 套多户型公寓，服务收入不足金县地区收入中值（四口之家 71,640 美元）60% 的家庭。Lake Union Partners 计划再为收入为本地区中值 60% - 80% 的家庭提供 112 套经济适用房，以及 420 套商品房。由于该地区距离未来的 Juddins Park 轻轨站不到四分之一英里，除其他现有的社区服务外，格兰德街居民将拥有良好的交通条件。我们希望建立一个人们能够安居乐业、养儿育女、兴旺发达的社区。

该地区现有建筑物已拆除，周边建好了围墙以备开发。

公司已经启动了审批程序。对于社区的意见和参与我们将热烈欢迎且不能感谢。您可以在西雅图公共服务门户网站 (<https://cosacella.seattle.gov/Portal/welcome.aspx>) 查看项目文件，在项目搜索栏输入 Project# 3035498-LU，对应 Mt. Baker Housing 项目，Project# 3035344 对应 Lake Union Partners 项目。


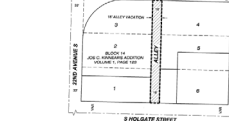


作为该项目的一部分，Mt. Baker Housing 正在请求西雅图市厅腾出将霍尔盖特（Holgate）和格兰德街（Grand Street）地块分隔开的小巷。小巷腾出后，Mt. Baker Housing 将只建造一栋经济适用房，而不是由于地块分割建造两栋。这将提高建筑效率，额外提供大约 45 个经济适用房公寓。我们计划沿南格兰德街和 22 大道打造一个大型公共广场，将这个未被充分利用的十字路口改造成为一个社区聚会活动点。

腾出小巷的愿景和目标：

1. 创建一个充满活力且经济的住房社区。
2. 提高步行体验并在圣格兰德街和 22 大道上创建一个公共广场。
3. 使这个新社区与邻近地区融为一体。
4. 调整第 22 大道支线，达到第 22 大道和南格兰德街的交叉口，以改善车辆和行人的安全。
5. 取消圣格兰德街和雷尼尔大道南段的交叉路口，以提高车辆和行人的安全。
6. 激活格兰德街各项设施使用。
7. 为来往 Eastlink 轻轨车站创造更友好的步行体验。

我们很乐意听到关于小巷腾让和整体项目的任何疑问或意见。您希望这个项目给社区带来什么？愿意使用所提议的公共广场吗？按您的看法，这个项目怎么做才能最成功？



您可以通过联系两项目计划对应的项目经理，他们的联系方式列于文末，请注意，我们可能会把收集到的信息公开。



这里交通便捷，服务周到，步行方便且商机众多，能在此提供经济适用房，我们激动万分。同时，如果您对这个项目有任何疑问或意见，欢迎联系下列项目经理。我们期待与您的相知相惜！

谨上。

Barry Baker
Mt. Baker Housing Association
barry@mtbakerhousing.org
206-725-4152

Brendan Lawrence
Lake Union Partners
brendan@lakeunionpartners.com
206-290-1097

Japanese Mailing



2020年7月28日

近隣の方々へ：

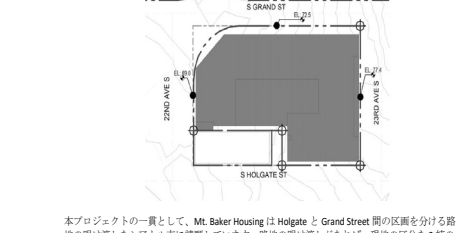
Mt. Baker Housing Association は地域社会密着型の組織で、当社の使命はシアトルの南東地域に手頃な価格の住宅を提供することです。S. Grand St. と Rainier Ave. S. の交差点に隣接する3区画の土地の取得・開発において、シアトルの地元企業 Lake Union Partners と提携しています。本状では提案されているプロジェクトを説明していますが、皆様には Barry Baker (barry@mtbakerhousing.org) または Brendan Lawrence (brendan@lakeunionpartners.com) までプロジェクトに関するご意見を送信していただけるようお願いいたします。そうしていただくことで、プロジェクトに対するデザインと承認が進む際に、皆様のご意見を公的記録に含めて検討することができます。

プロジェクトの説明と状況

Lake Union Partners と協力し、Mt. Baker Housing は『Grand Street Commons』という名称の、交通機関に焦点を当てた複数世帯集合住宅コミュニティの開発を計画しています。Mt. Baker Housing は、キング郡地域の平均収入(4 人家族で 71,640 ドル)の 60% までの収入世帯に 202 戸の複数世帯集合住宅を提供することを目指しています。Lake Union Partners は平均収入の 60%-80% の世帯向けの手頃な価格の住宅をさらに 112 戸、市街地の集合住宅を 420 戸提供する計画を立てています。物件は将来のライト・レールの Juddins Park 駅から 400 メートルもない所にあるので、『Grand Street Commons』は現在ある近隣の他のサービスに加えて、交通機関を利用するのに便利です。人々が住み、働き、家族を築き、地域社会として繁栄する場所を造り出したいと考えています。

現地にある現在の建物は取り壊され、開発準備のためにフェンスが張られています。

許可された工程を開始しており、近隣の方々のご意見提供や関わりに対して歓迎、感謝いたします。シアトル・サービス・ポータルウェブサイト (<https://cosacella.seattle.gov/Portal/welcome.aspx>) にて、検索欄に「Project # 3035498-LU for Mt. Baker Housing's building」、 「Project # 3035344 for Lake Union Partners' buildings」を入力すると、プロジェクトの文書をご覧いただけます。





本プロジェクトの一貫として、Mt. Baker Housing は Holgate と Grand Street 間の区画を分ける路地の明け渡しをシアトル市に請願しています。路地の明け渡しがあれば、現地の区分を2棟の建物に分けず、1棟の手頃な価格の住宅を建設することができるようになります。1棟の建設の場合、もっと効率的な建物の設計が可能となり、結果として複数世帯集合住宅を大体 45 戸追加することができます。S. Grand Street と 22nd Avenue 沿いには、この活用されていない交差点を地域社会が集まる場所に一度させる大きなパブリックプラザの制作も計画しています。

路地の明け渡しに対するビジョンと目標：

1. 活気に溢れた、手頃な価格の住宅コミュニティを作り出すこと。
2. 歩行者にアクティブな体験を提供すること。S. Grand Street と 22nd Avenue にパブリックプラザを作ること。
3. 近隣地とこの新しい地域共同体を統合すること。
4. 22nd Avenue と S. Grand Street の交差点に 22nd Avenue の活性化を再調整して、車両と歩行者の安全性を高めること。
5. S. Grand Street と Rainier Ave. S. の交差点をなくし、車両と歩行者の安全性を高めること。
6. Grand Street の利用を活性化させること。
7. ライト・レールの Eastlink 駅の行き来の道をもっと歩行者に優しく作り出すこと。

路地の引き渡しやもっと広範なプロジェクトに関するご質問やご意見を伺いたいと思っています。このプロジェクトが近隣地にもたらすことは何でしょうか？提案されているパブリックプラザを利用しますか？あなたの意見としてプロジェクトはどのようにうまく行きますか？



この提案されている2棟の建物に関して、プロジェクトマネージャーにご連絡いただけます。連作先の情報は、本状の一番下に記載されています。収集されど情報も公開される場合があることをご留意ください。

この地域に手頃な価格の住宅を提供することに、我々は興奮しています。居住者は交通機関、サービス、歩行しやすい場所、経済機会を利用することができます。それまでの間、本プロジェクトに関するご質問やご意見がございましたら下に記載されているいずれかのプロジェクトマネージャーにご連絡をお願いいたします。皆様とつながることを楽しみにしています！

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Grand Street Commons | ALLEY VACATION PETITION | September 4, 2020

247

The project is located in the North Rainier/Mt Baker Hub Urban Village. The key goals and policies that the project supports are listed below:

TOWN CENTER GOAL

A town center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and nonmotorized travel options; and that is well-designed and attractive to pedestrians.

TOWN CENTER POLICIES

Recognize the town center as the area where land use designations facilitate transit-oriented development to promote appropriate development around the light rail station.

HOUSING GOALS

Housing in the neighborhood meets community needs for a range of household incomes and unit sizes, and makes a compatible transition from higher-intensity mixed-use and multifamily residential to single-family areas.

HOUSING POLICIES

Encourage additional multifamily or mixed-use development in the following areas: south of the Rainier/Martin Luther King intersection within the urban village, and continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Avenue South and west to 17th Avenue South around the intersection of Massachusetts Street and Rainier Avenue South.

COMMUNITY LIFE GOALS

North Rainier Valley’s network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.

OPEN SPACE POLICIES

Consider using levy funds, general funds, and partnerships with developers, to create a hierarchy of public and private open spaces that are publicly accessible and address the gaps identified in the Parks Gap Analysis.

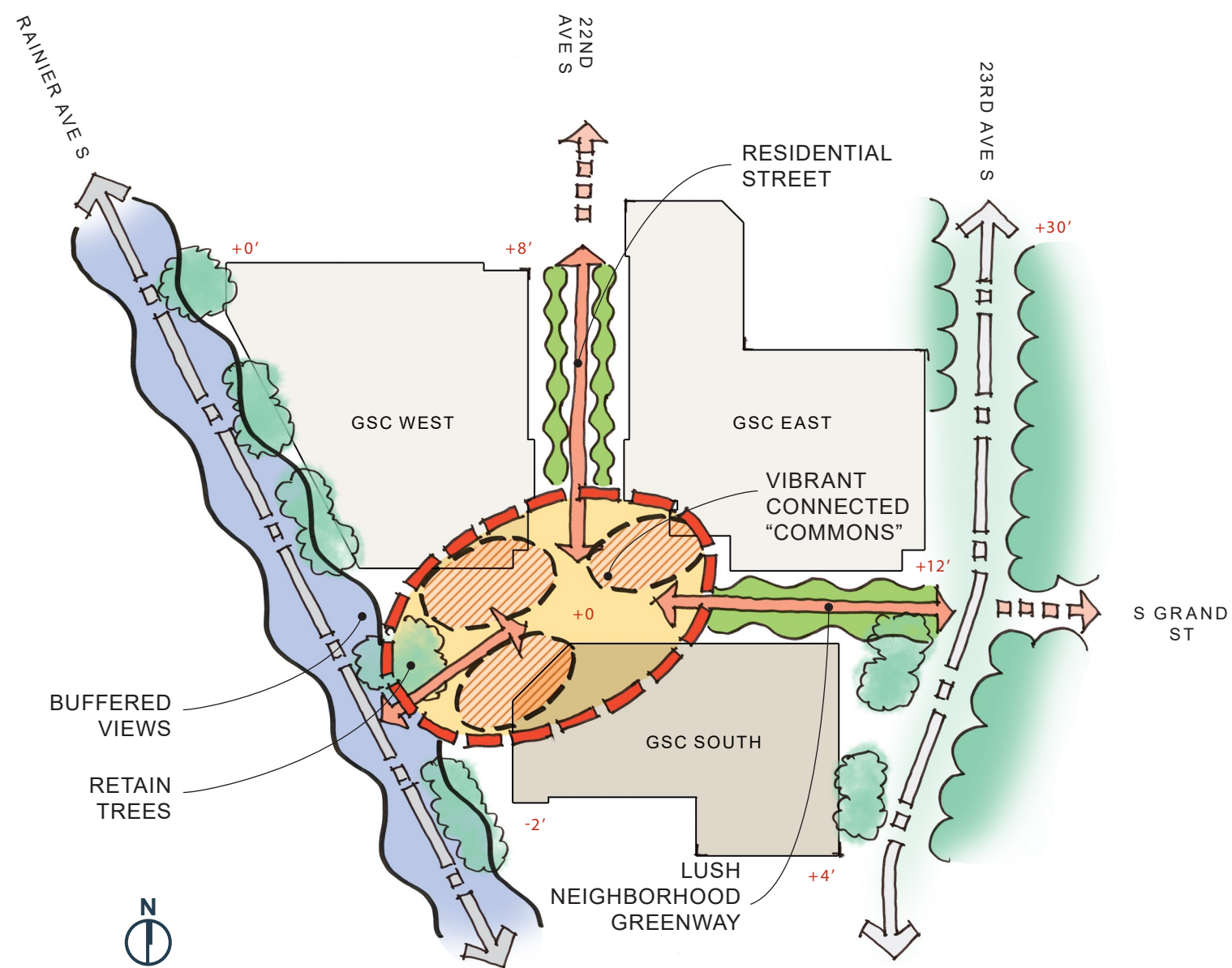
TRANSPORTATION & TRANSIT SERVICE GOALS

Good connections between North Rainier Valley, Mount Baker, and Beacon Hill that encourage use of the Link Light Rail station.

A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.

Rainier Avenue South is a highly functioning multimodal “complete street” that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier.

8 - VACATION POLICIES



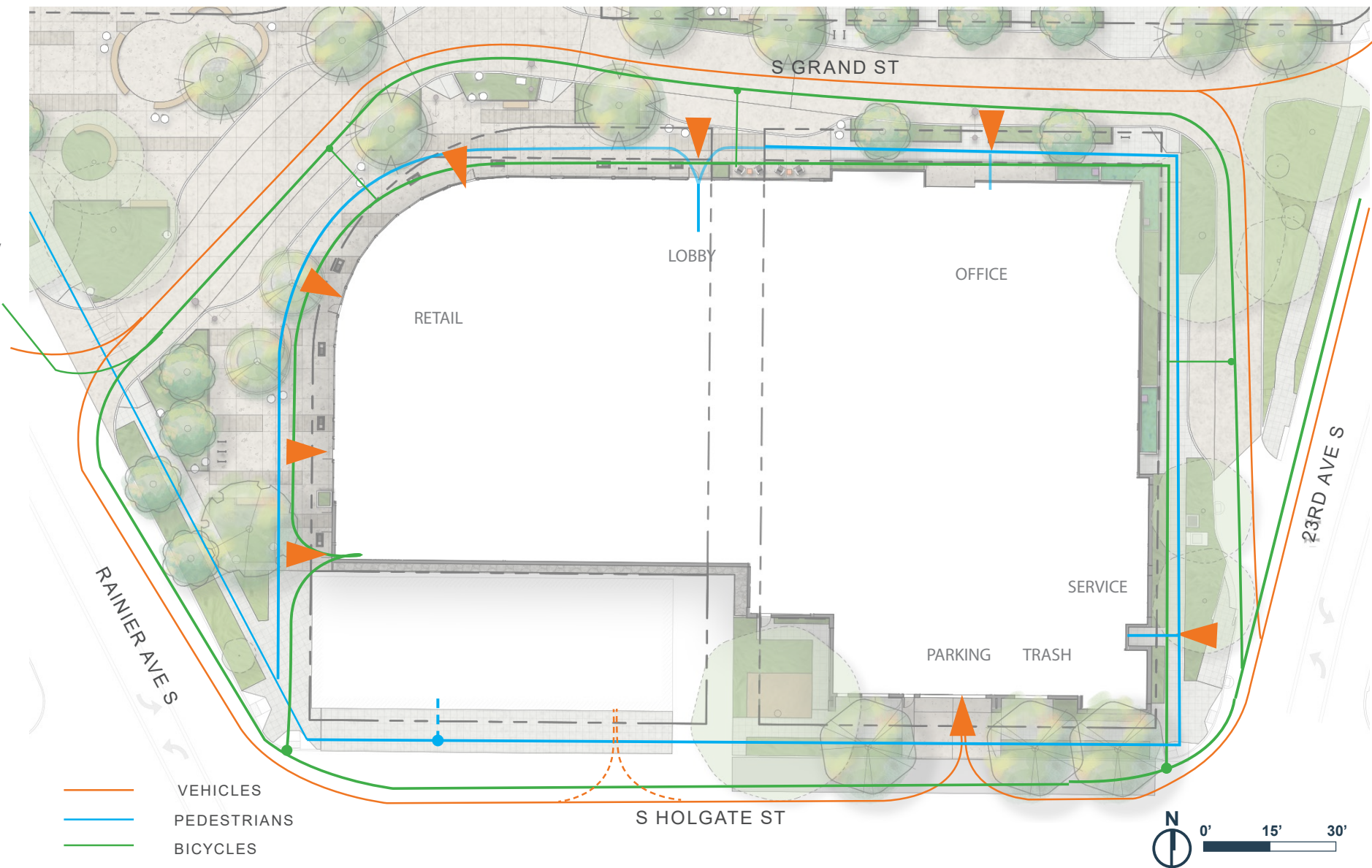
Opportunities | Public Benefit

Vacate an **unused alley** to make way for **much needed affordable housing**.

- **Affordable Housing:** 2018 City of Seattle Street Vacation Policies at Section IV.B.1 states: “Public benefits may include, but are not limited to....1. Physical public benefits such as...Spaces that support goals for race and social equity, such as on-site affordable housing....” Here, with the alley vacation, the applicant proposes construction of an additional 45 units of on-site, non-required affordable housing. In addition to supporting the City’s goals for race and social equity, the alley vacation would result in 202 units of non-required affordable housing at a lower cost to public funders.
- **Open Space:** 2018 City of Seattle Street Vacation Policies at Section IV.B.1 states: “Public benefits may include, but are not limited to....1. Physical public benefits such as...Creating or enhancing publicly-accessible plazas, open spaces, or other green spaces” and “Streetscape enhancements beyond that required by codes” and “Enhancing the pedestrian or bicycle environment” and “improvements to the pedestrian...environment...” Here, the applicant proposes construction of an active pedestrian experience with enhanced ROW improvements that will benefit both new residents and the neighborhood at large.

Opportunities | Public Trust

- **Circulation:** The GSC South alley is currently unused, therefore there would be no disruption in current circulation patterns or service access generated by eliminating the alley.
- **Access:** Access for vehicles and trash which would have been provided by the alley is consolidated to a single curb cut along S Holgate Street. This allows for elimination of alley curb cut on S Grand Street, reducing access points from 2 down to 1.
- **Utilities:** Century Link has a duct bank running in the alley that will need to be relocated if the alley is vacated. No other utilities run through the alley.
- **Free Speech and Public Assembly:** The alley is not currently serving any assembly or free speech purposes, so there is no loss or displacement of those important functions. We are increasing public spaces via the plaza and providing more speech and assembly opportunities.
- **Open Space:** The alley vacation supports the urban design vision for a new neighborhood commons along S. Grand Street and its intersection with Rainier Ave S., thereby enhancing that right-of-way's contribution to Free Speech and Public Assembly.
- **Views, light and air:** Currently, this block is primarily vacant as demo has been completed and remediation analysis is underway. The sole remaining neighbor is located on the SW corner of the block, so their access to views, light and air will be preserved along S Holgate Street and Rainier Ave S.
- **Land Use and Urban Form:** The proposed alley vacation will not alter vehicular and pedestrian movement patterns as it is not currently in use. Development potential is increased by the alley vacation, allowing additional affordable housing to be built to serve the neighborhood.



Proposed Building Access:

- **Residential access:** The residential lobby is located at the center of the frontage along S Grand Street. This would be the primary residential access in and out of the building. Rideshare pick up and deliveries will use the adjacent onstreet parking stall, which the project will request be marked load/unload only. Residential move-ins will access the service elevator lobby off of the 23rd Ave S spur street.
- **Commercial access:** Pedestrian entries for the office and retail uses front the plaza and S Grand Street.
- **Vehicle access:** All parking on site will be accessed via a 22'-0" driveway at S Holgate Street.
- **Trash access:** The trash room is located along the south frontage with direct access to S Holgate Street. Bin staging in the right-of-way will be accessed via the driveway curb cut.

SECTION 8 | PUBLIC BENEFIT PROPOSAL SUMMARY

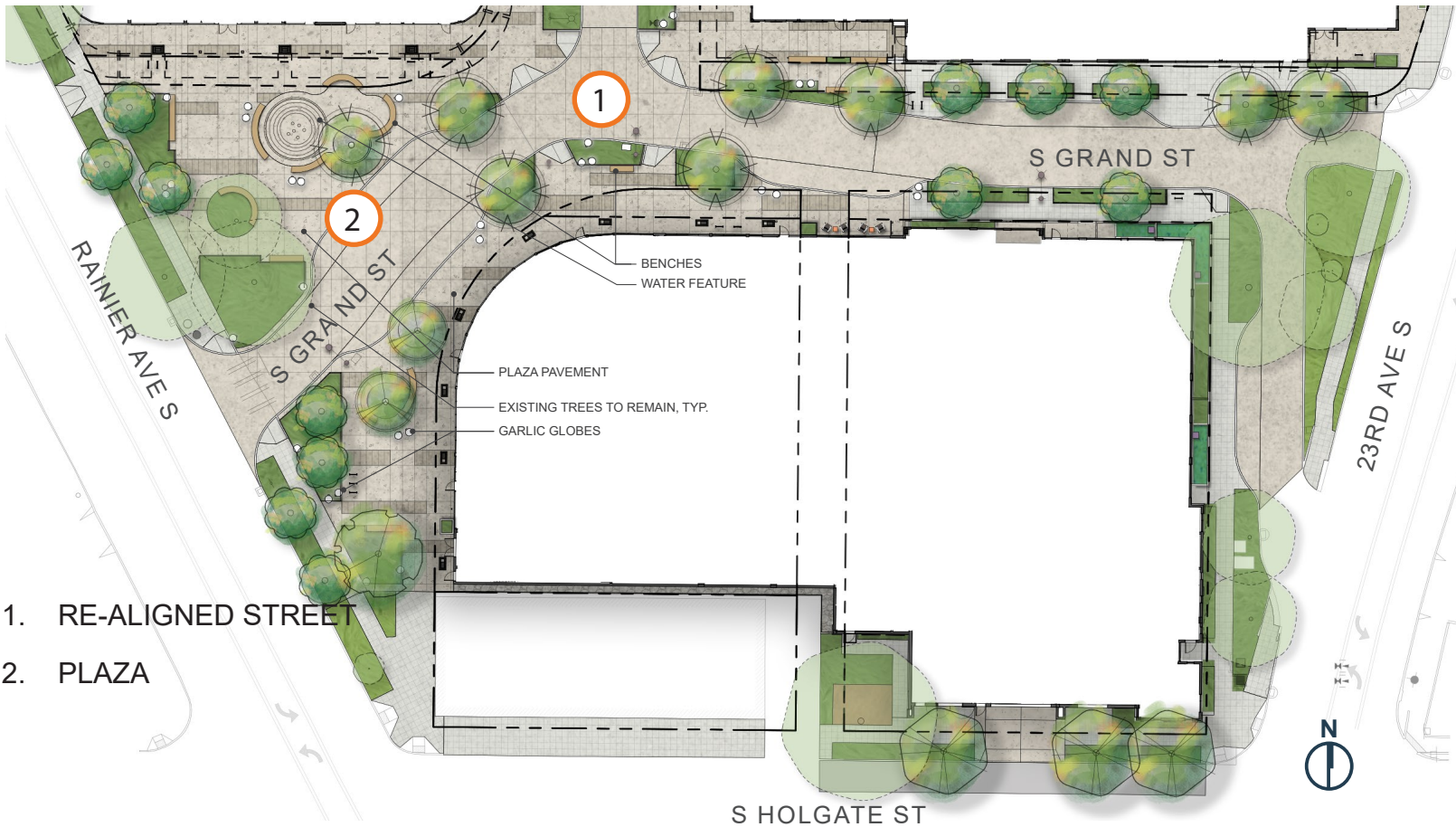
BACKGROUND SUMMARY

The GSC South is comprised of two parcels separated by a north/ south public alley. The alley property is not in public use, nor does it contain public utilities. Vacation of the alley will result in the construction of more affordable housing units, built in a single building. Combining the parcels results in a continuous street frontage along S. Grand Street uninterrupted by curb-cuts to support the overall urban design vision for Grand Street Commons.

A Pre-Petition Meeting was held with the Seattle Design Commission on 11/21/19. At the meeting the applicant demonstrated the potential public trust and public benefits of the alley vacation.

The SDC generally supported pursuit of the proposed vacation and provided the following guidance (summary taken from SDC Meeting Minutes dated 12/13/19):

- 1. Form and massing should reflect transition from high density along Rainier to low density along 23rd Ave.
- 2. Building perimeter should thoughtfully interact with surrounding streetscape.
- 3. Don't neglect facades on streets NOT facing Grand Street.
- 4. Clarify how public plaza space will be used.
- 5. Make sure it feels public, not an extension of private spaces.
- 6. Make sure the public space serves the broader neighborhood.
- 7. Broaden community engagement, incorporate community preferences, and consider including spaces for locally owned and minority owned businesses.



- 1. RE-ALIGNED STREET
- 2. PLAZA

PUBLIC BENEFIT | VISION AND GOALS

- 1. Create a vibrant and affordable housing community.
- 2. Create an active pedestrian experience and create a public plaza on Grand Street and 22nd Avenue.
- 3. Integrate with the neighborhood
- 4. Re-align the 22nd Ave spur to the intersection of 22nd and Grand Street for vehicular and pedestrian safety
- 5. Eliminate the intersection of Grand Street and Rainier Ave. for vehicular and pedestrian safety.
- 6. Activate uses on Grand Street.
- 7. Create a pedestrian gateway to the Eastlink light rail station

#	Public Benefit Component	Costs	Required by Code	Timing of Implementation	Total Cost
1	Re-aligning the streets	Survey, Earthwork, and Paving	Not Required	Upon construction completion	\$ 348,686
2	Grand Street Commons Plaza	"Garlic" Globes: \$156,775 Public Benches: \$116,589 Water feature: \$250,000	Not Required	Upon construction completion	\$523,364
TOTAL COST					\$872,050

The developers have been actively working with various City departments including SDCI, SDOT, SPU, SDC, SCL on the design of the plaza space, and will continue to work with the City on the maintenance and programming of the plaza. The developers will be responsible for the maintenance and programming of the plaza through agreement. The developers are excited to provide a water feature as part of the public benefit package provided it is supported by the community and the City and it remains economically feasible given the project budget.

GARLIC GLOBES: approx 28 globes



BENCHES: approx 110 linear feet



WATER FEATURE EXAMPLE



9 - ENVIRONMENTAL REVIEW

A SEPA checklist has been submitted on April 23, 2020

Seattle Design Commission

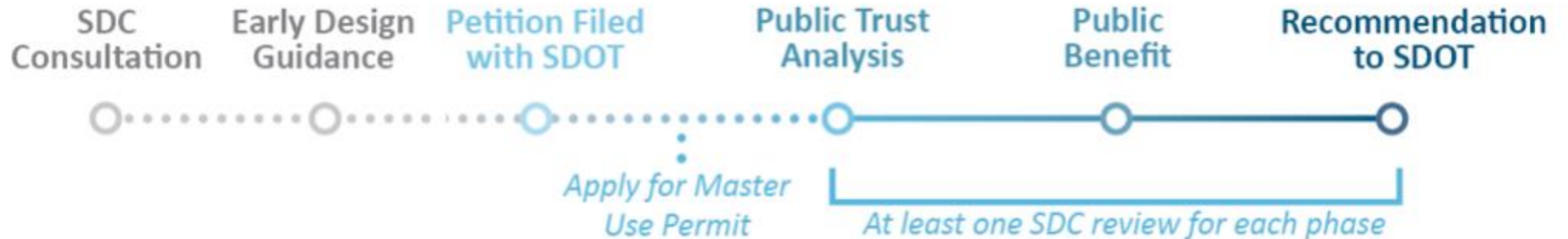
Update on Grand St Commons Street Vacation

Seattle City Council
December 16, 2020



Review Timeline for projects subject to Design Review

We are here



November 2019 – pre-petition review

Issues raised by Commission:

1. Need for vacation

- Evaluate how building design allowed by the alley vacation provides transitions to nearby lower density residential areas
- How the proposed realignment of S Grand will affect transportation and circulation around and through site

2. Public trust considerations

- How the proposed development interacts with public realm
- Pay attention to building facades not facing Grand Street

3. General comments

- Concern that the location of public space on Rainier will appear as an extension of commercial and retail space and not a public space
- Create a public space that is an amenity for neighborhood
- Community engagement should be broadened to reflect the diversity of larger community
- How project is implementing City's community preference policies
- Can retail spaces can be made available to locally owned and minority owned business

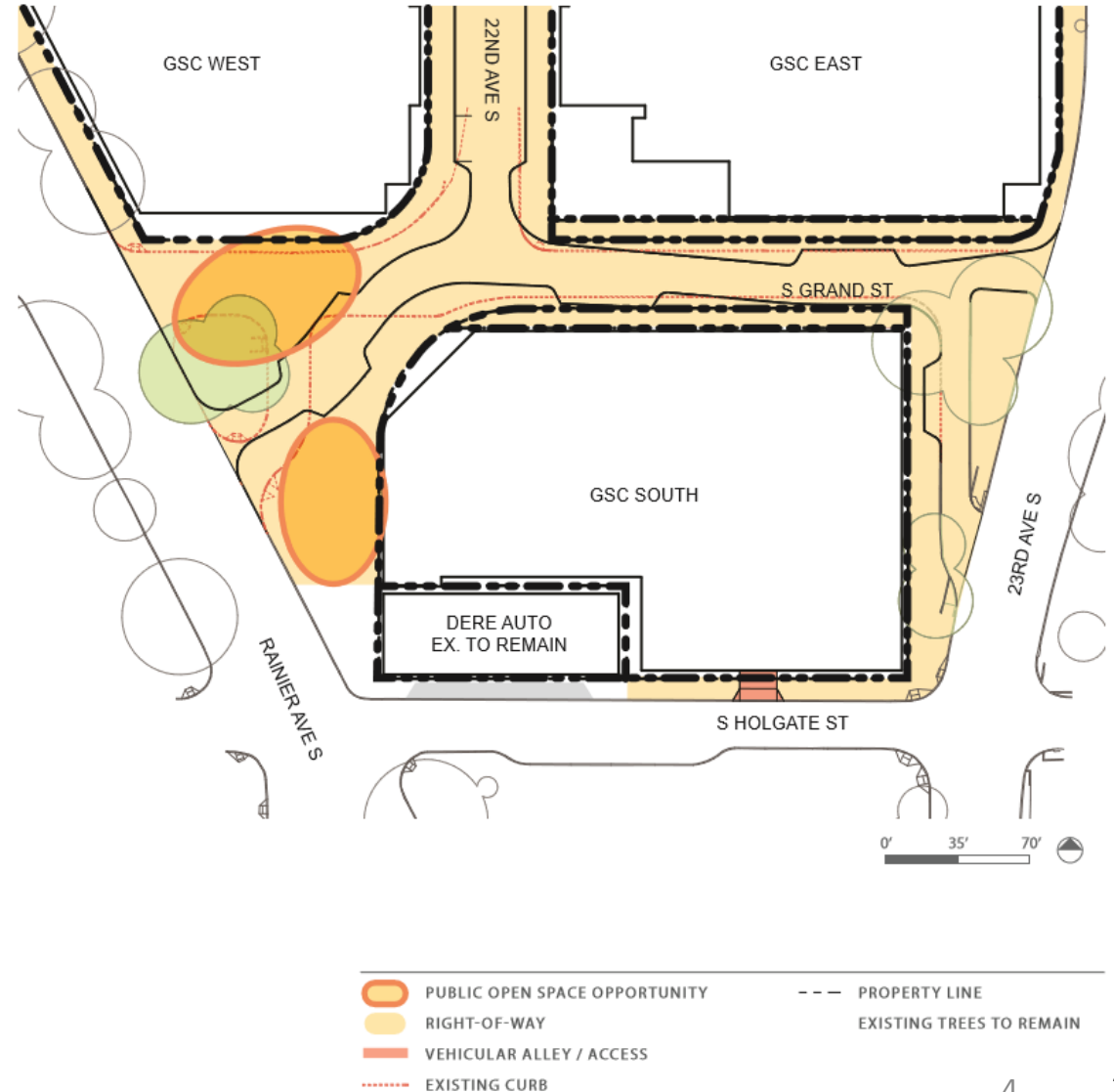


ALLEY VACATION
GRAND ST. REALIGNMENT

November 2020 – Public Trust

Unanimous vote to approve alley vacation, with recommendations:

- In partnership with SDOT, implement options for safe pedestrian crossings of Rainier and 23rd Ave S
- Better integrate open space to affordable housing development
- Reconsider open space location and a configuration that is currently closely connected to retail spaces
- Consider changes to the design of affordable housing building to reinforce the residential nature of development
- Consider options (change in mass, materials, setback, etc.) that reduce bulk and scale of affordable housing building created by the vacation



November 2020 Initial Recommendations – Public Benefit

Commission comments on Public Benefit concepts:

- Concern about the relative value of the proposed open space as a public benefit - current design and location appears to be more of a building amenity than a benefit to the larger community
- Refine the proposed S Grand Street alignment to enhance pedestrian connections between open space and proposed development
- Engage with community to broaden depth and amount of public benefits to reflect demographics of nearby neighborhoods



November 2020 Initial Recommendations – Public Benefit

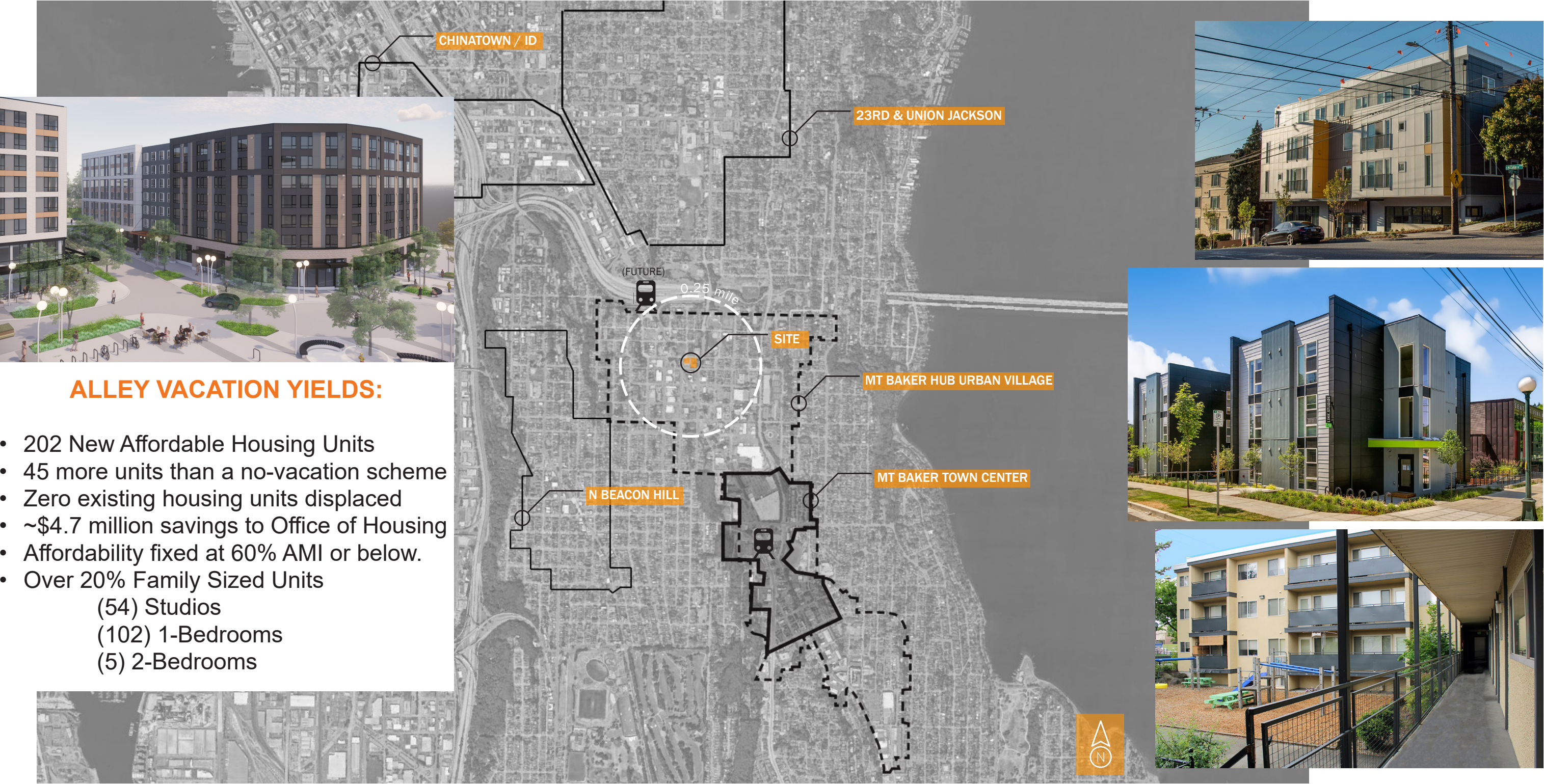
Commission comments on Public Benefit concepts (Cont.):

- Identify elements that provide long-term public benefits to the community, consistent with Council policies, with an eye towards addressing gentrification and displacement through:
 - Public art reflecting nearby minority populations
 - Commitments to WMBE
 - Retail spaces dedicated to minority and disadvantaged businesses
 - Partnerships with City agencies (OCR, OH, OPCD) to implement community preference policies
 - Programming of internal public spaces to reflect community needs



GRAND STREET COMMONS - AFFORDABLE HOUSING ALLEY VACATION
EARLY COUNCIL BRIEFING TO THE TRANSPORTATION COMMITTEE | DECEMBER 16, 2020





ALLEY VACATION YIELDS:

- 202 New Affordable Housing Units
- 45 more units than a no-vacation scheme
- Zero existing housing units displaced
- ~\$4.7 million savings to Office of Housing
- Affordability fixed at 60% AMI or below.
- Over 20% Family Sized Units
 - (54) Studios
 - (102) 1-Bedrooms
 - (5) 2-Bedrooms

The alley vacation will support an **affordable housing project funded by the Office of Housing** in the heart of the Mt Baker Hub Urban Village.



FUTURE JUDKINS PARK LIGHT RAIL STATION



LOCATION

2201 S GRAND ST, SEATTLE, WA 98144

LOT SIZE:

39,268 SF (0.90 acres)

ZONING:

NC3-75(M)

DESIGN GUIDELINES:

Central Area Neighborhood Design Guidelines

CITY COUNCIL DISTRICT:

City Council District 3
District Councilmember: Kshama Sawant

PROJECT URBAN BOUNDARY:

Mount Baker HUB Urban Village

NEIGHBORING URBAN BOUNDARIES:

- Downtown Urban Center
- Chinatown / ID Urban Center Village
- Town Center
- Mount Baker Town Center
- Residential Urban Village
- 23rd and Jackson Residential Urban Village
 - North Beacon Hill Residential Urban Village

Opportunity to vacate an unused alley to make way for much needed affordable housing, at a lower cost to the Office of Housing.



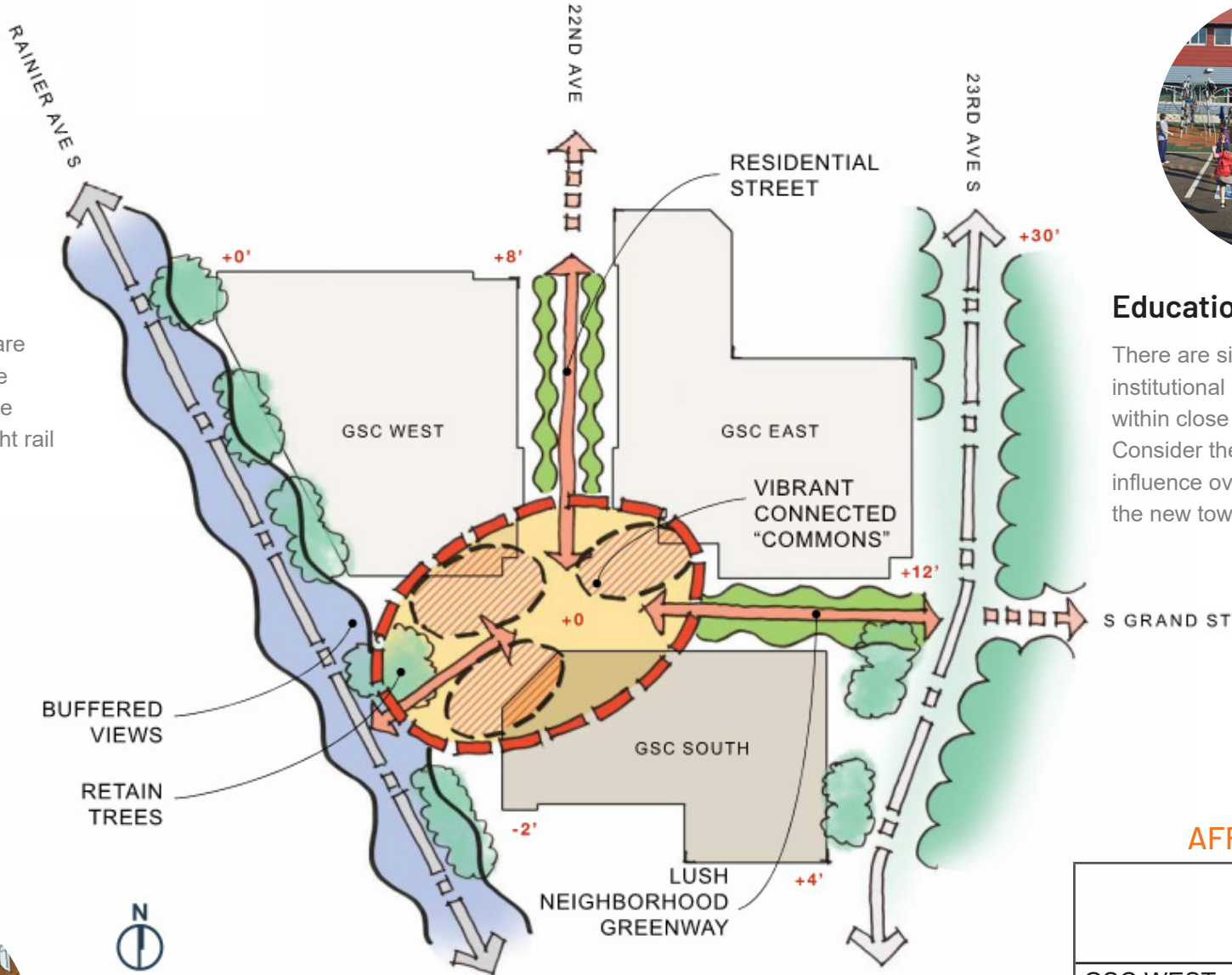
Transportation

Pedestrian patterns are likely to change in the neighborhood with the introduction of the light rail station at I-90.



Environment

Brownfield sites provide great opportunity for regeneration and rebirth, turning blight into a restorative and productive environment.



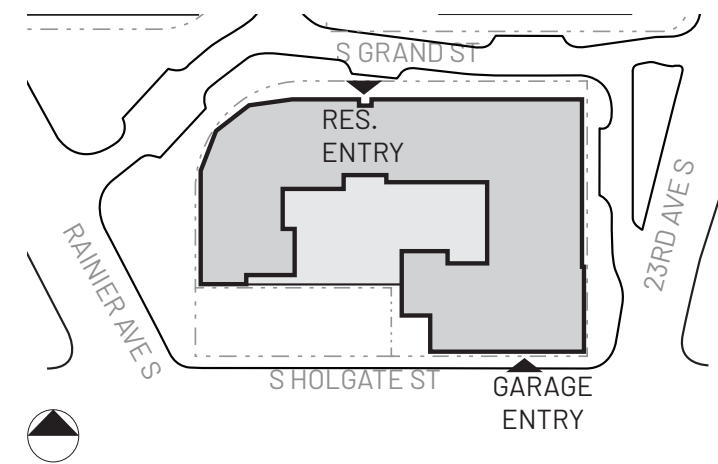
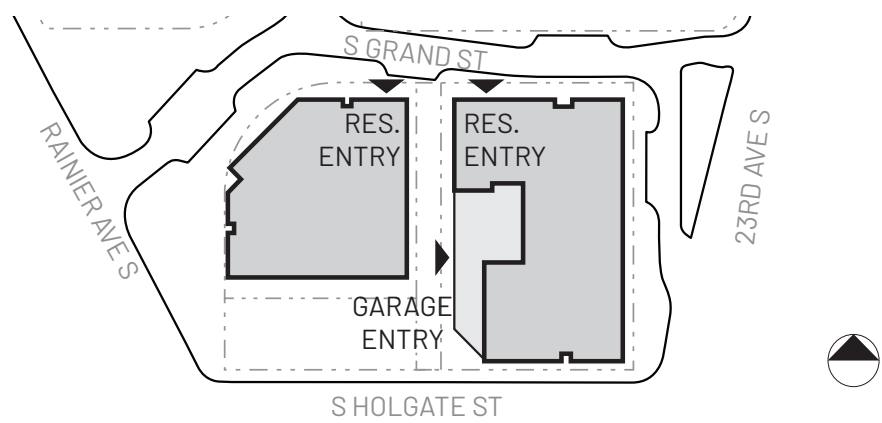
Education and Culture

There are significant cultural, institutional and educational centers within close proximity of the site. Consider their programming as influence over the development of the new town center.

GRAND STREET COMMONS
AFFORDABLE HOUSING SUMMARY

	# OF RESIDENTIAL UNITS	# OF AFFORDABLE UNITS
GSC WEST	282	78 (28%)
GSC EAST	287	80 (28%)
GSC SOUTH	202	202 (100%)
TOTAL	771	360 (47%)

Grand Street Commons will transform three brownfield sites into a true mixed-use, mixed-income, transit-oriented neighborhood center.



	WITHOUT ALLEY VACATION	WITH ALLEY VACATION	RESULT OF ALLEY VACATION
# OF BUILDINGS	2	1	One less building eliminates redundancy in building services, consolidates parking and loading access points, reduces operation costs and improves security.
COST OF CONSTRUCTION	\$77,198,455	\$85,377,966	More efficient construction and elimination of redundant services such as vertical circulation, lobbies and trash space reduces the total cost of construction by approximately \$70,000/unit.
# OF APARTMENTS	157	202	Provides 45 additional units of affordable housing. In addition, the percentage of family sized units increases from 21% to 29% in the single building configuration.
OH / COST PER UNIT	\$137,345	\$83,309	40% reduction in cost per unit for the Office of Housing funding. This generates 45 additional housing units while simultaneously saving over \$4.7 million in Office of Housing costs.

The Alley Vacation creates a 40% reduction in the cost per unit for Office of Housing, generating 45 additional units of affordable housing while simultaneously saving \$4.7 million in Office of Housing costs.



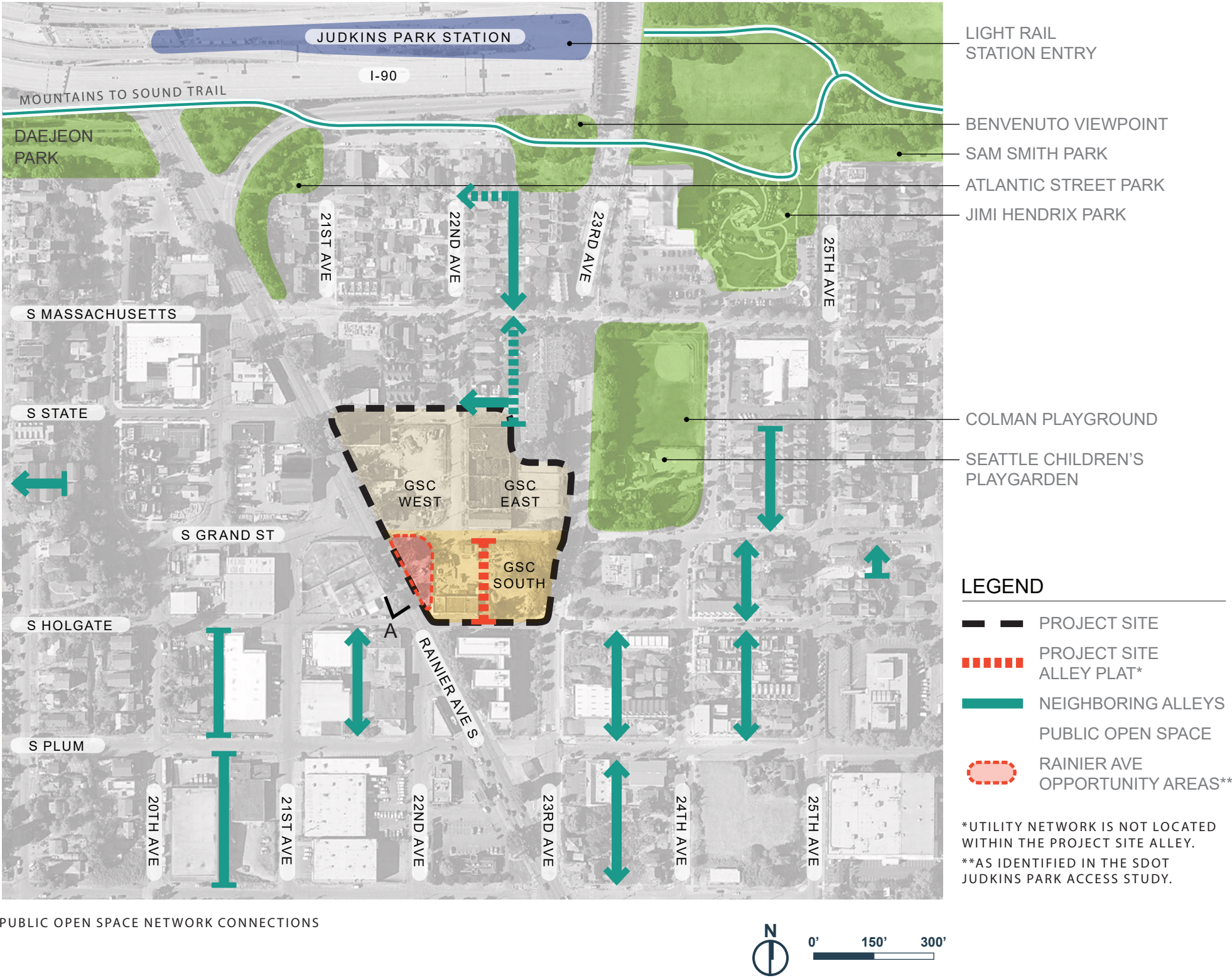
A RAINIER AVENUE OPPORTUNITY AREAS (EAST SIDE)



B RAINIER AVENUE OPPORTUNITY AREAS (WEST SIDE)



C 23RD AVE S AND GRAND ST INTERSECTION



PUBLIC OPEN SPACE NETWORK CONNECTIONS

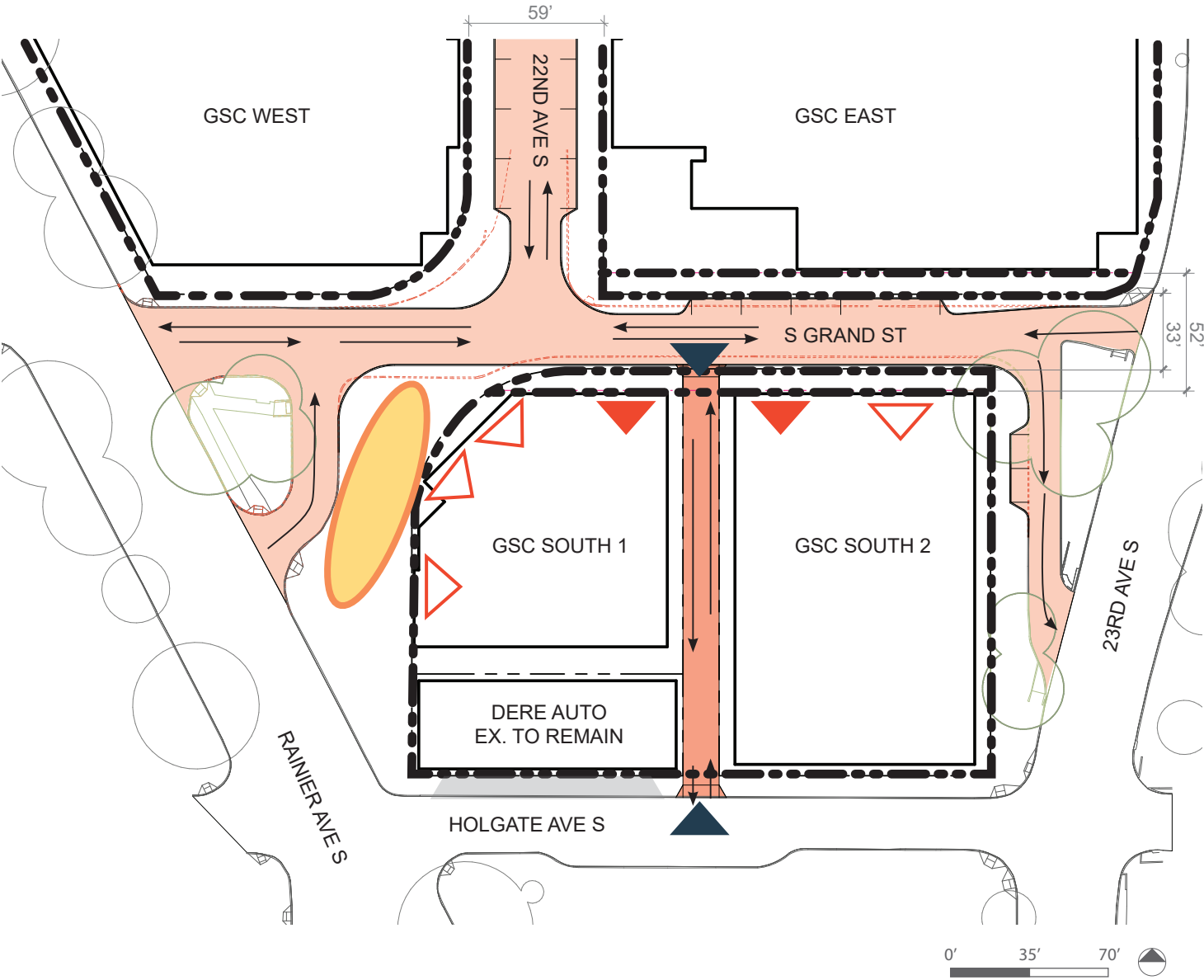
The existing alley does not connect to the surrounding alley network, prohibiting opportunities for future connectivity or other benefit to the neighborhood.



DEVELOPMENT PROPOSAL | CONSOLIDATE PEDESTRIAN OPEN SPACE

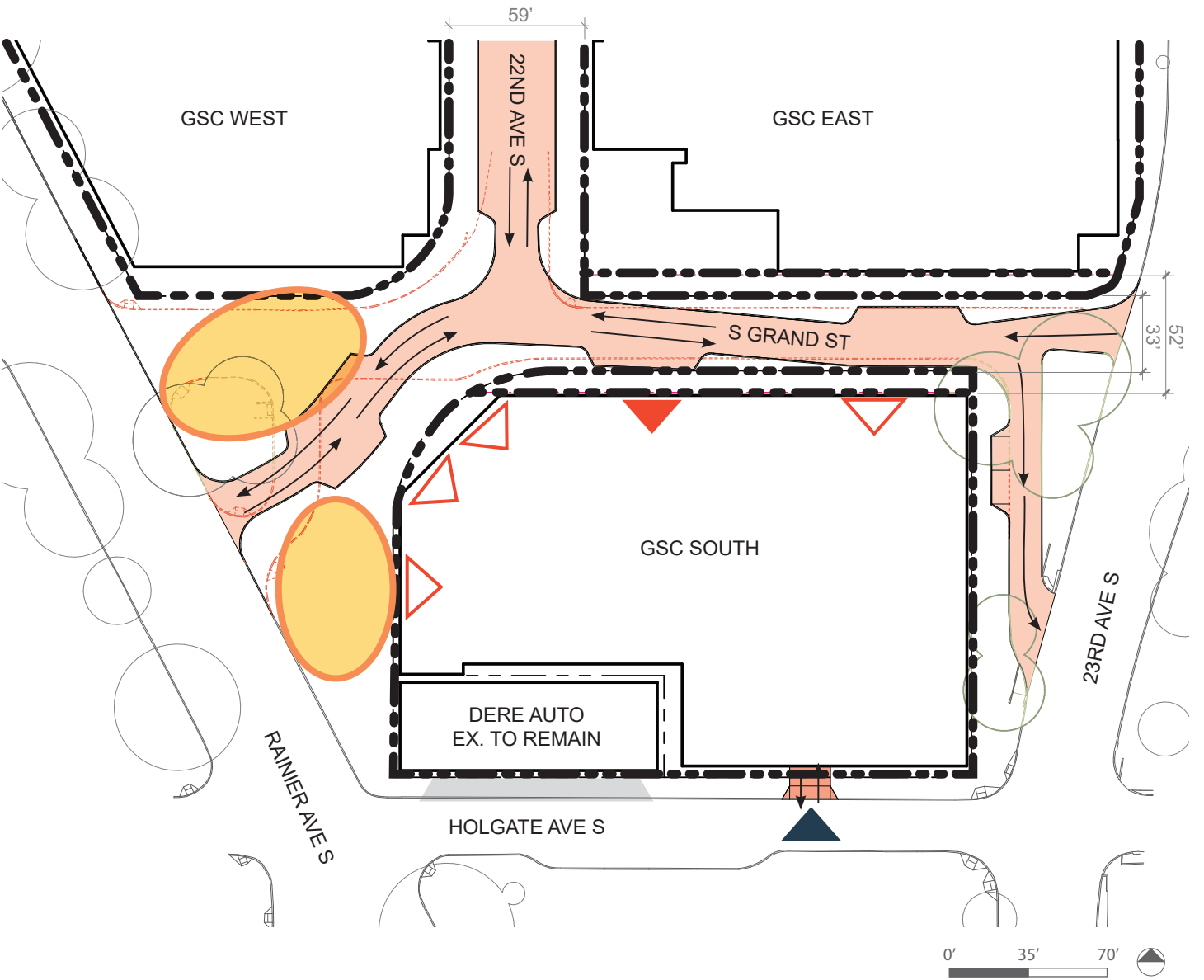
NO ALLEY VACATION

- + Increased vehicular traffic flows on Grand St.
- + Limited traffic calming with straight roadway.
- + Reduced parking opportunities.
- + Triangle space at Rainier Ave is underutilized.



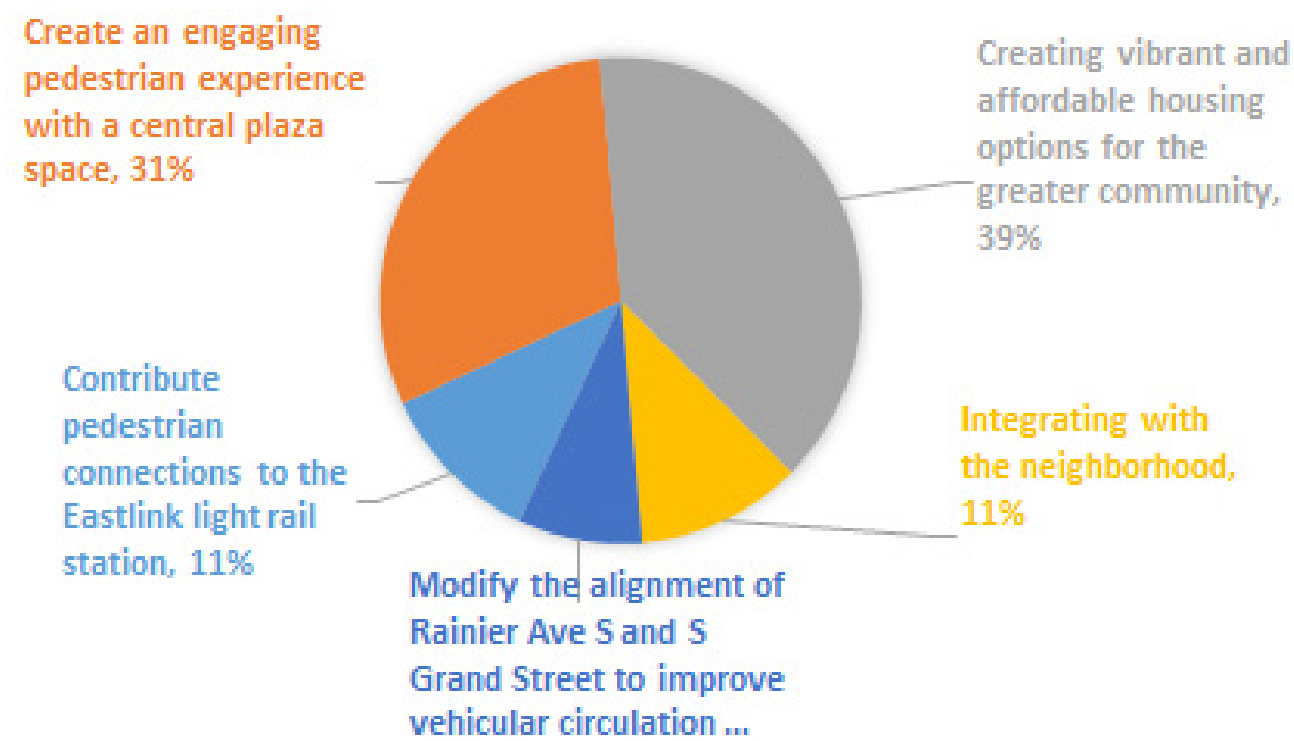
ALLEY VACATION

- + Decreased vehicular traffic flows along Grand St.
- + Curved roadway geometry fosters traffic calming.
- + Increased parking opportunities.
- + Increased intersection safety at Rainier.

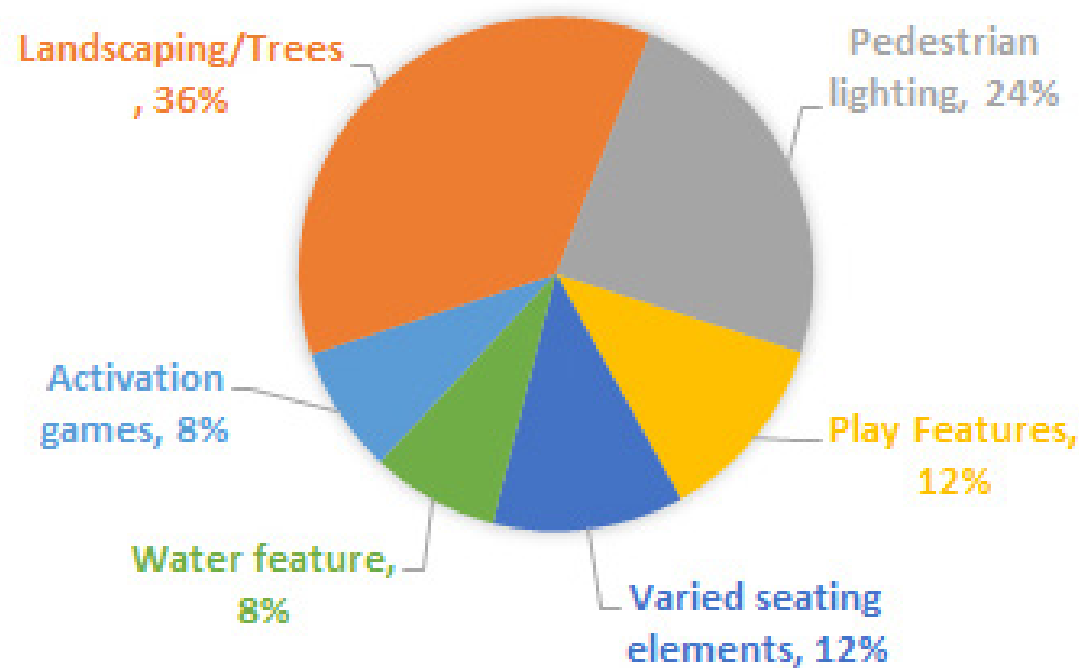


The alley vacation proposes to **exchange a low-value platted alley for a high-value pedestrian plaza** by re-aligning the street grid to create a destination in this emerging neighborhood.

WHICH OF THE FOLLOWING GOALS DO YOU THINK SHOULD BE PRIORITIZED *THE MOST* AS PART OF THIS PROJECT?



WHAT ARE THE DESIGN FEATURES IN THE PLAZA THAT YOU'D MOST LIKE TO SEE?



- Priority should be given to **affordable housing** and a **central plaza space**.
- The plaza should feature **lots of landscaping** and have good **pedestrian lighting**.
- **Seating** and **activating uses** such as a water feature, games, or play features are encouraged.



ALLEY VACATION YIELDS:

- 202 New Affordable Housing Units
- 45 more units than a no-vacation scheme
- Zero existing housing units displaced
- ~\$4.7 million savings to Office of Housing
- Affordability fixed at 60% AMI or below.
- Over 20% Family Sized Units
 - (54) Studios
 - (102) 1-Bedrooms
 - (5) 2-Bedrooms
 - (41) 3-bedrooms



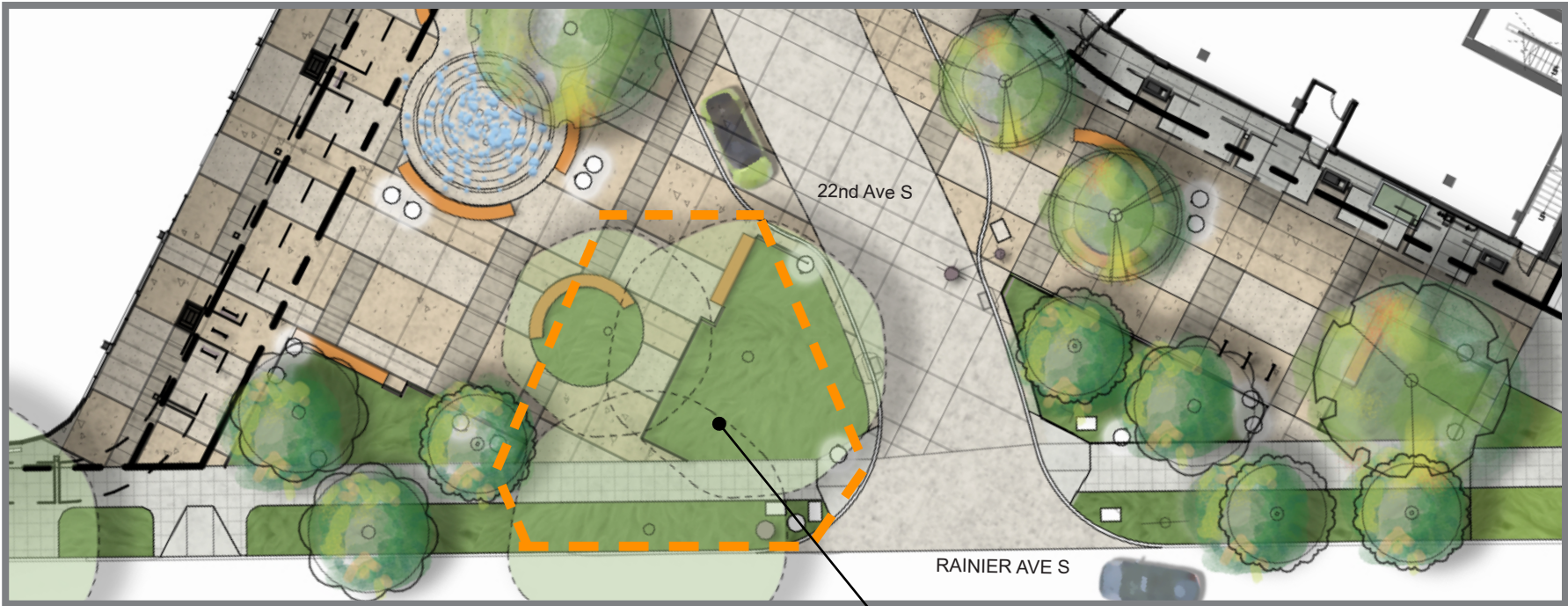


EXISTING PEDESTRIAN ISLAND AT RAINIER AVE S



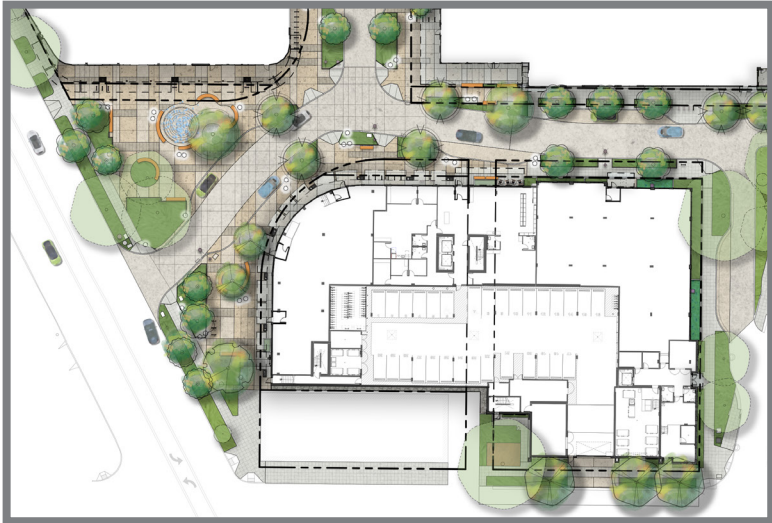
PROPOSED PLAZA AT RAINIER AVE S
(TREES SCREENED BACK FOR CLARITY)

EXISTING PEDESTRIAN ISLAND



PROPOSED SITE PLAN

EXISTING PEDESTRIAN ISLAND



ITEM	ESTIMATED COST	HOW IT BENEFITS THE NEIGHBORHOOD
PLAZA & STREET REALIGNMENT	> \$1 million (~ \$350,000 street and ~\$650,000 plaza)	Creates more pedestrian oriented space and additional landscaping by creating a large public plaza. The street realignment enhances safety for pedestrians and vehicles by reducing the number of intersections and improving connection to Rainier Ave S.
SUPPLEMENTAL LIGHTING	\$150,000	Adding pedestrian level lighting enhances the safety and security of the neighborhood and makes the plaza space usable for a longer period of the day. Nicknamed the “garlic globes,” the pedestrian lights are inspired by the neighborhood’s history as the “garlic gultch” in the early 20th C.
ACTIVATING USES	\$350,000	In response to community feedback, several amenities are proposed to help activate the public plaza spaces. They include a water feature, play space, gaming tables, and unique seating options. These amenities encourage use of the plaza and provide a place for neighborhood residents to gather. The water feature can be shut off to expand usable open space for larger gatherings and events.
TOTAL	> \$1.5 million	



To create a pedestrian friendly public plaza to satisfy community requests for additional open space, seating, and enhanced safety in the neighborhood.

December 9, 2020

MEMORANDUM

To: Transportation & Utilities Committee
From: Lish Whitson, Analyst
Subject: Grand Street Commons Alley Vacation (Clerk File 314459)

At its December 16, 2020 meeting, the Transportation and Utilities Committee will receive a briefing on the Grand Street Commons Alley Vacation ([Clerk File 314459](#)) petition. Mount Baker Housing is seeking to vacate the alley connecting S Grand Street and S Holgate Street between 23rd Avenue S and Rainier Avenue S. The vacation would facilitate the development of an affordable housing project covering three-quarters of the block. It is located across the street from Colman Playground and three blocks south of Interstate 90 and the future Judkins Park light rail station, in Council District 3.¹

The December 16 briefing is an early Council briefing as called for in the City's street vacation policies. It is intended to provide members of the public with "an early opportunity to provide input on the vacation to the Council, the petitioner and City reviewers." It also provides the Council an opportunity "to hear about the vacation and provide early feedback regarding the process."

This memorandum describes the proposed project and vacation and identifies issues for Councilmembers to consider in reviewing the petition.

Grand Street Commons

Mount Baker Housing has partnered with Lake Union Partners to redevelop a three-block brownfield site, a former manufacturing facility, with affordable housing.² Lake Union partners is redeveloping two blocks on the north side of Grand Street, and Mount Baker Housing is redeveloping most of the block on the south side of Grand Street. The block currently contains an auto repair shop on its southwest corner (Dere Auto), which will remain, and is otherwise vacant.

The site is zoned Neighborhood Commercial 3-75 (M) allowing for a broad range of uses, including mixed-use development up to 75 feet tall, with mandatory housing affordability requirements. The proposed vacation would allow for an increase in the number of units built on the site from 157 affordable units to 202 affordable units, and 33 family-sized units to 58 family-sized units. The ground floor of the project would include 11,650 square feet of retail and office space. According to the vacation petition, 32 parking spaces would be located on the ground floor and accessed off S Holgate Street.

¹ The site is located across S Holgate Street to the north from District 2.

² In 2018, the Council adopted [Resolution 31836](#), which designated these three blocks as a "Redevelopment Opportunity Zone" to facilitate their clean-up and redevelopment.

In order to develop the project, Mount Baker Housing has petitioned the City Council to vacate the alley which runs north-south through the block bounded by S Grand Street, S Holgate Street, 22nd Avenue S and 23rd Avenue S. The Mount Baker Housing site is bounded by two street stubs: 22nd Avenue S on the west and 23rd Avenue S right-of-way on the east. Each of these stubs connect to a principal arterial on the south (Rainier Avenue S to the west and 23rd Avenue S to the east) and S Grand Street on the north. The alley is currently fenced off and undeveloped.

Street Vacation Policies

In 2018, the City Council updated its [Street Vacation Policies](#) to provide greater clarity for petitioners, members of the public and decision-makers in proposing and reviewing street vacation petitions. The policies identify two related but independent questions that the Council considers in reviewing a street vacation petition: (1) are the “public trust functions” of the right-of-way maintained? and (2) will the public receive a benefit from the vacation?

Public trust functions are the uses of right-of-way. The policies describe the public trust function review as follows:

Streets are dedicated in perpetuity for use by the public for travel, transportation of goods, and locating utilities. The dedication carries with it public rights to circulation, access, utilities, light, air, open space, views, free speech, and assembly, and contributes significantly to the form and function of the city. The primary concern of the City in vacation decisions is to safeguard the public’s present and future needs and to act in the public’s best interest. (p. 7)

The City Council’s provide guidance that is particularly relevant to the proposed street vacation. The petitioner should address these policies as it proceeds:

Street vacation petitions may be approved only if access is retained to properties on the block where the right-of-way is located and to properties on neighboring blocks or streets.

While the primary purpose of streets is circulation, the primary purpose of alleys is to provide access to individual properties. Alleys provide space for loading, vehicular access to abutting properties, and space for utility functions such as water, sewer, solid waste, telecommunications, and electricity. In general, alleys in residential, commercial, and mixed-use zones will be retained. Alleys shall be retained for their primary purposes and other public purposes and benefits. (p. 9)

In general, streets and alleys in commercial, mixed-use, and downtown areas will be preserved to facilitate moving goods and people and maintain access to property that is separate from pedestrian routes. In general, these rights-of-way will be retained unless it can be demonstrated that the vacation meets another important public purpose without jeopardizing the area’s functioning and its compatibility with surrounding areas. A vacation must preserve access to off-street loading and parking areas and the continuity of street fronts, particularly in areas with pedestrian activity. (p. 16)

A vacation shall include a commitment to provide public benefits. The concept of providing a public benefit is derived from the public nature of streets. Streets, whether improved or unimproved, provide important benefits to the public. Among the various benefits are preserving the street grid that provides for consistency in the development pattern and influences the scale and orientation of buildings. Streets provide for breathing space, open space and views, natural drainage, and wildlife corridors. These benefits are in addition to the public functions provided by streets discussed in earlier sections of these policies, including: moving people and goods in vehicles, on foot, or by bicycle; and providing for current and future utility services, and for street trees and other amenities. (p. 22)

The following factors are not public benefits, but may be considered when reviewing the public benefit package:

- Project compliance with City policies and goals, including the Comprehensive Plan;
- Proposals designed to improve race and social equity, improve access to opportunity, and reduce the threat of displacement by for example, providing quality jobs or education to communities with low access to opportunity, or increasing the supply of affordable housing beyond City requirements;
- Addressing the effects of the vacation on vulnerable low-income populations and communities of color;
- Providing affordable or special needs housing, job training, or other human services;
- The public nature of the project (library, governmental purposes, low-income housing);
- Ideas resulting from the early community engagement process; ☐ Neighborhood support or opposition;
- Broad-based community support or opposition;
- Support or opposition from non-governmental organizations, public development authorities, or other government entities;... (p. 24)

Next Steps

The Seattle Design Commission, City departments, and other stakeholders are currently reviewing the street vacation petition. Once their review is complete, the Director of the Seattle Department of Transportation will send a recommendation to Council. The Council will be required to hold a public hearing on the petition. That could occur in the first or second quarter of 2021.

cc: Dan Eder, Interim Director
Aly Pennucci, Supervising Analyst