

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title: AN ORDINANCE authorizing the Director of the Seattle Department of Transportation to execute an agreement between The City of Seattle and City Investors VII, LLC for a full block reconstruction of 8th Avenue North, between Thomas and Harrison Streets.

Summary of the Legislation: The purpose of this legislation is to authorize and execute an expanded construction agreement between The City of Seattle (“City”) and City Investors VII, LLC (“City Investors”) in order to achieve a full block reconstruction on 8th Avenue North, between Thomas and Harrison Streets, in accordance with the adopted South Lake Union (“SLU”) Street Concept Plans (“Concept Plans”) and to support SDOT’s active efforts to have these concepts implemented through capital projects.

Background:

City Investors applied for a Street Improvement Permit 226851 to install street improvements on the frontage of their development at 300 8th Avenue North as required by the Land Use Code. They also own and plan to redevelopment the opposite side of the street at 333 8th Avenue North. 8th Avenue North was identified in the SLU Street Concept Plans as a candidate for a shared use street because of its low volume, low speed traffic and the potential increase in density with a need for quality open space.

The Concept Plans solidified a community vision formalized in the SLU Urban Design Framework that encourages enhanced streetscape features to invigorate the pedestrian environment, increase the multimodal functionality of the right-of-way, resulting in an environmentally sensitive street design by preserving trees and planting significant landscape.

Since adoption of the Concept Plans by Director’s Rule 05-2013, SDOT has prioritized and advanced the design and preliminary cost estimates for 8th Avenue North with an interest to secure funding for implementation. In collaboration with SDOT and consistent with the vision in the Concept Plans, City Investors proposed to reconstruct and install additional street improvements beyond the code requirements on 8th Avenue North that will help realize the Concept Plans in an expeditious and cost-effective way.

This legislation does not have any financial implications.

This legislation has financial implications.

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

Consistent with Seattle Municipal Code 15.04.100.C and as authorized by Council-approved ordinance, the SDOT may grant an exception from assessing the Street Use permit use fees that would typically be assessed for the use of the right-of-way when the use is for a public transportation-related-infrastructure project. The estimated cost of the street usage fee to construct these two projects is **\$527,912**.

In consideration of this use fee exception, City Investors will provide the equivalent \$527,912 fee by a voluntary contribution to build a City-prioritized transportation improvement, the full block reconstruction of 8th Avenue North consistent with the adopted Concept Plans. The cost estimate for the full block reconstruction is **\$2.1 million**.

Standard Street Improvement Permit improvements required for these two projects would cost approximately \$245,544 for 300 8th Ave N and \$227,751 for 333 8th Ave N, **for a total cost of \$473,295**.

A standard development like 300 and 333 8th Avenue North, would not be required to complete this extent of reconstruction in accordance with the adopted Concept Plans. This approach enables SDOT to realize a full block reconstruction for a quarter of the cost. Partnering with private development to achieve this SDOT priority transportation improvement offers efficiency and expediency.

b) What is the financial cost of not implementing the legislation?

SDOT completed preliminary cost estimates for a green street treatment that would largely be consistent with the Concept Plans for 8th Avenue North last year but did not include a curb-less street design. The costs were based on implementing a pedestrian-oriented street from Mercer to John with an enhanced green street environment, including widened sidewalks, installing street trees, plantings, and pedestrian lighting. These improvements were estimated to **cost \$500,000 per block without the full block reconstruction** to create the curb-less street. It only included surface treatment to existing pavement at intersection and spot pavement replacement.

c) Does this legislation affect any departments besides the originating department?

No.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?

There are no comparable alternatives that would deliver the same level of quality and consistency with the street concept plan.

e) Is a public hearing required for this legislation?

No.

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

No.

g) Does this legislation affect a piece of property?

Yes, 300 and 333 8th Avenue North.

h) Other Issues:

None.

List attachments to the fiscal note below:

None.

Please refer to Exhibit 1: 8th Avenue North Concept Plan; and Exhibit 2: Fee Calculations, as part of Attachment A to Ordinance.