

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Department of Transportation	Gretchen M. Haydel	Christie Parker

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE accepting various deeds for street or alley purposes; laying off, opening, widening, extending, and establishing portions of rights-of-way; placing the real property conveyed by said deeds under the jurisdiction of the Seattle Department of Transportation; and ratifying and confirming certain prior acts. (This ordinance concerns the following rights of way: the alley in Block 16, Addition to the Town of Seattle as laid off by the Heirs of Sarah A. Bell, deceased (commonly known as Heirs of Sara A. Bell's Addition to the City of Seattle); South Willow Street abutting Tract 2, Coffman Garden Tracts; the alley in Block 2, West Seattle Land and Improvement Co's Fourth Plat; the alley in Block 6, Denny-Fuhrman Addition to the City of Seattle; South State Street abutting Block 24, Sander's Supplemental Plat; the alley in Block 60, D. T. Denny's Park Addition to North Seattle; South Angeline Street abutting Tract B, Short Plat No. 80-153, recorded under King County Recording No. 8102260516 (also known as a portion of the Northeast quarter of Section 21, Township 24 North, Range 4 East, Willamette Meridian); the alley in Block 5, Denny-Fuhrman Addition to the City of Seattle; the alley in Block 3, Winona Park; Southwest Orchard Street abutting Block 55, Homecroft; the alley abutting Block 12, Assessor's Plat of University Heights; East Mercer Street abutting Block 7, Madison Street Addition to the City of Seattle, the alley in Block 24, Woodland Addition to Salmon Bay City; the alley in Block 5, Denny-Fuhrman Addition to the City of Seattle; the alley in Block 11, Fairview Homestead Association, for the Benefit of Mechanics and Laborers; the alley in Block 22, South Park; the alley in Block 35, Denny-Fuhrman Addition to the City of Seattle; the alley in Block 7, Brygger's First Home Addition to the City of Ballard; the alley in Block 16, Licton Springs Park; the alley in Block 6, Highland View; the alley in Block 36, Second Addition to that part of the City of Seattle, as laid off by A. A. Denny and W. N. Bell (commonly known as Bell & Denny's 2nd Addition to the City of Seattle); the alley in Parcels A and B, City of Seattle Lot Boundary Adjustment Number 3039052-LU, recorded under King County Recording Number 20221108900003 (also known as Block 8, Licton Springs Park); Northeast 103rd Street abutting Parcel A, City of Seattle Lot Boundary Adjustment Number 8801045, recorded under King County Recording Number 198908150721 (also known as a portion of the Northwest quarter of Section 32, Township 26 North, Range 4 East, Willamette Meridian); the alley in Block 6, Hillman City Addition to the City of Seattle; and the alley in Parcel A, City of Seattle Lot Boundary Adjustment Number 3039574-LU, recorded under King County Recording Number 20221018900007 (also known as Block 2, Marion Highlands).)

Summary and Background of the Legislation:

This Council Bill accepts 25 deeds for alley or street purposes, designates the property as right-of-way, places them under the jurisdiction of the Seattle Department of Transportation, and

ratifies and confirms certain prior acts. The deeds are for property transferred to the City for alley or street purposes as a result of conditions imposed on private development projects.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

The costs associated with implementing this ordinance, for example, maintaining the newly-acquired rights-of-way, have been anticipated in the adopted budget.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

SDOT is responsible for maintenance and operational costs of property under its jurisdiction, including maintenance and operational costs for rights-of-way. The costs for operating and maintaining the dedicated property are considered to be part of the City's transportation system and provided for in the annual budget.

Please describe any financial costs or other impacts of *not* implementing the legislation.

None.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

The Department of Construction and Inspections evaluates the building development projects and determines the conditions that must be met pursuant to the City's Land Use Code and the Seattle Right-of-Way Improvements Manual with respect to the dedication of these deeds to the City.

- b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.**

Yes. Maps of the dedicated property are exhibits to the dedication deeds attached to the ordinance.

- c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

There are no known impacts to vulnerable or historically disadvantaged communities. Dedicated property enhances the City's transportation infrastructure throughout the City as required by the City's Land Use Code.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

None.

- iii. What is the Language Access Plan for any communications to the public?**

A Language Access Plan is not required to be implemented to accept dedicated property.

- d. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation is not likely to increase or decrease carbon emissions in a material way.

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

No.

- e. **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)? What mechanisms will be used to measure progress towards meeting those goals?**

This legislation does not include a new initiative or a major programmatic expansion.

5. CHECKLIST

- ☐ **Is a public hearing required?**
- ☐ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

Summary Attachments: None.