

## **BILL SUMMARY & FISCAL NOTE**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>Executive Contact/Phone:</b>
Seattle Department of Transportation	Larry Huggins/684-5001	Christie Parker/684-5211

### **1. BILL SUMMARY**

#### **Legislation Title:**

AN ORDINANCE relating to the Pedestrian Master Plan Implementation project; authorizing the Director of the Department of Transportation to acquire, accept, and record on behalf of the City of Seattle, a deed for street purposes for a portion of Lot 1, Block 5, Seattle Suburban Home Tracts, from DVM Investments LLC, a Washington limited liability company; authorizing the Director of the Department of Transportation to acquire, accept, and record on behalf of the City of Seattle, a deed for street purposes for a portion of Lots 1, Block 6, Seattle Suburban Home Tracts, from Windsor Park Estates Lake City, LLC, a Washington limited liability company; placing the real property conveyed by such deeds under the jurisdiction of the Seattle Department of Transportation and designating the property for street purposes; and ratifying and confirming certain prior acts.

#### **Summary and background of the Legislation:**

This legislation authorizes acquisition, acceptance, and recording of two deeds granted to the City of Seattle by private property owners for portions of property at the southwest and southeast corners of the intersection of Northeast 145<sup>th</sup> Street and Lake City Way Northeast (Lake City Intersection) necessary to rebuild the existing curb ramps as provided for under the Pedestrian Master Plan Implementation project (Project), designates the property for street purposes, and places them under the jurisdiction of the Seattle Department of Transportation.

It is necessary for the City to purchase and accept these properties at the Lake City Intersection to rebuild the existing curb ramps as required by the Americans with Disabilities Act (ADA).

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

Please check one:

- This legislation has direct financial implications.**
- This legislation does not have direct financial implications.**

Appropriations for the Project are included in the 2014 Adopted Budget and the 2014-2019 Adopted Capital Improvement Program.

#### 4. OTHER IMPLICATIONS

- a) **Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?**

The City will be providing property owners just compensation for the property acquisitions necessary to complete the Project.

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

This legislation will allow the City to purchase property that is required to construct ADA-compliant curb ramps. If the ramps are not constructed and the City fails to comply with Federal law, there is a risk that the City may be subject to legal action and/or fines.

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

No.

- d) **Is a public hearing required for this legislation?**

No.

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

No.

- f) **Does this legislation affect a piece of property?**

Yes, two private property owners are granting deeds to the City for street purposes to complete and maintain the Project and the City is accepting the property as required by Article IV, Section 14, of the Seattle City Charter.

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

The census block surrounding the intersection of Lake City Way NE and NE 145<sup>th</sup> Street has a high percentage of people of color residing within it. In 2010, the percentage of people of color was 48% - 68%. Providing accessible pedestrian routes within this area helps ensure equal access, especially to transportation. These curb ramps connect to high volume transit facilities on Lake City Way NE. For transit users who require an accessible route to reach the bus stop, these curb ramps are vital.

- h) **If this legislation includes a new initiative or a major programmatic expansion:**

**What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.**

Not applicable.

**i) Other Issues:**

None.

**List attachments below:**

Attachment A: Map