



SEATTLE CITY COUNCIL

Full Council Meeting

Agenda

Tuesday, February 17, 2015

2:00 PM

Council Chamber, City Hall
600 Fourth Avenue
Seattle, WA 98104

Tim Burgess, Council President
Sally Bagshaw
Sally Clark
Jean Godden
Bruce Harrell
Nick Licata
Mike O'Brien
Tom Rasmussen
Kshama Sawant

Chair Info: 206-684-8806; tim.burgess@seattle.gov

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SEATTLE CITY COUNCIL

Full Council Meeting Agenda

February 17, 2015 - 2:00 PM

Meeting Location:

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

City Council Website:

<http://www.seattle.gov/council/>

A. CALL TO ORDER

B. ROLL CALL

C. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR

Introduction and referral to Council committees of Council Bills (C.B.), Resolutions (Res), and Clerk Files (C.F.) for committee recommendation.

[IRC 2](#)

February 17, 2015

Attachments: [Introduction and Referral Calendar](#)

D. APPROVAL OF THE AGENDA

E. APPROVAL OF THE JOURNAL

[Min 1](#)

February 2, 2015

Attachments: [Journal](#)

F. PRESENTATIONS

Mayor Murray's 2015 State of the City Address

G. PUBLIC COMMENT

Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.

H. PAYMENT OF BILLS

These are the only Bills which the City Charter allows to be introduced and passed on the same day.

I. COMMITTEE REPORTS

Discussion and vote on Bills (CB), Resolutions (Res), Clerk Files (CF), and Appointments (Appt).

SEATTLE PUBLIC UTILITIES AND NEIGHBORHOODS COMMITTEE

1. [CB 117780](#) AN ORDINANCE relating to historic preservation, imposing controls upon the Seattle National Bank Building, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

The Committee recommends that Full Council pass the Council Bill (CB).

In Favor: 3 - Bagshaw, Sawant, Harrell

Opposed: 0

Supporting Documents:

[Fiscal Note](#)

[Landmark Designation Report and Photos](#)

2. [CB 118154](#) AN ORDINANCE relating to historic preservation, imposing controls upon the Yesler Terrace Steam Plant, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

The Committee recommends that Full Council pass as amended the Council Bill (CB).

In Favor: 3 - Bagshaw, Sawant, Harrell

Opposed: 0

Supporting Documents:

[Fiscal Note](#)

[Landmark Designation Report and Photo](#)

3. [CB 118307](#) AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public

Utilities to acquire by negotiation or condemnation land and all other necessary property rights located southeast of the intersection of NW 54th Street and 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property and ratifying and confirming certain prior acts.

The Committee recommends that Full Council pass the Council Bill (CB).

In Favor: 3 - Bagshaw, Sawant, Harrell

Opposed: 0

Attachments: [Full Text CB 118307: Salmon Bay](#)
[Att 1 Regional Setting](#)
[Att 2 Legal Description for Salmon Bay Property](#)
[Att 3 Map of Salmon Bay Property](#)

Supporting Documents: [Fiscal Note](#)

4. [CB 118308](#) AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located at 5300 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property, and ratifying and confirming certain prior acts.

The Committee recommends that Full Council pass the Council Bill (CB).

In Favor: 3 - Bagshaw, Sawant, Harrell

Opposed: 0

Attachments: [Full Text CB 118308: Yankee Grill](#)
[Att 1 Regional Setting](#)
[Att 2 Legal Description for Yankee Grill Property](#)
[Att 3 Map of Yankee Grill Property](#)

Supporting Documents: [Fiscal Note](#)

TRANSPORTATION COMMITTEE

5. [CB 118319](#) AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

The Committee recommends that Full Council pass as amended the Council Bill (CB).

In Favor: 3 - Rasmussen, O'Brien, Godden

Opposed: 0

Attachments: [Att A Transit Service Funding Agreement v4](#)

Supporting Documents: [Fiscal Note](#)

6. [CB 118328](#) AN ORDINANCE authorizing execution of an amendment to the May 9, 2011 Interlocal Agreement between the City of Seattle, Washington, and the Seattle Transportation Benefit District to implement STBD Proposition 1; and ratifying and confirming certain prior acts.

The Committee recommends that Full Council pass the Council Bill (CB).

In Favor: 3 - Rasmussen, O'Brien, Godden

Opposed: 0

Attachments: [Att A Interlocal Agreement](#)
[Att B Track Changes to Interlocal Agreement](#)

Supporting Documents: [Bill Summary & Fiscal Note](#)

7. [Appt 00001](#) Appointment of Jennifer McIntyre Cole as member, Seattle School Traffic Safety Committee, for a term of confirmation to

March 31, 2017.

The Committee recommends that Full Council confirm the Appointment (Appt).

In Favor: 3 - Rasmussen, O'Brien, Godden

Opposed: 0

Attachments: [Appointment Packet](#)

8. [Appt 00002](#) Appointment of Lorena P. Kaplan as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.

The Committee recommends that Full Council confirm the Appointment (Appt).

In Favor: 3 - Rasmussen, O'Brien, Godden

Opposed: 0

Attachments: [Appointment Packet](#)

9. [Appt 00003](#) Appointment of Elaine Albertson as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.

The Committee recommends that Full Council confirm the Appointment (Appt).

In Favor: 3 - Rasmussen, O'Brien, Godden

Opposed: 0

Attachments: [Appointment Packet](#)

J. ADOPTION OF OTHER RESOLUTIONS

K. OTHER BUSINESS

L. ADJOURNMENT



Legislation Details (With Text)

File #: IRC 2 **Version:** 1 **Name:**
Type: Introduction & Referral Calendar (IRC) **Status:** Full Council Agenda Ready
In control: City Clerk
Final action:
Enactment date: Yes
Title: February 17, 2015
Sponsors:
Indexes:
Attachments: [Introduction and Referral Calendar](#)

Date	Ver.	Action By	Action	Result
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February 17, 2015

The Introduction and Referral Calendar is available as an attachment.



Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.	Title	Committee Referral
<u>By: Licata</u>		
1. CB 118331	AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.	Full Council
<u>By: Clark</u>		
2. Appt 00006	Reappointment of Robert J. Flowers as member, Washington State Convention Center Public Facilities District Board of Directors, for a term of confirmation to July 30, 2018.	Committee on Housing Affordability, Human Services, and Economic Resiliency
<u>By: Clark</u>		
3. Appt 00015	Appointment of Vu H. Le as member, Seattle Investment Fund LLC Advisory Board, for a term of confirmation to December 31, 2017.	Committee on Housing Affordability, Human Services, and Economic Resiliency
<u>By: Clark</u>		
4. Appt 00016	Appointment of Tam D. Nguyen as member, Seattle Investment Fund LLC Advisory Board, for a term of confirmation to December 31, 2017.	Committee on Housing Affordability, Human Services, and Economic Resiliency
<u>By: Godden</u>		
5. Appt 00004	Reappointment of Holly D. Golden as member, Seattle Center Advisory Commission, for a term of confirmation to September 28, 2017.	Parks, Seattle Center, Libraries, and Gender Pay Equity Committee
<u>By: Godden</u>		
6. Appt 00005	Reappointment of Sarah C. Rich as member, Seattle Center Advisory Commission, for a term of confirmation to September 28, 2017.	Parks, Seattle Center, Libraries, and Gender Pay Equity Committee

By: O'Brien

7. [Appt 00007](#) Reappointment of Joseph R. Malaspino as member, Construction Codes Advisory Board, for a term of confirmation to June 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

8. [Appt 00008](#) Appointment of Loren Brandford as member, Construction Codes Advisory Board, for a term of confirmation to June 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

9. [Appt 00009](#) Appointment of Robert Steven Lane as member, Construction Codes Advisory Board, for a term of confirmation to June 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

10. [Appt 00010](#) Appointment of Leonard D. Whalen as member, Construction Codes Advisory Board, for a term of confirmation to June 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

11. [Appt 00011](#) Reappointment of Brodie Bain as member, Seattle Design Commission, for a term of confirmation to March 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

12. [Appt 00012](#) Reappointment of Shannon Loew as member, Seattle Design Commission, for a term of confirmation to March 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

13. [Appt 00013](#) Reappointment of F. Ross Tilghman as member, Seattle Design Commission, for a term of confirmation to March 1, 2017. Planning, Land Use, and Sustainability Committee

By: O'Brien

14. [Appt 00014](#) Reappointment of John Savo as member, Seattle Design Commission, for a term of confirmation to March 1, 2017. Planning, Land Use, and Sustainability Committee

By: No Sponsor Required

15. [CF 314279](#) Council Land Use Action to allow a new two-story Fire Station 22 facility and to demolish the existing facility in an environmentally critical area, located at 901 Roanoke Street (Project No. 3017619; Type V). Planning, Land Use, and Sustainability Committee

By: Harrell,Licata

16. [Res 31569](#) A RESOLUTION proposing that certain public-interest obligations be required of Comcast Corporation for its proposed merger with Time Warner Cable Incorporated in the event the merger is approved by the Federal Communications Commission. Public Safety, Civil Rights, and Technology Committee

By: Harrell,O'Brien

17. [Res 31570](#) A RESOLUTION adopting the City of Seattle Privacy Principles governing the City's operations, which will provide an ethical framework for dealing with current and future technologies that impact privacy, and setting timelines for future reporting on the development of a Privacy Statement and Privacy Toolkit for their implementation. Public Safety, Civil Rights, and Technology Committee

By: Harrell

18. [Appt 00017](#) Reappointment of Dori C. Cahn as member, Seattle Immigrant and Refugee Commission, for a term of confirmation to February 1, 2017. Public Safety, Civil Rights, and Technology Committee

By: Harrell

19. [Appt 00018](#) Reappointment of Simon M-S Khin as member, Seattle Immigrant and Refugee Commission, for a term of confirmation to February 1, 2017. Public Safety, Civil Rights, and Technology Committee

By: Harrell

20. [Appt 00019](#) Appointment of Kay Godefroy as member, Community Police Commission, for a term of confirmation to February 10, 2018. Public Safety, Civil Rights, and Technology Committee

By: Bagshaw

21. [CB 118329](#) AN ORDINANCE relating to water services of Seattle Public Utilities; revising certain water rates and charges for service to wholesale customers, and amending Seattle Municipal Code Subsection 21.04.440.E in connection therewith. Seattle Public Utilities and Neighborhoods Committee

By: Rasmussen

22. [CB 118333](#) AN ORDINANCE vacating a portion of Terry Avenue and an alley in Block 32, Heirs of Sarah A. Bell's 2nd Addition, on the petition of King County (Clerk File 295303); and ratifying Transportation Committee

and confirming certain prior acts.

By: Rasmussen

23. [CF 314278](#)

Petition of Acorn Development LLC for the vacation of the alley in Block 21, Sarah A. Bell's Second Addition to the City of Seattle, bounded by Bell Street, 7th Avenue, Blanchard Street, and 8th Avenue.

Transportation
Committee



Legislation Details (With Text)

File #: Min 1 **Version:** 1 **Name:**
Type: Minutes (Min) **Status:** Full Council Agenda Ready
In control: City Clerk
Final action:
Enactment date: Yes

Title: February 2, 2015

Sponsors:

Indexes:

Attachments: [Journal](#)

Date	Ver.	Action By	Action	Result
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February 2, 2015

Journal of the Proceedings of the Seattle City Council

Monday, February 2, 2015

A. CALL TO ORDER

The City Council of The City of Seattle met in the Council Chamber in City Hall in Seattle, Washington, on Monday, February 2, 2015, pursuant to the provisions of the City Charter. The meeting was called to order at 2:02 p.m., with Council President Burgess presiding.

B. ROLL CALL

On roll call the following members were:

Present: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Absent: None.

C. INTRODUCTION AND REFERRAL CALENDAR

Motion was made, duly seconded and carried, to adopt the proposed Introduction and Referral Calendar.

COUNCIL BILLS:

BY LICATA:

Council Bill No. 118322, Appropriating money to pay certain audited claims and ordering the payment thereof.

Referred to Full Council.

BY BURGESS:

Council Bill No. 118323, Relating to the oath of office for Municipal Court judge; amending Seattle Municipal Code 3.33.120.

Referred to Education and Governance Committee.

BY CLARK:

Council Bill No. 118324, Relating to the Multifamily Housing Property Tax Exemption Program; amending Subsection 5.73.040.B of the Seattle Municipal Code to differentiate small efficiency dwelling units from other dwelling units for purposes of determining affordability requirements under the Multifamily Housing Property Tax Exemption Program.

Referred to Housing Affordability, Human Services, and Economic Resiliency Committee.

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Council Bill No. 118325, Relating to unsheltered homelessness; lifting a budget proviso imposed on Finance General's Reserves Budget Control Level; changing appropriations to various departments and budget control levels, and from various funds in the Budget; making cash transfers between various City funds; and ratifying and confirming certain prior acts. Referred to Housing Affordability, Human Services, and Economic Resiliency Committee.

RESOLUTIONS:

BY LICATA:

Resolution No. 31566, Adopting Statements of Legislative Intent (SLIs) for the 2015 Adopted Budget, the 2016 Endorsed Budget and 2015-2020 Adopted Capital Improvement Program (CIP).

Referred to Full Council.

BY O'BRIEN; CO-SPONSORS: BAGSHAW, HARRELL, LICATA:

Resolution No. 31567, Related to the Duwamish Waterway Cleanup and the health of communities adjacent to the Lower Duwamish Waterway.

Referred to Planning, Land Use, and Sustainability Committee.

CLERK FILES:

BY CLARK:

Clerk File No. 314248, Appointment of David Carl Freiboth as member, Washington State Convention Center Public Facilities District Board of Directors, for a term of confirmation to January 12, 2019.

Referred to Housing Affordability, Human Services, and Economic Resiliency Committee.

Clerk File No. 314249, Reappointment of Johnny Bianchi as member, Seattle Investment Fund LLC Advisory Board, for a term of confirmation to December 31, 2017.

Referred to Housing Affordability, Human Services, and Economic Resiliency Committee.

Clerk File No. 314250, Reappointment of Shaiza Damji as member, Seattle Investment Fund LLC Advisory Board, for a term of confirmation to December 31, 2017.

Referred to Housing Affordability, Human Services, and Economic Resiliency Committee.

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BY BURGESS:

Clerk File No. 314251, Reappointment of Jennifer A. Greenlee as Executive Director of the Civil Service Commission and of the Public Safety Civil Service Commission, for a term of confirmation to February 14, 2018.

Referred to Education and Governance Committee.

D. APPROVAL OF AGENDA

Motion was made and duly seconded to adopt the proposed Agenda.

Motion was made by Councilmember O'Brien, duly seconded and carried, to amend the Agenda by removing Agenda item 3, **Clerk File No. 312973**.

Clerk File No. 312973, Application of Midtown Limited Partnership to rezone land located at 2301 East Union Street from Neighborhood Commercial 2 with a 40 foot height limit (NC2-40) and Neighborhood Commercial 2 with a 40 foot height limit and pedestrian zone designation (NC2P-40) to Neighborhood Commercial 2 with a 65 foot height limit and pedestrian zone designation (NC2P- 65) (Project Number 3005931, Type IV).

Motion was made, duly seconded and carried, to adopt the proposed Agenda as amended.

E. PRESENTATIONS

There were none.

F. APPROVAL OF THE JOURNAL

The Journals of the Proceedings of the Seattle City Council meetings of January 20 and 26, 2015, were presented to the Chair for approval. By unanimous consent, the Journals were approved and signed.

G. PUBLIC COMMENT

Battery Bob addressed the Council regarding a non-Agenda item.

Greg Petri addressed the Council regarding a non-Agenda item.

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Alex Zimmerman addressed the Council regarding a non-Agenda item.

H. PAYMENT OF BILLS, CLAIMS, AND SALARIES

Council Bill No. 118322, Appropriating money to pay certain audited claims and ordering the payment thereof.

Motion was made and duly seconded to pass **Council Bill No. 118322**.

The Motion carried and the Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

I. COMMITTEE REPORTS AND FINAL VOTE ON LEGISLATION

FULL COUNCIL:

Agenda Item No. 1 - Resolution No. 31561, Revising certain General Rules and Procedures of the Seattle City Council; amending Attachment 1 of Resolution 31489, Section III.D.

ACTION 1 (Amendments 1-3):

Motion was made by Councilmember Licata, duly seconded and carried, to amend **Resolution No. 31561**, with Amendments 1 through 3, as shown in the double strikethrough and double underlined language below.

Amendment 1

Section 1. D.4.c and d:

c) If an individual is subject to an exclusion from future attendance at Council and/or Committee meetings for a 28 calendar day time period, and further engages in activity that violates III.D.1, other than subsection c, within ~~60~~ 30 days after the termination of the exclusion period, an additional exclusion from future attendance at Council and/or Committee meetings may be issued for up to ~~90~~ 60 calendar days.

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d) If an individual is subject to an exclusion from future attendance at Council and/or Committee meetings for a 90 60 or more calendar day time period, and further engages in activity that violates III.D.1, other than subsection c, within 60 days after the termination of the exclusion period, an additional exclusion from future attendance at Council and/or Committee meetings may be issued for up to 180 calendar days.

((e))e) The length of the period of ~~((the))~~any exclusion may depend upon the seriousness of the disruption, the number of disruptions, and the individual's prior record with conduct at Council or Committee meetings.

Amendment 2

Section 1.D.6

6. The enforcement provisions of these rules are in addition to the authority of the Fleets and Facilities Department to enforce Rules of Conduct in City Hall pursuant to Rule 05-02, and Rules regarding City Buildings and Premises pursuant to Rule 06-03. ~~Disruptions prior to or after a Council or Committee meeting, including interference with City officials or City staff's preparation for a meeting, may be addressed under the rules cited in this section.~~

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Amendment 3

Section 1.D.1.f:

f) Behavior that intentionally disrupts, disturbs or otherwise impedes attendance or participation at the orderly conduct of a Council or Committee meeting.

ACTION 2:

Motion was made and duly seconded to adopt **Resolution No. 31561** as amended.

The Motion carried and the Resolution was adopted as amended by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen - 8

Against: 1 - Sawant.

The President signed the Resolution.

Agenda Item No. 2. - Clerk File No. 314222, Appointment of Alexandra Moravec as member, Seattle Design Review Board, for a term of confirmation to April 3, 2016.

The Appointment was confirmed by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

TRANSPORTATION COMMITTEE:

Agenda Item No. 4. - Council Bill No. 118312, Relating to the Transit Corridor Improvements 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 Block 2, Lake Union Addition to the City of Seattle, from the Seattle School District No. 1, a municipal corporation of the State of Washington, placing the real property conveyed by such deed under the jurisdiction of the Department of Transportation and designating the property for street purposes; and ratifying and confirming prior acts.

The Committee recommended passage of the Bill.

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The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 5. - Council Bill No. 118313, Accepting twenty limited purpose easements for sidewalk or alley purposes and one correction easement for sidewalk 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 sidewalk adjoining portions of the Southeast quarter of Section 31, Township 24 North, Range 4 East and the Southwest quarter of Section 32, Township 24 North, Range 4 East, W.M.; the sidewalk adjoining Block 7, Sunnyside Addition to the City of Seattle; the sidewalk adjoining Block 22, Hill Tract Addition to the City of Seattle; the sidewalk adjoining Block 11, Supplementary Plat of Union Addition to the City of Seattle; the sidewalk adjoining Tracts 15 and 16, Morningside Acre Tracts; the sidewalk adjoining Blocks 35, 36, and 37, Woodlawn Addition to Green Lake; the sidewalks adjoining Block 16, Pontius Third Addition to the City of Seattle; the sidewalk adjoining the Southwest quarter of the Northeast quarter of Section 18, Township 25 North, Range 4 East, W.M.; the sidewalk adjoining Block 3, Elbert Place Addition to the City of Seattle; the sidewalk adjoining Block 48, Second 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 2nd Addition to the City of Seattle); the sidewalk adjoining Block 19, Seattle Suburban Home Tracts; the sidewalk adjoining Block 29, First Addition to the that Part of the Town of Seattle, laid off by Wm. N. Bell and A.A. Denny (Commonly known as Bell & Denny's 1st Addition to the City of Seattle); Block 4, Eastern Addition of the Town of Seattle; the sidewalk adjoining Parcel B, City of Seattle Lot Boundary Adjustment Number 3011789, under King County Recording Number 20110215900006; the sidewalk adjoining Block D, Brooklyn Supplemental Addition to the City of Seattle; the sidewalk adjoining Parcel A, City of Seattle Lot Boundary Adjustment Number 3012550, under King County Recording Number 20120125900011 as corrected by Affidavit of Minor Correction of Map recorded under Recording No. 20120222000520; the sidewalk adjoining Lot A, City of Seattle Lot Boundary Adjustment Number 3008060, under King County Recording Number 20080703900001; the alley in Block 55 and Block 56, Boston Co's Plat of West Seattle).

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

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Agenda Item No. 6. - Council Bill No. 118314, 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: 15th Avenue Northeast and Northeast 50th Street abutting Block 3, University Heights; the alley in Block 2, Shelton's Addition to the City of Seattle; 2nd Avenue Southwest abutting Parcels A and B, City of Seattle Short Subdivision No. 2400518; the alley in Block L, Bell's 5th Addition to the City of Seattle; the alley in Block P, Bell's 5th Addition to the City of Seattle; the alley in Block 9, Cowen's University Park; the alley in Block 29, Bell & Denny's 1st Addition; Sand Point Way Northeast and 40th Avenue Northeast abutting the Southwest quarter of the Southwest quarter of Section 10, Township 25 North, Range 4 East, W.M.; the alley in Block 14, Replat of Blocks 1, 2, 6, 7, 13, 14 and 23, North Seattle; the alley in Block 8, Fairview Homestead Association, for the Benefit of Mechanics and Laborers; the alley in Parcels A & B, City of Seattle Lot Boundary Adjustment Number 3008060; the alley in Block 13, Replat of Blocks 1, 2, 6, 7, 13, 14 and 23, North Seattle; the alley in Block 35, Cottage Grove No. 3; the alley in Block 21, Second Addition to that part of the City of Seattle, as Laid Off by A. A. Denny's and W. N. Bell (Commonly known as Bell & Denny's Second Addition to the City of Seattle); the alley in Block 4, Francies R. Day's LaGrande; the alley in Block 10, Pettit's University Addition to the City of Seattle; the alley in Block 26, Plan of North Seattle; the alley in the Henry L. Yesler Donation Land Claim in Township 24 North, Range 4 East, W.M.; the alley in Block 9, Pettit's University Addition to the City of Seattle).

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 7. - Council Bill No. 118315, Accepting twenty limited purpose easements for public sidewalk or street and alley turn-around, 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 sidewalk adjoining Parcel A, City of Seattle Lot Boundary Adjustment No. 3012550 recorded under Recording Number 20120125900011, as corrected by Affidavit of Minor Correction of Map recorded under Recording No. 20120222000520; the sidewalk adjoining the Northeast quarter of the Northeast quarter of Section 36, Township 26 North, Range 3 East, W. M.; the sidewalks adjoining Block 2, Werett's Addition to the City of Seattle and Sections 31 and 32

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Township 25 North, Range 4 East, W. M.; the sidewalk adjoining Block 10, James Division of Green Lake Addition to the City of Seattle; the sidewalks adjoining Block 8, Pettit's University Addition to the City of Seattle and Block 2, Shelton's Addition to the City of Seattle; the sidewalk adjoining Parcel A, City of Seattle Short Subdivision Number 9904054, recorded under King County Recording Number 19991214900006; the sidewalk adjoining Block 10, Pettit's University Addition to the City of Seattle; Block 9, Cowen's University Park; the sidewalk adjoining Block 2, Replat of Twelve Avenue Addition to the City of Seattle; the sidewalk adjoining Government Lot 2, Section 18, Township 25 North, Range 4 East, W. M.; the sidewalk adjoining the Southeast quarter of the southwest quarter of Section 33, Township 26 North, Range 4 East., W. M.; 22nd Avenue Southwest abutting Block 35, Cottage Grove No. 3; the sidewalk adjoining Block 5, Portion of the Town of Seattle, as laid out on the Land Claim of Wm. H. Bell, and the North Western Extremity of the Claim of A. A. Denny (Commonly known as Bell & Denny's Addition to the City of Seattle); the sidewalk adjoining the Southeast quarter of Section 18, Township 25 North, Range 4 East, W. M.; the sidewalk adjoining Block 25, Second Addition to the Town of Seattle as laid off by the Heirs of Sarah A. Bell, (deceased) (Commonly known as Heirs of Sarah A. Bell's Second Addition to the City of Seattle); the alley turn-around in the Southwest quarter of the Northeast quarter of the Southeast quarter, Section 16, Township 24 North, Range 4 East, W. M.; the sidewalk adjoining Block 2, Shelton's Addition to the City of Seattle; the sidewalk adjoining Blocks 34, 35, and 36, Brooklyn Addition to Seattle; the sidewalk adjoining Tract A, Yesler Terrace Addition).

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 8. - Council Bill No. 118316, 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: 7th Avenue Northeast abutting Block 9, Lake View Addition to the City of Seattle; the alley in Block 23, C. D. Boren's Addition to the City of Seattle; the alley in Block 93, D.T. Denny's First Addition to North Seattle; the alley in Block 51, Boston's Co's Plat of West Seattle; the alley in Block 16, Brooklyn Addition to Seattle; the alley in Block 47, Nagle's Addition to the City of Seattle; the alley in Block 42, Heirs of Sarah A. Bell's Second Addition to the City of Seattle; the alley in Block 80, D.T. Denny's Park Addition to North Seattle; the alley in Block 60, D. T. Denny's Park Addition to North Seattle; the alley in Block 27, Nagle's Addition to the City of Seattle; the alley in Block 49, A. A. Denny's 6th

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Addition to the City of Seattle; the alley in Block 1, Scenic Park; the alley in Block 15, Brooklyn Addition to Seattle; the alley in Block 10, Squire Park Addition to the City of Seattle; 41st Avenue Northeast abutting the Southeast quarter of the Southwest quarter of Section 10, Township 25 North, Range 4 East, W.M.; the alley in Block 20, Gilman's Addition to the City of Seattle; the alley in Block 3, Borzone's 2nd Addition to the City of Seattle; 22nd Avenue Southwest, 23rd Avenue Southwest, and Southwest Alaska Street abutting Blocks 14 and 35, Cottage Grove No. 3).

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 9 - Council Bill No. 118317, 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: 5th Avenue South and South Cloverdale Street abutting a portion of Government Lot 3, Section 32, Township 24 North, Range 4 East, W.M.; 5th Avenue South and South Cloverdale Street abutting Block 4 and Block 5, South Park; 7th Avenue South and South Cloverdale Street abutting Block 14, South Park; the alley in Block 9, Pettit's University Addition to the City of Seattle; the alley in Block 3, Shelton's Addition to the City of Seattle; the alley in Block 52, Yesler's 2nd Addition (Supplemental) to the City of Seattle; the alley in Block 4, C.P. Stone's Home Addition to the City of Seattle; the alley in Block 47, Nagle's Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J. H. Nagle (Commonly known as Nagle's Addition to the City of Seattle); the alley in Block 10, Randell's 2nd Addition to the City of Seattle; the alley in Block 86, D T. Denny's Park Addition to North Seattle; the alley in Block 92, David T. Denny's First Addition to North Seattle; the alley in Block 57, D.T. Denny's Park Addition to North Seattle; the alley in Block 5, Portion of the Town of Seattle, as laid out on the Land Claim of Wm. H. Bell, and the North Western Extremity of the Claim of A.A. Denny (Commonly known as Bell & Denny's Addition to the City of Seattle); the alley in Block 1, Scenic Park; the alley in Block 4, Fairview Homestead Association for the Benefit of Mechanics and Laborers; the alley in Block 4, Sorenson's Addition to the City of Seattle; the alley in Block 108, David T. Denny's First Addition to North Seattle; the alley in Block 29, Town of Seattle, as laid out by D. S. Maynard, Commonly known as D. S. Maynard's Plat of Seattle; the alley in Block 6, Interlake Addition to the City of Seattle; the alley in Block 8, Greenwood Park Addition to the City of Seattle).

The Committee recommended passage of the Bill.

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The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 10. - Council Bill No. 118318, 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 17, University Park Addition to the City of Seattle; the alley in Block "A", Third Addition to the part of the City of Seattle heretofore laid off by A. A. Denny & William N. Bell (Commonly known as William N. Bell's 3rd Addition to the City of Seattle); the alley in Block 34, Second Addition to the Town of Seattle as laid off by the Heirs of Sarah A. Bell, (deceased) (Commonly known as Heirs of Sarah A. Bell's 2nd Addition to the City of Seattle); the alley in Block 59, D. T. Denny's Park Addition to North Seattle; the alley in Blocks 55 and 56, Boston Co's Plat of West Seattle; the alley in Block 10, Assessor's Plat of University Heights; the alley in Block 2, Fairview Homestead Association, for the Benefit of Mechanics and Laborers; the alley in Block 80, D. T. Denny's Park Addition to North Seattle; the alley in Block 90, D. T. Denny's 5th Addition to North Seattle; the alley in Block 9, Francies R. Day's LaGrande; the alley in Block A, Greene's Replat of Block 10 Squire Park Addition to the City of Seattle; the alley in Block 11, Denny's Addition to Ballard and Seattle; the alley in Block 36, Second Addition to the Town of Seattle as laid off by the Heirs of Sarah A. Bell, (deceased) (Commonly known as Heirs of Sarah A. Bell's 2nd Addition to the City of Seattle); the alley in Block 23, Commercial Steam Motor Addition to the City of Seattle; 33rd Avenue South abutting Block 46, C. D. Hillman's Rainier Boulevard Garden Addition; the alley in Block 7, Pettit's University Addition to the City of Seattle; 33rd Avenue South and 34th Avenue South abutting Block 2, York 2nd Addition to the City of Seattle; the alley in Block 33, Boston Co.'s Plat of West Seattle; the alley in Block 16, Licton Springs Park).

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

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ENERGY COMMITTEE:

Agenda Item No. 11. - Council Bill No. 118273, Related to the City Light Department and Seattle Public Utilities; transferring jurisdiction of the former Wabash Substation Property from the City Light Department to Seattle Public Utilities for water, drainage, and other utility purposes.

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 12. - Council Bill No. 118274, Relating to the City Light Department; accepting statutory warranty deeds to the Fullerton property in King County, Washington, and the Fontana, Learned's Little Houses, LLC., Morgan, Nihart, and Scheer properties in Skagit County, Washington, for salmonid habitat protection purposes; declaring certain real property rights surplus to utility needs; ratifying the grants of Deeds of Right to the State of Washington on the Fontana, Learned, and Scheer properties for salmon recovery and conservation purposes; placing said lands under the jurisdiction of the City Light Department; and ratifying and confirming certain prior acts.

The Committee recommended passage of the Bill.

The Bill passed by the following roll call vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

The President signed the Bill.

Agenda Item No. 13. - Clerk File No. 314246, Appointment of Gail E. Labanara as member, Seattle City Light Review Panel, for a term of confirmation to January 27, 2018.

The Committee recommended that the Appointment be confirmed.

The Appointment was confirmed by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

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Agenda Item No. 14. - Clerk File No. 314247, Appointment of Sara Patton as member, Seattle City Light Review Panel, for a term of confirmation to January 27, 2018.

The Committee recommended that the Appointment be confirmed.

The Appointment was confirmed by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

COMMITTEE ON HOUSING AFFORDABILITY, HUMAN SERVICES, AND ECONOMIC RESILIENCY:

Agenda Item No. 15. - Clerk File No. 314219, Appointment of Tory Laughlin Taylor as member, Housing Levy Oversight Committee, for a term of confirmation to December 31, 2016.

The Committee recommended that the Appointment be confirmed.

The Appointment was confirmed by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

Agenda Item No. 16. - Clerk File No. 314236, Appointment of Vallerie Fisher as member, Housing Levy Oversight Committee, for a term of confirmation to December 31, 2016.

The Committee recommended that the Appointment be confirmed.

The Appointment was confirmed by the following voice vote:

In favor: Bagshaw, Burgess, Clark, Godden, Harrell, Licata, O'Brien, Rasmussen, Sawant - 9

Against: None.

J. ADOPTION OF OTHER RESOLUTIONS

There were none.

K. OTHER BUSINESS

Motion was made, duly seconded and carried, to excuse Councilmember Bagshaw from the February 23, 2015 Full Council meeting.

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L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 2:37 p.m.

Jodee Schwinn, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on February 17, 2015.

Tim Burgess, President of the City Council

Monica Martinez Simmons, City Clerk



Legislation Details (With Text)

File #: CB 117780 **Version:** 1 **Name:**

Type: Council Bill (CB) **Status:** Full Council Agenda Ready

In control: Seattle Public Utilities and Neighborhoods Committee

Final action:

Enactment date: Yes

Title: AN ORDINANCE relating to historic preservation, imposing controls upon the Seattle National Bank Building, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

Sponsors: Sally Bagshaw

Indexes:

Attachments: [Fiscal Note](#)
[Landmark Designation Report and Photos](#)
[Slideshow: Landmark Designation for Seattle National Bank Bldg and Yesler Terrace Steam Plant](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Seattle Public Utilities and Neighborhoods Committee	pass	Pass
2/4/2015	1	Full Council	referred	

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to historic preservation, imposing controls upon the Seattle National Bank Building, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

WHEREAS, the Landmarks Ordinance, Chapter 25.12 of the Seattle Municipal Code (SMC), establishes a procedure for the designation and preservation of sites, improvements, and objects having historical, cultural, architectural, engineering, or geographic significance; and

WHEREAS, the Landmarks Preservation Board (Board), after a public meeting on April 18, 2012, voted to approve the nomination of the improvement located at 720 Second Avenue (which is referred to as the “Seattle National Bank Building” for the purposes of this ordinance), for designation as a landmark under SMC Chapter 25.12; and

WHEREAS, after a public meeting on June 6, 2012 the Board voted to approve the designation of the Seattle National Bank Building under SMC Chapter 25.12; and

WHEREAS, on September 19, 2012, the Board and the owner of the designated landmark agreed to controls and incentives; and

WHEREAS, the Board recommends that the City Council enact a designating ordinance approving the controls and incentives; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. DESIGNATION: Pursuant to SMC 25.12.660, the designation by the Landmarks Preservation Board (Board) of the improvement located at 720 Second Avenue (which is referred to as the “Seattle National Bank Building” for the purposes of this ordinance), is hereby acknowledged.

A. Legal Description. The Seattle National Bank Building is located on the property legally described as:

Lots 1 and 4, Block 6, Boren and Denny’s Addition to the City of Seattle, according to the plat thereof, recorded in Volume 1 of Plats, Page 27, in King County, Washington.

B. Specific Features or Characteristics Designated. Pursuant to SMC 25.12.660.A.2, the following specific features or characteristics of the Seattle National Bank Building are designated: the exterior of the improvement known as the Seattle National Bank Building.

C. Basis of Designation. The designation was made because the Seattle National Bank Building is more than 25 years old, has significant character, interest or value as a part of the development, heritage or cultural characteristics of the City, state or nation, has integrity or the ability to convey its significance, and satisfies the following from SMC 25.12.350:

1. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction (SMC 25.12.350.D).
2. It is an outstanding work of a designer or builder (SMC 25.12.350.E).
3. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City (SMC 25.12.350.F).

Section 2. CONTROLS: The following controls are hereby imposed on the features or characteristics of the Seattle National Bank Building that were designated by the Board for preservation:

A. Certificate of Approval Process.

1. Except as provided in subsection 2.A.2 or subsection 2.B of this ordinance, the owner must obtain a Certificate of Approval issued by the Board pursuant to SMC Chapter 25.12, or the time for denying a Certificate of Approval must have expired, before the owner may make alterations or significant changes to the following specific features or characteristics: the exterior of the improvement known as the Seattle National Bank Building.
2. No Certificate of Approval is required for the following:
 - a. Any in-kind maintenance or repairs of the features or characteristics listed in subsection 2.A.1 of this ordinance.
 - b. Removal or replacement in-kind of the roof-mounted flagpole above the 2nd Avenue entrance.
 - c. Removal or replacement in-kind of the freight elevator door and dumpster pad located on the eastern side of the structure.
 - d. Removal of the skybridge attached to the east façade of the structure, provided that City Historic Preservation Officer approval is obtained for the manner of restoration of the east façade following such removal.
 - e. Removal, repair or replacement in-kind of the security gate at the Columbia Street entrance to the structure.
 - f. Temporary installation of fabric signage on the north elevation of the structure; as long as such signage (i) is removable without resulting in damage to the structure, and (ii) is used to advertise United Way of King County or any non-profit activities with which it is associated.

B. City Historic Preservation Officer Approval Process.

1. The City Historic Preservation Officer (CHPO) may review and approve alterations or significant changes to the features or characteristics listed in subsection 2.B.3 of this ordinance according to the following procedure:
 - a. The owner shall submit to the CHPO a written request for the alterations or significant changes, including applicable drawings or specifications.
 - b. If the CHPO, upon examination of submitted plans and specifications, determines that the alterations or significant changes are consistent with the purposes of SMC Chapter 25.12, the CHPO shall approve the alterations or significant changes without further action by the Board.

- c. If the CHPO does not approve the alterations or significant changes, the owner may submit revised materials to the CHPO, or apply to the Board for a Certificate of Approval under SMC Chapter 25.12.
2. The CHPO shall transmit a written decision on the owner's request to the owner within 14 days of receipt of the request. Failure of the CHPO to timely transmit a written decision constitutes approval of the request.
3. CHPO approval of alterations or significant changes to the features or characteristics listed in subsection 2.A.1 of this ordinance is available for the following:
 - a. The installation, alteration, or removal of duct conduits, HVAC vents, grilles, fire escapes, pipes, and other similar wiring or mechanical elements necessary for the normal operation of the building.
 - b. The installation, alteration, or removal of exterior security lighting, video cameras, and security system equipment.
 - c. The installation, alteration, or removal of signage (other than signage exempt under Section 2.A.2.f above).
 - d. Manner of restoration of the east (alley) façade of the structure following removal of the skybridge (see Section 2.A.2.d above).
 - e. The installation, alteration, relocation, repair, or removal of the following items located on the roof of the structure: (i) mechanical equipment and elevator overrun structures; (ii) access hatches; (iii) air intake and exhaust structures and mechanical rooms; (iv) cooling towers; and (v) the skylight.

Section 3. INCENTIVES: The following incentives are hereby granted on the features or characteristics of the Seattle National Bank Building that were designated by the Board for preservation:

- A. Uses not otherwise permitted in a zone may be authorized in a designated Landmark by means of an administrative conditional use permit issued pursuant to Seattle Municipal Code Title 23.
- B. Special tax valuation for historic preservation may be available under RCW Chapter 84.26 upon application and compliance with the requirements of that statute.
- C. Reduction or waiver, under certain conditions, of minimum accessory off-street parking requirements for uses permitted in a designated Landmark structure, may be permitted pursuant to SMC Title 23.
- D. The Owner may be eligible to participate in the City's Landmark Transfer of Development Rights (TDR) Bank after obtaining a determination from the City concerning the quantity of unused development rights for the Landmark that are eligible for transfer to receiving properties as Landmark TDR, pursuant to SMC 23.49.014.

Section 4. Enforcement of this ordinance and penalties for its violation are as provided in SMC 25.12.910.

Section 5. The Seattle National Bank Building is hereby added alphabetically to Section II, Buildings, of the Table of

Historical Landmarks contained in SMC Chapter 25.32.

Section 6. The City Clerk is directed to record a certified copy of this ordinance with the King County Director of Records and Elections, deliver two certified copies to the CHPO, and deliver one copy to the Director of the Department of Planning and Development. The CHPO is directed to provide a certified copy of the ordinance to the owner of the landmark.

Section 7. 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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Department of Neighborhoods	Sarah Sodt/206-615-1786	Forrest Longman/206-684-0331

Legislation Title:

AN ORDINANCE relating to historic preservation, imposing controls upon the Seattle National Bank Building, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

Summary of the Legislation:

The attached legislation acknowledges the designation of the Seattle National Bank Building as a historic landmark by the Landmarks Preservation Board, imposes controls, grants incentives, and adds the Seattle National Bank Building to the Table of Historical Landmarks contained in SMC Chapter 25.32. The legislation does not have a financial impact.

Background:

The Seattle National Bank Building was built in 1922 and is located in downtown Seattle. A Controls and Incentives Agreement has been signed by the owner and has been approved by the Landmarks Preservation Board. The controls in the agreement apply to the exterior of the building, but do not apply to any in-kind maintenance or repairs of the designated features.

X **This legislation does not have any financial implications.**

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
No.
- b) **What is the financial cost of not implementing the legislation?**
None.
- 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?**
None.

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.

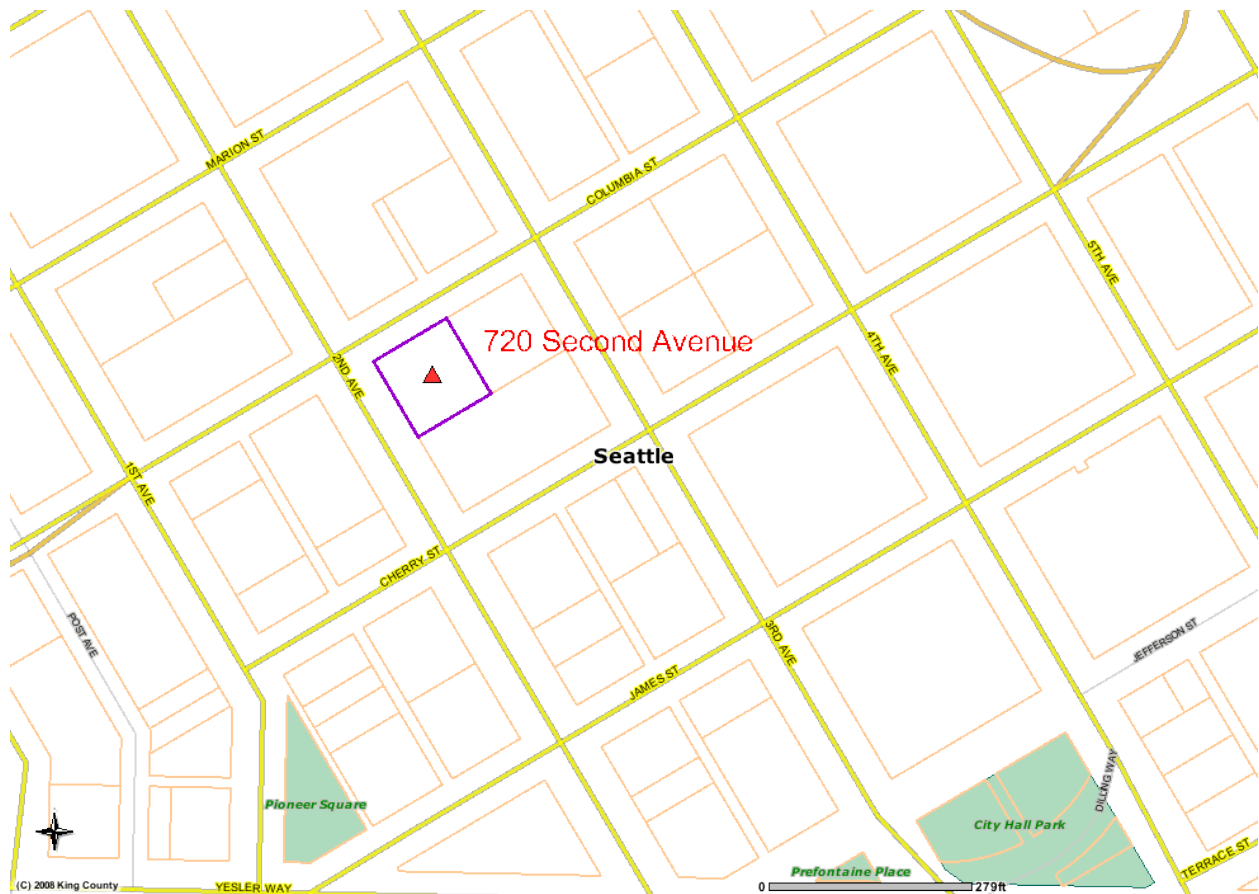
g) **Does this legislation affect a piece of property?**

Yes.

h) **Other Issues:**

List attachments to the fiscal note below:

Exhibit A – Vicinity Map of the Seattle National Bank Building



Note: This map is intended for illustrative or informational purposes only and is not intended to modify anything in the legislation.



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

REPORT ON DESIGNATION

LPB 271/12

Name and Address of Property: Seattle National Bank Building
720 Second Avenue

Legal Description: Lots 1 and 4, Block 6, Boren and Denny's Addition to the City of Seattle, according to the plat thereof, recorded in Volume 001 of plats, page 027, in King County, Washington.

At the public meeting held on June 6, 2012, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Seattle Bank Building located at 720 Second Avenue as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- D. *It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction; and*
- E. *It is an outstanding work of a designer or builder; and*
- F. *Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.*

PHYSICAL DESCRIPTION

Site, Setting and Urban Context

The United Way Building, formerly known as Seattle National Bank, is located on a sloping site at the southeast corner of the intersection of Second Avenue and Columbia Street. The building occupies the entire northwest quarter of the block and is particularly visible from easterly views at viewpoints along Columbia Street and southerly views along Second Avenue. The principal formal façade is oriented west toward Second Avenue; however a secondary entry to the second floor level is oriented toward Columbia Street. A dead-end, north-south oriented private alley runs behind the east side of the subject building.

The modern 17-story Norton Building (Bindon & Wright with SOM, 1958) is located at the opposite NW corner of the intersection. The highly distinctive former Chamber of Commerce Building (Harlan Thomas with Schack, Young and Myers, 1924) is located uphill on Columbia Street at the opposite side of the private alley. Several other historic bank buildings are also located nearby, including: the former Seattle Trust & Savings Bank (former Seattle National Bank, 1906) located on the opposite side of Columbia Street; the former Seattle-First National Bank (Dexter Horton Building,

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The Seattle Department of Neighborhoods**

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1924) immediately adjacent to the subject building, and the former Union Savings and Trust Co. (Hoge Building, 1911), which is across the street from the Dexter Horton Building. The former Bank of California (Key Bank, 1923-24) is located one block north on the opposite side of Second Avenue. The 20-story Millennium Tower (Zimmer/Gunsul/ Frasca, 2000) is located on the opposite west side of Second Avenue.

This highly distinctive two-story bank building was designed and constructed in 1921-1922 and subsequently served as a bank for several decades; it is now used for private office purposes. It exhibits an enframed block façade composition and incorporates classically derived architectural details and features executed in a refined Roman-inspired design mode. Due to its relatively modest scale in comparison to the nearby multi-story modern office and bank buildings and its unique architectural character, the United Way Building contrasts with its surroundings and is a highly distinctive component of the streetscape and the nearby urban environment.

Current Exterior Appearance

The reinforced concrete structure is three stories in height with a full basement level and measures 120 feet by 108 ft. It is clad with a plain smooth marble that is a cold grey-white color. The enframed block façade is divided into seven structural bays; it is distinguished by a main two-story central section that is bracketed by narrow end bays and surmounted by a third floor level cap, which form a nearly continuous wall plane. The plane is punctuated by tall, narrow window and window/door bays at the base and square window openings at the cap that reinforce classical design elements. These crisply cut openings and the simplified and finely detailed architectural elements create a refined modern yet somewhat severe appearance. This severity in combination with refined classical motifs serves to convey strength and stability and reinforces the public image desired for a banking institution.

The base is accentuated by three central entry bays; each composed of a slightly recessed entrance vestibule surmounted by a large rectangular mezzanine level window. Original sets of decorated, bronze-framed and glazed entry doors remain in place with original granite sills/steps. The doors are trimmed by ornamental cast iron decorated with geometric patterns and meander bands. Finely detailed, bead-and-reel mouldings surround the entrance door openings, which are capped by egg-and-dart and acanthus leaf header caps. The entrance bays are flanked to each side by tall two-story windows and surmounted by an intermediate cornice decorated with carved lions' heads. The window and door bays are accentuated by simple Roman-inspired pilasters that correspond with the intermediate cornice forming the principal façade design element. Originally the bank name "The Seattle National Bank" was carved into the cornice frieze; however, the frieze is now only a simply decorated flat band.

This principal façade element is enframed by tall two-story windows and a third floor level band of windows. Narrow horizontal marble moulding accentuates the third floor level and defines the terminal parapet, which is decorated with subtle fluted patterns and accentuated at each corner with acroteria. The parapet is slightly stepped at the center of the façade.

The large rectangular window openings hold original multi-pane divided steel sash enframed by cast-iron surrounds that rest on cast iron sills. The cast iron surrounds are highly ornate with fluted jambs and headers that are decorated with Roman crosses.

The north (Columbia Street) elevation exhibits five enframed window bays. The tall narrow base level window configuration continues at this elevation and is surmounted by a band of square third floor level windows. One original window bay at the east end of this (north) elevation was converted to a recessed entry vestibule after 1968 and further modernized in 1989. The east (alley) elevation is

entirely utilitarian in character with plain poured concrete walls and industrial sash. A modern skybridge connects the third floor level of the east elevation with the former Chamber of Commerce Building at the eastern side of the alley. The south wall abuts the Dexter Horton Building. A rooftop penthouse at the center of the building is not visible from the adjacent streetscapes.

Interior Features and/or Finishes

The interior of the banking hall originally included highly distinctive travertine and other marble finishes and various ornate interior features and fixtures including iron grille work and Roman-inspired plaster details. The banking hall included a foyer/atrium with a coffered central dome that was three stories in height. An open mezzanine level and a third floor level occupied the peripheral spaces around the atrium. These interior spaces were significantly altered in 1969 when the building was converted to a brokerage house and have been subsequently altered for changing office and government agency purposes. A small portion of marble flooring and travertine trim are currently visible within the remodeled Second Avenue entry vestibule area. While it is possible that there may be other architecturally significant interior building features or finishes that remain in place, they are no longer accessible or visible to the general public.

STATEMENT OF SIGNIFICANCE

The United Way Building (Seattle National Bank) is directly associated with the early twentieth century developmental era between 1920 and 1930 when a significant number of commercial buildings were constructed and the modern downtown commercial district was fully established. In 1923 Seattle adopted its first ordinance that regulated specific geographic areas for specified uses; it allowed the most densely concentrated commercial development to occur in the downtown core. The economic prosperity of the 1920s stimulated the development of numerous major highrise commercial buildings, as well as smaller-scale bank and commercial buildings, major hotels and apartment hotels, club buildings and entertainment facilities that were typically designed by leading Seattle architects. During this era, the original residential district was entirely absorbed by commercial and other real estate development. By 1930, virtually all of the settlement era residential properties, as well as many of the immediate post-fire era commercial buildings outside of Pioneer Square, had been demolished or removed.

The United Way Building (Seattle National Bank) is a well-preserved and intact example of a very important downtown property type from this era. It is a noteworthy example of bank design executed in a highly distinctive and refined Roman-inspired design mode and is an outstanding work of the highly regarded regional architectural partnership of Doyle & Merriam (A.E. Doyle).

Historic Land Use Patterns & Downtown Commercial Development

The downtown commercial core of Seattle has evolved for over one-hundred and fifty years. This unique geographic area has been developed and redeveloped multiple times, as most building sites have been repeatedly changed due to a complex set of geographic, economic and historic circumstances. The historic commercial development and the current urban environment of downtown Seattle were shaped in obvious tangible and subtle intangible ways by broad national and international events and further influenced by city-wide and regional land use and development patterns.

Community Establishment

The settlement-era community of Seattle was essentially carved out of dense forest along a relatively steep hillside above Elliott Bay where the protected deep water harbor could function as an ocean-going port. As the community became established and was incorporated as a town in 1869, it

gradually accommodated industrial, commercial, social and residential functions within a concentrated area near Front and Commercial Streets (now First Avenue and First Avenue S.) and Yesler Way. Due to its remoteness, the town grew slowly and evolved in a laissez-faire manner with land use and planning decisions based on public health and transportation necessities.

The surviving downtown grid street system is a legacy of the three original plats delineated by the city's major founders: Carson Boren; William Bell; and Arthur Denny. They chose to layout their individual land claims and correlated streets to follow the adjacent shoreline, rather than according to a uniform compass point, creating distinctive angular street intersections within the overall grid. As established, this street grid pattern influenced the future form of the downtown area, its network of streets and blocks, and dictated the future special relationships between downtown commercial buildings.

The earliest settlement community was composed of wood-frame, plank and clapboard buildings that were typically one to two stories in height with gabled shingle roofs – constructed using locally abundant materials. Commercial buildings were clustered along Front and Commercial Streets; they exhibited utilitarian false front designs and building forms typical of newly established communities throughout the American West. One particularly notable exception to this pattern was the Territorial University building (1861) that exhibited a formal Classical Revival façade with ionic columns. It was situated at a high point some eight blocks to the north of Yesler Way on Denny's Knoll, and became known as the University Grounds.

By the early 1880s, the bustling commercial center had evolved to include elaborate architect-designed wood-frame buildings and modest brick and stone masonry structures, two to three stories in height. By then, a scattered collection of fashionable residences and small dwellings dominated the hillside above the bay stretching from Cherry Street to Pike Street. Further north and above the bay, a small community had been established near First Avenue and Bell Street, known as Belltown. By the mid-1880s large mansions began to be constructed on First Hill and Queen Anne Hill, a distance from growing commercial, industrial and port activity. Indicative of an established population and the degree of residential development, two substantial schools - Central School (located at Seventh Avenue and Marion Street) and Denny School (at Sixth Avenue and Wall Street) - were built in 1883 and 1884. While residential concentrations grew to the north and east of the commercial center, industrial growth and port activity became more concentrated along the mouth of the Duwamish River and southern tidelands portions of Elliott Bay.

Post-Fire Reconstruction

The destruction of 64 blocks of commercial buildings and waterfront industrial and shipping facilities in the fire of 1889 brought a dramatic end to these established districts, which had evolved over the prior three and a half decades. City leaders and local entrepreneurs immediately began to plan to rebuild commercial buildings and industrial facilities in anticipation of a future population for 100,000 people, several times the actual size of the community. The reconstruction effort adhered to new building code provisions that mandated safer and more fire resistant building construction and brought about a new urban scale and design character within the commercial core. Streets were regraded, modern water and sewer utilities were installed, and First Avenue and Yesler Way were widened to relieve growing traffic congestion.

Massive load-bearing stone, brick and heavy timber structures were constructed that utilized decorative terra cotta, cast iron, and modern elevator technology. The urban scale of the city was significantly changed as substantial five-story buildings began to characterize the reconstructed commercial district. Facades uniformly met the street edge and individual land parcels were typically

developed to utilize the full frontage and lot area. Continuous blockfronts of commercial offices, hotels, banks and wholesale houses began to dominate the new streetscapes.

The well-established residential district survived the fire; however, by 1889 new residential districts were being established well beyond the original downtown residential district. While specific geographic sub-areas that had been dominated by industrial, commercial and residential uses began to be more clearly defined, the reconstructed commercial district remained very diverse. Residential hotels, flats and lodging houses were typically located above retail storefronts and various commercial, warehouse, entertainment and manufacturing uses were intermixed on the same city block. Furthermore, individuals from a wide range of economic levels lived and worked in relatively close proximity to one another.

While the new commercial district remained fixed within five blocks of Yesler Way and First Avenue, substantial commercial construction gravitated further north along First and Second Avenues and toward the well-established residential district. First Avenue to the north of Yesler Way became a major shopping street. As modern business blocks and the growing retail trade expanded uphill, Second Avenue to the north of Marion Street remained largely residential. Gradually the southern portion of Second Avenue between Yesler Way and Marion Street became a second major north-south business thoroughfare. Steep grades limited foot and horse-drawn carriage traffic further uphill to Third Avenue, which remained dominated by residences and churches. Scattered within the commercial core and to a smaller degree within the residential district were smaller enterprises like cabinetmakers, machine shops, livery stables, and milliners.

The discovery of gold in the Yukon in 1896 prompted a major influx of people traveling to Seattle, which emerged as a primary embarkation point for those traveling to northern British Columbia and Alaska. After what had been a brief period of economic stagnation, the Klondike Gold Rush triggered unprecedented economic growth and dramatic subsequent population increases. Spurred by new economic prosperity, the City began to undertake projects that would drastically reshape the city's topography. Beginning in the late 1890s, hills were removed, tunnels and canals constructed, streets regraded, and valleys and tidelands were filled in order to facilitate the movement of goods and people and the expansion of commercial and industrial development. These major engineering efforts, which continued for nearly three decades, addressed various transportation and civil engineering challenges and shaped the future of the burgeoning downtown commercial district in significant ways.

Early Twentieth Century Growth

Modern urban architectural scale and design character began with the construction of the earliest steel-frame highrise buildings in the commercial district - the extant 14-story Alaska Building built in 1903-04 at Second Avenue and Cherry Street and the 12-story American Savings Bank/Empire Building (1904-06, destroyed) at Second Avenue and Madison Street. In 1906, the extant seven-story Eitel Building at Second Avenue and Pike Street was the earliest substantial commercial building to be built as far north as Pike Street. Major commercial buildings were subsequently built along Pike Street, including: People's Bank Building (1906, destroyed) at the NE corner of Second Avenue; and the Northern Bank and Trust Company Building (Seaboard Building, 1906-09) at the NE corner of Fourth Avenue. By 1905, a distinct concentration of banking enterprises and specialty/department stores had been established along Second Avenue near Marion Street.

During this era numerous residential properties, including large mansions that were only 20 years old, were removed and/or relocated in order to accommodate large commercial and civic building projects. The increased pressure for commercial development brought about the first broad scale local planning efforts - influenced by the City Beautiful movement - intended to guide future

downtown development. Various civic center plans were proposed between 1905 and 1911; however, none were ever fully adopted or implemented. The legacy of these efforts is reflected to some degree in several extant buildings within the commercial core, including: the Central Building (1906-08); and the Securities Building (1912-13). Unfortunately, two of the most architecturally distinctive public buildings to be constructed during this era and influenced by such grand schemes were lost during the 1960s; the Carnegie Public Library (1902) and the Government Post Office Building (1903).

The Rialto Building (1894, destroyed) at Second Avenue and Madison, housed the Frederick and Nelson Department Store, which was one of several major retail enterprises that gradually made Second Avenue a fashionable shopping district. Other important department stores included: the Bon Marche Store (1896, 1902, 1911 destroyed) at the SW corner of Second Avenue and Pike Street and the extant Stone, Fisher & Lane Store (Galland Building, 1906). Three more major retail enterprises: the J.A. Baillargeon & Co. (1907), MacDougall and Southwick Store (1907, Chapin Building, destroyed) and the original Rhodes Department Store (1907, destroyed) were also located along Second Avenue.

By 1905, numerous brick hotels were already clustered near First Avenue and Pike Street and further up Pike Street at Third Avenue. A particularly significant boom in downtown hotel development occurred between 1906 and 1910 in conjunction with improved economic prospects, population growth and in anticipation of the Alaska-Yukon-Pacific (AYP) Exposition of 1909.

In 1907, the University of Washington regents successfully negotiated a long-term lease of the former University Grounds that encompassed several contiguous blocks between Seneca and Union along both sides of Fourth and Fifth Avenues. While the University had relocated to its current north end campus in 1894, it was not until early 1908 that a comprehensive master plan for the redevelopment of the University/Metropolitan Tract was finalized and made public. The ambitious scheme called for a concentration of ten-story business blocks unified by a Beaux Arts design and a formalized spatial relationship. The successful lease and this visionary plan signaled that the commercial district would certainly shift northward and that Fourth and Fifth Avenues would become major commercial thoroughfares.

While commercial development and retail activity had been concentrated along First Avenue and nearer to the waterfront ever since the earliest street regrading efforts had occurred in the late 1870s, Pike Street also functioned as a main transit route between Lake Union and the central waterfront. By the early 1900s the area around First Avenue and Pike Street was a center of small-scale commercial activity and residential hotels. Early in the decade, the regrading of Denny Hill and the establishment of the Pike Place Public Market at the foot of Pike Street triggered increased hotel and commercial development in the general vicinity.

Second Avenue continued to serve as the major downtown commercial thoroughfare for several decades – in addition to three of the five major department stores as well as the Smith Tower, the city's tallest skyscraper until 1968, the street included the largest office buildings, leading furniture stores, a distinct concentration of the biggest commercial and oldest pioneer banks and several of the leading hotels, including the Savoy Hotel (1906, destroyed). The street was preeminent due to the fact that it provided an easy and direct route for the movement of traffic and goods between railroad and wholesale terminals to the south and the thriving retail, business and residential areas to the north and east. Well into the 1930s, Second Avenue remained the principal arterial roadway through the downtown commercial core for those traveling by electric streetcar, private or commercial motor vehicle and for passengers making connections to water-based transportation on Elliott Bay.

However, by 1910 the commercial core had shifted northward and significant commercial real estate development was occurring within the former residential district. By then, regulations had been adopted that limited building heights to 200 feet - or sixteen stories high. In 1912 the City government enacted an innovative ordinance that governed building heights in greater detail according to lot coverage and set particular construction requirements. Following a nationwide trend, several major highrise buildings were constructed – primarily located along Second and Third Avenues. Distinctive multi-story civic, commercial and hotel buildings were also being built as the urban scale and extent of the commercial district changed dramatically prior to World War I. With the opening of the elegant five-story Frederick and Nelson Department Store at Fifth Avenue and Pine Street in 1919, the fashionable retail center began to make a rather dramatic northward shift.

A local Zoning Commission was created in 1920 and in 1923 Seattle adopted its first ordinance that identified specific areas for specified uses. The zoning code allowed the most densely concentrated - although regulated – commercial development to occur in the downtown core. Over the following seven years the downtown core was transformed by the addition of highly distinctive office towers, major hotels and movie theaters designed by skilled local architects.

The economic prosperity of the 1920s stimulated the development of numerous major highrise and commercial block office buildings, as well as smaller-scale bank and specialty retail stores, major hotels including apartment hotels, club buildings and entertainment facilities. The northward expansion of commercial development ultimately led to the destruction of Seattle's original residential district. Distinctive and highly ornate mansions on large lots, modest family homes, row houses and flats, and vernacular cottages and dwellings were gradually removed or demolished. By 1930, virtually all residential properties had been eliminated - as well as several immediate post-fire commercial buildings - due to regrading and commercial real estate development.

Seattle Banking History

Seattle's earliest official bank was Phillips, Horton & Company, which began operations in 1870 in a building located at First Avenue South near Washington Street. Prior to the fire of 1889, there were at least thirteen different bank enterprises located in the historic commercial center near Yesler Way (Mill Street). Most of these banks were small enterprises located at the storefront level, often at the corner, of a building housing other commercial uses. After the fire, banking establishments were reestablished in modern fire-proof buildings still concentrated near the original commercial center; however, the national economic downturn of 1893 slowed the growth of local business as well as banking establishments. By the late 1890's business activity and banking boomed due to the Yukon gold rush as Seattle became a major provision point for fortune seekers.

By the early 1900s fortunes had been made by local entrepreneurs, industrialists and shipping companies; the economic impact was directly reflected in the northward expansion of commercial development. Banking institutions played a crucial role in this development. Major steel-frame and concrete highrise office buildings – that typically housed banking enterprises - were constructed along Second Avenue to the north of Yesler Way. At the same time banks began to merge in order to benefit from their combined financial resources. As the banking institutions grew they required a greater amount of office space at their downtown headquarters locations, typically housed in lower floor levels of large multi-story commercial office buildings. A distinct financial district gradually developed along Second Avenue between Cherry Street and Madison Avenue.

In 1922, despite multiple bank mergers there were almost as many banking institutions in Seattle as there had been 25 years earlier. However, instead of approximately \$3,000,000 in deposits in 1897 these banks represented \$140,000,000 in deposits. The remarkably rapid development of the Pacific

Northwest during this era is directly reflected in the growth and expansion of the banking industry and the construction of modern bank headquarter facilities and branch bank buildings.

By the mid-1920s, the financial district was well-established along Second Avenue as banks and other financial institutions continued to construct or occupy portions of large commercial office buildings as well as smaller scale buildings devoted entirely to banking operations. The *Seattle Times* reported on July 26, 1924:

“This financial foundation, numbering up to this year twenty-five principal banks, has been a tower of strength not only to Seattle but the entire Pacific Northwest. Among the outstanding banks are the National Bank of Commerce, First National, Seattle National and Washington Mutual Savings. All these fine banks are housed on Second Avenue and all of them are in homes completed within the last few years, models of banking facilities and public convenience.”

Extant Second Avenue buildings that housed historic banking operations include the Scandinavian American Bank (Alaska Building, 1904); Seattle Trust and Savings Bank Building (1906, 1922); Seattle National Bank (1921); National Bank of Commerce (Baillargeon Building, remodeled 1919 & 1957); Union Savings and Trust Co. (Hoge Building, 1911); the Dexter Horton Building (Seattle-First National Bank, 1924); and the Bank of California (1923-24).

The American bank building-type dating to the mid-nineteenth century was typically designed to represent tradition and solidity. Prosperity and a sense of permanence were conveyed through the use of Classical design forms. The typical bank building of the late nineteenth and early twentieth century – even those located in smaller rural towns – often represented a temple and included a fairly grand banking hall. Internal functions were clearly separated with formal spaces created to reinforce a sense of hierarchy and control.

Smaller individual bank buildings and the entryways and lobbies to banking offices housed in larger office buildings were most often executed in a grand, neoclassical design style with a rich mixture of interior marble, plaster and tile finishes and ornate fixtures and features.

Seattle National Bank –Bank History

Seattle National Bank was founded in 1889 and was originally located in the corner of the Pacific Building (Interurban Building, 1890-1892) at Occidental Avenue and Yesler Way. In 1903, Seattle National Bank merged with Boston National Bank. The combined deposits exceeded \$3 million making it the third largest bank in town, after the Dexter Horton Bank and the Puget Sound National Bank. The Boston National Bank was founded in 1889 and was originally located in the Boston Block (1887-88, W.E. Boone, destroyed). The Boston Block was located at the SE corner of Second Avenue and Columbia Street, the site of the subject building.

A few years after the merger Seattle National Bank relocated to a newly constructed two-story headquarters building at the northeast corner of Second Avenue and Columbia Street (804 Second Avenue). The building was designed by Boone & Corner architects and financed in part by Herman Chapin of the Boston Company and the former president of Boston National Bank. The building was initially known as Seattle National Bank; it subsequently became known as First National Bank and then for several decades as Seattle Trust & Savings Bank. It now functions as a mixed use commercial building with a fitness club at the ground floor and offices above.

In late 1907, *Pacific Builder and Engineer* reported that numerous banks had been recently constructed or remodeled with substantial improvements to their interiors. The article identified the interior of Seattle National Bank for praise:

“No bank in Seattle is more perfect in its luxurious fittings than the Seattle National. Everywhere genteel taste has been displayed, and money has not been spared to make it one of the magnificent banks of the coast.”

The article noted counters of Italian Pavanaso marble with deep verde antique (marble) base trim and bronze grillwork incorporating brass electric lighting. Walls were painted an ivory white and accentuated by mahogany woodwork and furnishings. In 1910 Seattle National Bank merged with Puget Sound National Bank, which had been founded/ organized in 1882. Thus, Seattle National Bank eclipsed Dexter Horton Bank in size and would remain the largest commercial bank in Seattle until 1924 when Dexter Horton Bank merged with the Union National Bank of Seattle. After the 1910 merger the original banking hall was remodeled and expanded by combining a former storefront space (to the north of the banking hall) with the main banking hall. At this time, one of the original retail storefronts was infilled and the granite bulkhead extended. The expanded hall was described as having “an abundance of natural light” more so than any banking hall in the city. The upper floor level, which had separate entrance off of both side streets, appears to have been used primarily for office purposes unrelated to the bank.

In mid-1918, the firm of Bebb & Gould began to study design schemes for the remodel and expansion of the building to better accommodate the growing banking institution. Preliminary sketches and scale plans for this project are included in the University of Washington Architectural Drawing Collection. Carl Gould, who had previously designed a new bank vault for Seattle National Bank at their prior Boston Block location, appears to have prepared several innovative schemes that involved an elaborate interior remodel of the banking hall or public lobby. The designs involved the further expansion of banking operations to utilize most of the first floor and upper floor levels and included the proposal for an ornate Roman-inspired entrance vestibule. However, none of the concepts appear to have gone beyond the design development phase.

By 1920, Seattle National Bank had clearly outgrown its two-story office building at 804 Second Avenue. Thus, the bank acquired the adjacent southeast corner of Second Avenue and Columbia Street, the site of the Boston Building, with the intention of constructing a new, modern bank building. Seattle National Bank purchased the property for \$350,000 in early April 1920. The four-story Boston Block was the oldest brick commercial building in the city having been constructed in 1887-88 and having survived the great fire. At the time of the purchase, Daniel Kelleher, chairman of the bank board of directors noted:

“The site for our new building is now, and I believe will for many years continue to be, in the center of Seattle’s banking and financial district. I feel, moreover, that property in Seattle’s banking district is most reasonable in price and that right now is the time for a bank to buy its permanent site and build its own home.”

“While it is certain that with the growth of the city our shopping center will in the future, as it has in the past, continue to move northward, I believe it is just as certain that the financial and banking center will stay permanently just where it now is.”

United Way Building (Seattle National Bank) – Construction History

In early July 1920, the firm of Bebb & Gould developed design schemes for the construction of an entirely new two-story bank building specifically designed to accommodate Seattle National Bank. Multiple preliminary sketches and scale floor plans for this project are included in the University of Washington Architectural Drawing Collection. Carl Gould had previously designed a new bank vault for Seattle National Bank (at its prior Boston Block location) and proposed several design schemes to

remodel the bank at 804 Second Avenue. He appears to have prepared several preliminary schemes for the new building; the designs involved a central entry vestibule opening onto a large open symmetrical banking hall surrounded by an open mezzanine level with cashiers and other offices located below, as well as a second floor level and basement. A preliminary perspective drawing shows an interior design with tall Corinthian columns extending up through the mezzanine level, coffered ceilings and ornate mezzanine handrails.

On July 18, 1920 the *Daily Journal of Commerce* published a lengthy article describing planning for the new building. The distinguished Portland-based architectural firm of Doyle & Merriam was described as the architects for the new building and Bebb & Gould was listed as the associate architects. At the time, the planned project was the largest *exclusive* banking house to be solely “devoted to the transaction of banking business” built in Seattle. The planned design – presumably that developed by Gould – would include a basement level occupied by extensive vaults and committee and director’s rooms, a main banking floor at the Second Avenue level and workforce offices on the open mezzanine level and in third floor offices located directly above it. The preliminary design called for a three-story open marble foyer (or atrium) in the banking hall that would be 73-feet wide and 35-feet high. The article noted several recently-built bank buildings in Yakama, Ellensburg and Wenatchee that were designed by Doyle & Merriam. The article did note the Union National Bank in Seattle credited to Bebb & Gould although the firm had undertaken several other noteworthy bank design projects since 1914. Subsequent press coverage identified only Doyle & Merriam as the architects without any further reference to Bebb & Gould. Thus, for unknown reasons it appears that Carl Gould and his firm had relatively limited involvement with the final design of the building.

The bank could not begin demolition or construction work until March of 1921 when all of the Boston Block tenant leases had expired. The construction cost was identified as \$500,000 with significant expenses associated with the acquisition of marble products. The new building was completed and formally opened to the public in early August 1922. Press coverage emphasized the simplicity and “air of quiet dignity” of the design:

“The exterior is simple, its lines being of classical architecture, graceful in their expression of strength and solidarity. The walls are of warm pink-toned Tennessee marble and the principal entrances are portals of striking design.”

“Entering the main doors on Second Avenue, one passes through small vestibules into the main banking room and is at once struck with the feeling of space and quiet dignity which it conveys. From the floor to the great dome in the center, the eye follows pleasing lines of massive pillars and walls of soft-hued Travertine marble. The ornamentation is not obtrusive, but is in keeping with the simplicity and symmetry of the entire structure.”

A circular counter was located at the center of the banking room. The teller’s cages had limited grillwork; instead they were distinguished by polished black marble countertops and plate glass fronts. The bank was equipped with modern steel and concrete vaults as well as thirty call boxes directly linked to the police headquarters. Seattle National Bank president J.W. Sprangler stated at the formal opening ceremonies:

“Every effort has been made to insure the comfort and convenience both of our own work force and of our customers and at the same time to produce a building of pleasing proportions and dignity of appearance and we feel we have achieved a worthy home which will be useful to us and an ornament to the city for many years.”

An incomplete set of copies of the original 1921 Doyle & Merriam drawings was found to be in the records of the current owners of the building; these consist of all the floor plans, and structural drawings specifying beam and column sizes. These drawings for unknown reasons are not on file at the Department of Planning and Development Microfilm Library. Notes on these drawings, especially the structural sheets (also by Doyle & Merriam), indicate an unknown number of floors to be accommodated in the future. However, no elevations or sections could be found which would indicate what the design of the additional floors would be, nor is there any suggestion in the 1921 architectural set that such a design existed yet.

A news article from the July 24, 1921 edition of The Seattle Times entitled "New Bank to be Built at Once," states that "the foundations provide for a fourth story to be added when required."

There are several examples of buildings built in phases, with additional stories added later, in downtown Seattle. Because the downtown core grew explosively at several periods after the Great Fire through the 1920s, this was a not-uncommon way for new office space to be accommodated, or losses to be minimized, as economic circumstances changed. Examples of such buildings include the Empire Building aka American Savings Bank & Trust Company (1891, addition 1908; demolished); People's Bank on Second Avenue (1899, addition 1902; demolished); JM Frink Building aka Washington Shoe Company (1891, addition 1912); Cyrus Walker Building on Second Avenue (1899, addition 1902). Another example, civic rather than commercial in use, was the City-County Building (today's County Courthouse), the first five floors of which were built in 1916, the upper six floors in 1929-31.

Seattle National Bank remained the largest commercial bank in Seattle until 1924 when Dexter Horton Bank merged with the Union National Bank of Seattle. Seattle National Bank and First National Bank subsequently merged with Dexter Horton Bank in 1929 to form First Seattle Dexter Horton Bank, the entity later known as Seattle-First National Bank. After the great merger of 1929, the subject building remained unaltered and continued to be used by Seattle-First National Bank in conjunction with the adjacent Dexter Horton Building (John Graham, Sr., 1924), which served as the bank headquarters until the completion in 1969 of the modern International style, 50-story Seattle First National Bank Tower (1001 Fourth Avenue, NBBJ).

In 1969, the Transamerica Title Company acquired the building and began to adapt it for office purposes. In 1976, the interior was extensively remodeled in order to create a full three floor levels of office space for the brokerage firm of Foster and Marshall. Interior columns were added to the banking hall to support floor slabs at the new second and third floor levels and the dramatic open domed foyer space was eliminated. Alterations were also made to create a modern formal entry at the east end of the Columbia Street elevation. The City of Seattle acquired the building in the early 1990s and subsequently adapted it for government office purposes, making additional alterations to the interior. Since 2003, the building has been owned by United Way of King County and has been in use for office purposes.

Doyle & Merriam, architects

Albert Ernest Doyle (A.E. Doyle) [1877-1928] is considered to have been Portland's most distinguished and prolific early twentieth century architect. He apprenticed with the Portland firm of Whidden & Lewis and also received training at Columbia University and the office of Henry Bacon, the designer of the Lincoln Memorial. In 1907, Doyle opened his own office in Portland and quickly gained notoriety for the purity of his classically-inspired design work. His design for the U.S. National Bank in Portland (1916) was widely acclaimed, after which he gained numerous bank design commissions throughout the Pacific Northwest. Among his most important works are:

Multnomah Falls Lodge - Bridal Veil, Oregon
Butler Bank - Hood River, Oregon
Bank of California Building – Portland, Oregon
Benson Hotel – Portland, Oregon
Lipman-Wolfe & Company Department Store – Portland, Oregon
Meir & Frank Department Store – Portland, Oregon
Multnomah County Central Library – Portland, Oregon
Northwestern National bank Building – Portland, Oregon
Oregon National Bank – Portland, Oregon
Pacific Building – Portland, Oregon
Pittock Block – Portland, Oregon
Reed College Campus – Portland, Oregon
Terminal Sales Building – Portland, Oregon

In addition to the work on the 1921 design of the subject building then known as Seattle National Bank, the firm of Doyle & Merriam is known to have undertaken several other commercial and bank projects in downtown Seattle during this period, including: the J.S. Graham Store (Doyle Building, 1919-20); Baillargeon Building/National Bank of Commerce (1919-1920); and the remodel of First National Bank (804 Second Avenue, 1922). Information regarding Doyle's partnership with C.A. Merriam or biographical information on Charles A. Merriam has not been obtained or discovered. Charles Merriam was individually responsible for the design of the 1929 basement remodel of First National Bank (804 Second Avenue) and the fifth floor addition to the Baillargeon Building that was undertaken in 1941.

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The features of the Landmark to be preserved include:

The exterior of the building

Issued: June 19, 2012

Karen Gordon
City Historic Preservation Officer

Cc: Mike Pete, United Way of King County
Jack McCullough, McCullough Hill PS
Mark Hannum, Chair, LPB
Diane Sugimura, DPD
Alan Oiye, DPD
Ken Mar, DPD

Photos



Seattle National Bank Building, 720 Second Avenue, 2012



Seattle National Bank Building, 720 Second Avenue, c. 1922



Legislation Details (With Text)

File #: CB 118154 **Version:** 2 **Name:**

Type: Council Bill (CB) **Status:** Full Council Agenda Ready

In control: Seattle Public Utilities and Neighborhoods Committee

Final action:

Enactment date: Yes

Title: AN ORDINANCE relating to historic preservation, imposing controls upon the Yesler Terrace Steam Plant, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

Sponsors: Sally Bagshaw

Indexes:

Attachments: [Fiscal Note](#)
[Landmark Designation Report and Photo](#)
[Proposed Substitute](#)
[Slideshow: Landmark Designation for Seattle National Bank Bldg and Yesler Terrace Steam Plant](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Seattle Public Utilities and Neighborhoods Committee	pass as amended	Pass
7/21/2014	1	Full Council	referred	

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to historic preservation, imposing controls upon the Yesler Terrace Steam Plant, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

WHEREAS, the Landmarks Ordinance, Chapter 25.12 of the Seattle Municipal Code (SMC), establishes a procedure for the designation and preservation of sites, improvements, and objects having historical, cultural, architectural, engineering, or geographic significance; and

WHEREAS, the Landmarks Preservation Board (Board), after a public meeting on August 18, 2010, voted to approve the nomination of the improvement located at 120 8th Avenue (which is referred to as the “Yesler Terrace Steam Plant” for the purposes of this ordinance) for designation as a landmark under SMC Chapter 25.12; and

WHEREAS, after a public meeting on October 6, 2010, the Board voted to approve the designation of the Yesler Terrace Steam Plant under SMC Chapter 25.12; and

WHEREAS, on January 15, 2014, the Board and the owner of the designated landmark agreed to controls and

incentives; and

WHEREAS, the Board recommends that the City Council enact a designating ordinance approving the controls and incentives; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. DESIGNATION: Pursuant to SMC 25.12.660, the designation by the Landmarks Preservation Board (Board) of the improvement located at 120 8th Avenue (which is referred to as the “Yesler Terrace Steam Plant” for the purposes of this ordinance) is hereby acknowledged.

A. Legal Description. The Yesler Terrace Steam Plant is located on the property legally described as:

Block 2, Lot 1, Yesler Terrace Community, according to the plat thereof recorded on December 9, 2014, as Instrument No. 20141209001425, in Volume 267 of Plats, Pages 59-75, in King County, Washington.

B. Specific Features or Characteristics Designated. Pursuant to SMC 25.12.660.A.2, the following specific features or characteristics of the Yesler Terrace Steam Plant are designated: the exterior of the building.

C. Basis of Designation. The designation was made because the Yesler Terrace Steam Plant is more than 25 years old, has significant character, interest or value as a part of the development, heritage or cultural characteristics of the City, state or nation, has integrity or the ability to convey its significance, and satisfies the following from SMC 25.12.350:

1. It embodies the distinctive visible characteristics of an architectural style, period, or a method of construction (SMC 25.12.350.D).
2. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or City and contributes to the distinctive quality or identity of such neighborhood or the City (SMC 25.12.350.F).

Section 2. CONTROLS: The following controls are hereby imposed on the features or characteristics of the Yesler Terrace Steam Plant that were designated by the Board for preservation:

A. Certificate of Approval Process.

1. Except as provided in subsection 2.A.2 or subsection 2.B, the owner must obtain a Certificate of Approval issued by the Board pursuant to SMC Chapter 25.12, or the time for denying a Certificate of Approval must have expired, before the owner may make alterations or significant changes to the following specific features or characteristics: the exterior of the building.
2. No Certificate of Approval is required for the following:
 - a. Any in-kind maintenance or repairs of the features or characteristics listed in subsection 2.A.1.
 - b. The installation, alteration, or removal of playground equipment or surfacing of the play area located on the roof of the building.

B. City Historic Preservation Officer Approval Process.

1. The City Historic Preservation Officer (CHPO) may review and approve alterations or significant changes to the features or characteristics listed in subsection 2.B.3 according to the following procedure:
 - a. The owner shall submit to the CHPO a written request for the alterations or significant changes, including applicable drawings or specifications.
 - b. If the CHPO, upon examination of submitted plans and specifications, determines that the alterations or significant changes are consistent with the purposes of SMC Chapter 25.12, the CHPO shall approve the alterations or significant changes without further action by the Board.
 - c. If the CHPO does not approve the alterations or significant changes, the owner may submit revised materials to the CHPO, or apply to the Board for a Certificate of Approval

under SMC Chapter 25.12.

2. The CHPO shall transmit a written decision on the owner's request to the owner within 14 days of receipt of the request. Failure of the CHPO to timely transmit a written decision constitutes approval of the request.
3. CHPO approval of alterations or significant changes to the features or characteristics listed in subsection 2.A.1 is available for the following:
 - a. The installation, alteration or removal of exterior ducts conduits, HVAC vents, grilles, fire escapes, pipes, and other similar wiring or mechanical elements necessary for the normal operation of the building.
 - b. The installation, alteration, or removal of exterior security lighting, video cameras, and security system equipment.
 - c. The installation, alteration, or removal of signage attached to the building.
 - d. The removal or alteration of the accessibility ramp at the northeast side of the building.

Section 3. INCENTIVES: The following incentives are hereby granted on the features or characteristics of the Yesler Terrace Steam Plant that were designated by the Board for preservation:

- A. Uses not otherwise permitted in a zone may be authorized in a designated landmark by means of an administrative conditional use permit issued pursuant to Seattle Municipal Code Title 23.
- B. Special tax valuation for historic preservation may be available under RCW Chapter 84.26 upon application and compliance with the requirements of that statute.
- C. Exceptions to certain requirements of the Seattle Building Code, SMC Chapter 22.100, and the Seattle Energy Code, SMC Chapter 22.700, may be authorized pursuant to the applicable provisions thereof.

Section 4. Enforcement of this ordinance and penalties for its violation are as provided in SMC 25.12.910.

Section 5. The Yesler Terrace Steam Plant is hereby added alphabetically to Section II, Buildings, of

the Table of Historical Landmarks contained in SMC Chapter 25.32.

Section 6. The City Clerk is directed to record a certified copy of this ordinance with the King County Director of Records and Elections, deliver two certified copies to the CHPO, and deliver one copy to the Director of the Department of Planning and Development. The CHPO is directed to provide a certified copy of the ordinance to the owner of the landmark.

Section 7. 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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Department of Neighborhoods	Sarah Sodt/206-615-1786	Tim Wolfe/206-684-0535

Legislation Title:

AN ORDINANCE relating to historic preservation, imposing controls upon the Yesler Terrace Steam Plant, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

Summary of the Legislation:

The attached legislation acknowledges the designation of the Yesler Terrace Steam Plant as a historic landmark by the Landmarks Preservation Board, imposes controls, grants incentives, and adds the Yesler Terrace Steam Plant to the Table of Historical Landmarks contained in SMC Chapter 25.32. The legislation does not have a financial impact.

Background:

The Yesler Terrace Steam Plant was built in 1942 and is located in the Yesler Terrace neighborhood. A Controls and Incentives Agreement has been signed by the owner and has been approved by the Landmarks Preservation Board. The controls in the agreement apply to the exterior of the building, but do not apply to any in-kind maintenance or repairs of the designated features.

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?**
No.
- b) **What is the financial cost of not implementing the legislation?**
None.
- 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

None.

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.

h) Other Issues:

List attachments to the fiscal note below:

Exhibit A – Vicinity map of the Yesler Terrace Steam Plant

Exhibit A – Vicinity map of the Yesler Terrace Steam Plant



Note: This map is intended for illustrative or informational purposes only and is not intended to modify anything in the legislation.



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

REPORT ON DESIGNATION

LPB 426/10

Name and Address of Property: **Yesler Terrace Steam Plant**
120 - 8th Avenue

Legal Description: Blocks 2 through 6 and 8, inclusive, Yesler Terrace Addition, according to the Plat thereof recorded in Volume 37 of Plats, Page 21 through 22A, in King County, Washington;

Except that portion of said Blocks 2 and 8, thereof, condemned in United States District Court Cause No. 6189 for primary State Highway No. 1;

And Except that portion of said Block 4 conveyed to the City of Seattle for street purposes by deed recorded under recording No. 420237;

And Block A, Yesler Terrace Addition, according to the Plat thereof recorded in Volume 37 of Plats, Page 21 through 22A, in King County, Washington;

Together with that portion of vacated 11th Avenue as vacated under Ordinance No. 71751 of the City of Seattle, which attached by operation of law;

And Lot 1, Block 85, Terry's Second Addition to the Town of Seattle, according to the Plat thereof recorded in Volume 1 of Plats, Page 87, in King County, Washington;

And that portion of vacated 9th Avenue and the portion vacated alley between Lot 1, Block 85, of said Plat of Terry's Second Addition to the Town of Seattle, and Block 4 of said Yesler Terrace Addition, as vacated under Ordinance No. 109446 of the City of Seattle.

At the public meeting held on October 6, 2010, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Yesler Terrace Steam Plant at 120 - 8th Avenue as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction; and*
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.*

Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods

"Printed on Recycled Paper"

PHYSICAL DESCRIPTION

Historic Urban Context

The Yesler Terrace Steam Plant is located within the Yesler Terrace housing complex. Yesler Terrace is located on the southwestern edge of Seattle's First Hill neighborhood, on 20 separately platted full blocks and 5 partial or truncated blocks. These blocks were primarily rectangular, but some were truncated parcels due to the street grid shift in the area north of Yesler Way and west of Broadway Avenue. The current property is situated just east of I-5, north of South Main and South Jackson Streets, and south of Alder Street. Its eastern edge extends to a half-block on the east side of Boren Avenue between East Fir Street and Yesler Way. (Note: For reference in this document orientation of north will be consistent with the street grid south of Yesler, even when describing the blocks to the north.)

Originally the property extended west to Maynard Street and 7th Avenue, and north to include several blocks between 7th and 8th Avenues to the west of Harborview Hospital. It was expanded to the north and east in 1942. The additional site included the adjacent half-block area west of 7th Avenue and Harborview Hospital, two blocks between Broadway and 9th to the north of Spruce Street, and a half-block between 11th and 12th Avenues and north of Yesler Way.

The resulting property had a north boundary along Alder Street, west of Broadway Avenue to 8th Avenue, and extending north to encompass a half-block between Jefferson Street and James Street, along the present site of Jefferson Terrace. The west boundary was along 7th Avenue north of Yesler Way (in the present I-5 right-of-way), and along Maynard Avenue to the south of Yesler. The south boundary was along Main Street, while the western edges extended to a stepped line along 12th Avenue South from Main north to encompass the half-block south of Fir Street; from there west to Broadway Avenue and north along Broadway Avenue to where it met Alder Street. (See the site plan, p. 45.)

Steam Plant was one of several non-residential buildings that were constructed in the early 1940s, as part of the larger housing development. A small complex of community facilities were constructed at the foot of Broadway Avenue, just south of the intersection of Broadway and Yesler Way. The Management Office building, which was located directly east of the Community Building along with three residential structures, was demolished in 2003 to allow for construction of a new Seattle Parks Department facility—the Yesler Community Center in 2004.

The Steam Plant is located where 8th Avenue, 9th Avenue, and Spruce Street intersect, on a site that slopes steeply down from north to south. The building has an irregular footprint and features three curving façades, including a primary one at the northwest corner that follows the curvilinear roadbed of 8th Avenue. The secondary south façade and southwest portions of the building have a rectilinear footprint and façades.

On the northwest and west sides, typical narrow strips of grass separate the building from the sidewalk along 8th Avenue. An 18'-wide paved concrete alley is located along the northeast, east, and south sides of the building, serving a small parking area along the southern two-thirds of the east side of the building. At the building's north end, a ramp up from the street provides vehicular access to a service drive on a portion of the flat roof. (Originally, coal delivery trucks used this ramp to access and unload into hoppers.)

The following description is derived from visual observation as well as tax assessor's records from 1960. The one- and two-story building has a concrete foundation and is constructed with a reinforced, poured-in-place concrete frame and roof slab. The massing features several different roof

levels, with projecting eaves and horizontal overhangs. Together with the horizontally striated texture on the board-form concrete façades, the eaves provide a strong horizontality to the building that balances the tall concrete stack rising from its center.

The Steam Plant contains a total of 10,870 sq. ft., with 8,530 sq. ft. at the primary grade level. Overall dimensions of the plant are approximately 77'-6" (east-west) by 130' (north-south). A recess on the east side of the building provides a service court approximately 18' wide by 25' deep. The southern 82'+/- of the building is rectilinear, while the northwestern portion features the curved façades—one along the northwest, another at the east end of the north façade, and a third as the north wall of the west service court. The latter two walls enclose a large storage room. Due to the topography, the northern portion of the building is a single story, while the southern portion is two-story.

Original windows are primarily multiple-light steel sash, set into openings with a slightly projecting concrete sill. Seattle Housing Authority records indicate that the windows along the southern portion of the west façade have been replaced. Both overhead doors and person doors are located on the south and east façades of the building. A number of the wood overhead doors appear to be original. The large overhead metal coiling door on the south façade is a non-original door in an original opening.

The original boiler room at the southwest side of the building constitutes the main volume of the Steam Plant—a 28'-tall open volume approximately 51' by 66'. This room has been recently divided by a metal-framed, gypsum wallboard-clad partition. To the east of it, at the southeast corner of the building, is an approximately 25'-wide, two-story office portion. The northern one-story portion of the plant contains an office, shop, and storage space. Tax records indicate wood-framed interior partitions with painted plaster. Large-scale, painted hollow clay tile or concrete block infill walls are also visible on the interior. Other interior finishes are utilitarian, consisting of concrete floors and walls, some painted plaster or hollow clay tile, and wood doors with metal trim.

Tax records indicate that vehicular roof access originally served coal hoppers to feed the boiler. A partial subbasement provides storage area as well as chimney access. The metal door to the chimney is stamped "Alphons Custodis Chimney Const. Co., Chicago, Ill." Permits indicate revisions to the boiler were undertaken in late 1974, and in mid-1975 a 10,000 gallon service tank was installed in the boiler room. The plant provided steam heat to the residential units until it was decommissioned in 1989-1990. In 1995 the boiler was removed and hazardous materials abated. This project included removal and replacement of five windows along the southern portion of the west façade.

A series of stepped garages were constructed to the east of the plant in 1955. This concrete-block structure measured approximately 105' (north-south) by 23' deep (east-west) and provided five parking bays. It was demolished after 1998, and presently there is surface parking on the former garage area.

Currently, a small portion of the building is used for Yesler Terrace facilities storage, while other portions, including the upper floor area and the majority of the boiler room, are leased to Harborview Hospital and used by the tenant as its cabinet shop and grounds shop.

While the Steam Plant is a utilitarian service structure, it clearly exhibits Modern design features, in contrast to the traditional designs of earlier power plants in the city. These features include the simple curvilinear massing, the flat roof and overhang over a horizontal band of windows along the northwest façade, and the expressive use of architecturally finished concrete as both structure and finish.

STATEMENT OF SIGNIFICANCE

Note: A nomination of the Yesler Terrace housing complex was reviewed by the Landmarks Preservation Board at public meeting held on August 18, 2010, however the Board subsequently designated only the Yesler Terrace Steam Plant. The following statement of significance was taken from the above-mentioned Yesler Terrace nomination.

The Surrounding First Hill Neighborhood

The Yesler Terrace housing complex is located on the southern edge of the First Hill neighborhood and north of the easternmost part of the International District. This area is defined by its topography and major transportation corridors, which include the I-5 freeway on the west and Broadway Avenue, Boren Avenue South, and 12th Avenue South on the east.

The site of Yesler Terrace was prominent from Seattle's beginnings as a city. At its western shoreline, Yesler Way was first the site of Yesler's mill—the first mill in Seattle—and the city's first center of development. The original King County Courthouse was located on this part of First Hill, situated between 7th and 8th Avenues and Terrace and Alder Streets. The Yesler Terrace property extended to 12th Avenue, to an area of Jewish settlement in the late 19th century. Its southernmost edge was part of what was known then as "Japantown," later the International District. Also known as "Profanity Hill," because of the steepness of street grades, the surrounding area was developed up through the first decade of the 20th century with dense, wood-frame multi-family townhouses, apartment hotels, and boarding houses. By the 1930s much of the area was considered blighted. (Berner, p. 185.)

There were many benefits to the site selected for Yesler Terrace: The original development would replace deteriorated housing stock. Furthermore, it offered residents close proximity to the nearby County Hospital and several public schools, and to downtown, which was easily accessible by foot or streetcar. The original site also offered "an enviable view which included Mt. Rainier to the south and Elliot Bay and the Olympic Mountains to the west. This view, among other things, was an important factor in offering the eventual residents of Yesler Terrace pride of place." (Sale, p. 165)

Early Federal Housing Initiatives

Provision of adequate housing for all was recognized as a social problem in the United States beginning in the mid-19th century. Even during periods of economic stability and growth, there remained a significant number of people living in substandard conditions in both urban and rural areas. In the 1920s "the housing question" came to the forefront as a major social and political issue, a cause championed by such personages as Catherine Bauer, Lewis Mumford, and Walter Stabler, head of the Metropolitan Life Insurance Company (Aranovici, Radford). Stabler, speaking to a Senate committee in 1920, noted that the "housing question" was the most serious problem "that this country has ever seen" (Radford p. 7). Historically, the Federal government had not played a role in the provision of housing for the American people, but many prominent figures began to call for action (Aranovici, Radford).

During World War I the Federal government undertook the provision of housing for "industrial workers as are engaged in ... industries connected with and essential to the national defense, and their families" (Radford, p. 16). To do this the United States Housing Corporation was created. The USHC relied largely upon existing housing stock but also built some new, efficient housing. The newly constructed housing demonstrated the latest in site planning and design in large-scale housing, and inspired leaders in the field. The Housing Corporation only completed about one-fifth of its

originally projected units before the end of the war, when the program was dismantled. The Federal government dealt with the issue tentatively as there were concerns that war-era program would lead to continued provision of socialized housing after the war ended.

During the Great Depression, housing became a critical issue as rampant foreclosures caused many people to lose their homes. At the same time, the construction industry was brought to a standstill and new homes were not being constructed; there was a general lack of decent and affordable housing for working families. To address these needs, the Roosevelt administration established a series of “New Deal” programs in order to bring relief to struggling people and the struggling market.

The short-lived Home Owners’ Loan Corporation (HOLC), established in 1933, provided low-interest, long-term home loans and mortgages to home-owners who were in danger of being foreclosed upon. The focus of the HOLC Housing Division was not solely on low-income housing, but it nonetheless faced significant opposition. Major criticism was due to the Division’s reliance on eminent domain and slum clearance to gain land for new housing projects and limit competition with private construction companies. Despite this, the HOLC financed or constructed 58 developments containing a total of 25,000 dwellings across the U.S. during the 1930s (Ranford, p. 91). These projects were greatly influenced by European public housing projects and they demonstrated novel ways to develop housing and new design approaches.

The Public Works Administration (PWA) was established with a Housing Division organized in 1934 to construct new public housing, raise housing standards, and provide jobs. The Housing Division constructed seven projects financed with low-interest loans. It worked closely with local architects and builders to produce innovative plans and designs. To keep costs low, the Housing Division often obtained land through slum clearance, which brought public opposition and division among some supporters of public housing. (The projects were typically racially exclusive; for African American or whites residents.) Between 1934 and 1935 approximately 25,000 homes were constructed by the Housing Division. Perhaps more significant, its projects created an estimated 5,000,000,000 hours of much-needed work throughout the country for architects, engineers, and construction workers.

The Federal Housing Authority (FHA) was established one year after the HOLC, and became one of the most enduring and successful of the New Deal programs. Its goal was to stimulate the building industry, which had become stagnant. The scope of the FHA was much broader than that of the HOLC; it restructured the way people obtained loans to build homes, regulated loans and mortgages, and provided insurance. Because of it more people could afford to build a home, and more people could be employed building homes. FHA programs were very successful, and it won support from the middle class and the housing industry for it and for other New Deal programs.

The U.S. Housing Act of 1937 and the Lanham Act of 1940

The FHA was not focused on building new public housing, but it stimulated an impressive amount of residential construction by private builders in a restricted economy (Mason). While the FHA brought assistance to many, and set standards for design and planning in new construction, it did not provide aid to low-income people.

Meanwhile a Kentucky court ruling declared the PWA’s Housing Division’s use of eminent domain unconstitutional. In response, housing officials adopted a new approach, brought before Congress in a bill sponsored by Senator Robert Wagner of New York. In 1937 the United States Housing Authority (USHA) was created with passage of the Wagner Act. The legislation was strongly supported by labor, but faced significant opposition due to the perceived socialist nature of government-sponsored housing. Unlike the WPA Housing Division, the USHA was structured as a financial manager to provide loans to local housing authorities, placing the responsibility for

construction and management of the housing projects at the local level. This enabled the USHA to fund many more projects, over than 370 in total. The USHA also placed the federal government in a more indirect role. New projects required local initiation and legislation.

Creation of the U.S. Housing Authority was based on its meeting three goals: elimination of slum housing; provision of quality housing to low-income families; and creation of jobs (Lord, p. 10). (The USHA was handicapped by an amendment that limited funds spent for each unit the agency constructed. This limitation led to many developments being designed more for cost than quality.)

Low-income limits resulted in general disinterest or opposition by the middle-class citizens and led to public housing efforts directed at the poor, in contrast to the original goal of proponents and the legislation, which sought to address housing needs of working and middle-class tenants. America's model for public housing—the lauded public housing of Europe—had successfully accommodated people of a range of income levels, but this approach was not successful on America soil. Despite difficulties, administrators and designers of public projects sought innovation and quality in housing developments, although in many cases financial limitations contributed to the perception of lower-quality housing for lower income levels.

The USHA was organized to loan federal funds to local housing authorities, created by special legislation in each state, to finance the development of low-income housing. The establishment of local authorities allowed the USHA to remain outside such decisions as site selection and project design and management, acting solely as a money lender. This approach also encouraged the construction of a great variety of housing projects across the United States in a short amount of time.

By the end of June 1940 over 73,100 dwelling units in 240 separate developments constructed in Washington had opened under federal programs (Dorpat, 1998, p. 384). By early 1941 the USHA had enabled funding for over 350 projects in the state, completed or under construction (Boyle Wagoner).

In 1939 Congress denied USHA's continuation beyond its initial three-years. By this date the country had stabilized, and war was now the most pressing concern. There was a mass influx of workers to locations of defense industries, and housing for these migrated workers became a primary concern. Low-income housing sites, which were already established, were assessed for possible contributions to defense worker housing, and new public housing construction was dedicated to that need. Between 1940 and 1942 more than 65,000 public housing units that had originally been intended as low-rent housing had been converted to housing for defense workers and their families. This quick action was made possible by the Lanham Act, passed by Congress in 1940, which provided \$150,000,000 for housing in overcrowded defense industry centers. After the war most of this housing was reverted back to low-income programs.

Seattle, as a major center of defense industry, experienced a vast influx of workers at the start of WWII. The housing developments of Holly Park, Rainier Vista and High Point were all built using funding from the Lanham Act, which allowed for them to be built as defense housing during the war and then converted to low-income housing.

The Yesler Terrace housing development was completed before the beginning of WWII and the passing of the Lanham Act. The original project remained low-income housing throughout the war, but the addition to the site, which was originally approved to be built as low-income housing, was turned over to defense housing for the duration of WWII.

Although the Seattle Housing Authority (SHA) was the first housing authority in the state, other local housing authorities were quickly formed to take advantage of the new federal programs and deliver

needed low-income and defense worker housing projects. A Housing Authorities were established in King County in 1939, which constructed ten low-income and defense worker housing projects, including complexes in Auburn, Black Diamond, White Center, and the Park Lane Homes in Kirkland, designed in part by architect Ted Jacobsen). Other Housing Authorities were established in Walla Walla, Bremerton, and Tacoma in ca. 1940, in Vancouver and Grant County in 1942, and in Everett in 1943. Examples of early housing developments include the following notable projects:

- Salishan, Lincoln Heights and American Lake Gardens were constructed by the Tacoma Housing Authority in the early 1940s. The largest of these projects, Salishan, housed approximately 2,000 families of shipyard workers on a site of 465 acres. The project included a school and community center along with low-scale, single-family dwellings, duplexes and four-plexes. In 1951 the Tacoma City Council sold Lincoln Heights and American lake Gardens, and converted the remaining 900 units at Salishan to low-income housing. These dwellings were demolished in 2002 for redevelopment of a new, traditional style, mixed-income housing project funded by a \$35,000,000 Hope IV grant. Site plan drawings of Salishan indicate it was similar to Yesler Housing with a dispersal of rectangular buildings with considerable open space between the units.
- The Bremerton Housing Authority constructed two large war-era developments, Eastpark and Westpark, in 1941. These two projects provided over 6,240 units of housing in low-scale duplex, triplex, and fourplex dwellings, with the first 600 opened in 1941. The two war-era developments included temporary and permanent buildings, and community facilities. The layout of the two Bremerton projects appeared more modest than Yesler Terrace or Salishan, with greater density and modest, one-story multiplex dwellings. Both Westpark and Eastpark have been replaced recently by new mixed-income projects.
- Vanport, built near Vancouver, Washington by the Portland Housing Authority was one of the largest of the projects in the northwest, built to house up to 40,000 residents near the Kaiser Shipyard, which employed 38,000 workers, a quarter of them women, by 1942. Vanport was converted to veterans housing for approximately 18,500 residents after the war, with the addition of Vanport College established to meet demands rising from the GI Bill. The development was destroyed by a flood in 1948.

Post War Public Housing Programs

After the end of World War II significant deterioration of urban neighborhoods led to the National Housing Act of 1949 (NHA). President Harry Truman set the national goal of this program as “decent home and suitable living environment for every American family” (Howe, p. 88). By this time the USHA had become the Public Housing Administration (PHA).

The NHA greatly expanded the scope of government involvement in public housing, and resulted in construction of over 810,000 units. Projecting this many dwellings over a full six years, it took the NHA over two decades to reach this number. This legislation inspired the Urban Renewal effort of the following decades, which was intended to aid the redevelopment of large city areas. However, because the law creating urban renewal programs did not call for “equivalent elimination” as early slum clearance acts required, it allowed real estate developers to use federal subsidies to purchase cleared land without the mandate to rebuild housing. As a result both the NHA and the 1956 Federal Highway Act that followed it, contributed to the loss of inner-city housing.

Programs with more positive impacts on urban housing in the 1960s included President Lyndon Johnson’s Great Society legislation with the Housing and Urban Development Act and creation of the U.S. Department of Housing and Urban Development (HUD), and the Model Cities programs of the

late 1960s. The Fair Housing Act of 1968 eliminated racial discrimination in public housing and promoted integration.

Other programs during this period extended housing programs to include rehabilitation of existing housing, rent subsidies (the Section 8 Rental Assistance Program) and tax breaks for low income homeowners. Programs such as these created semi-private alternatives to public housing. President Richard M. Nixon discontinued federal support for urban renewal and the model cities programs and ended funding for public housing through an executive order, passing in their place the 1974 Housing and Community Development Act, which moved authority to state and local governments, and addressed housing within the context of jobs, public safety and health through Community Development Block Grant programs. In the late 1980s Congress established low-income housing tax credits, which subsidized private investment in low-income housing with federal tax credits awarded on a competitive basis by state housing authorities.

In the 1970s and 1980s local housing authorities in Washington instituted new programs and undertook efforts to subsidize home ownership by low-income families or housing cooperatives. Through block grant programs a number of local housing projects for the low-income elderly were built, and historic buildings were rehabilitated for low-income housing. Seattle's Morrison Hotel and Ravenna School Senior Housing programs exemplify these programs.

Another innovation in low income housing of the time was the scattered site program. In Seattle this resulted in contextual style, low-scale, multiplex housing for families dispersed throughout the city, in neighborhoods other than the central and southeast areas of the city. In 1981 Seattle voters approved a \$48 million bond issue to locally fund low-rise buildings for the elderly and disabled.

HUD's Hope IV program was established in 1993 to allow lower density projects following traditional, "New Urbanism" planning principles, and a mix of tenants with varied incomes. This program led to SHA's redevelopment of Holly Park in 1995 with NewHolly, a \$47 million project providing 1,400 housing units and 100 percent replacement of low-income housing on and off-site; redevelopment in 1998 of the \$17 million Roxbury House and Village project; and redevelopment in 1999 of the \$35 million Rainier Vista (with 850 affordable and market-rate housing units (including 500 units of replacement low income housing on and off site). In 2000 SHA undertook a similar redevelopment of the Highpoint project in West Seattle.

Low-Income Housing in Seattle

The beginning of the 20th century brought periods of rapid growth to Seattle. During this time the residential population consistently spread out from the city center. The city's residential numbers ballooned during the earliest decades and then eased during the Depression, growing from 80,671 in 1900 to 237,194 in 1910; 321,931 in 1920; 363,426 in 1930; and just 368,302 in 1940.

Detached, wood-frame houses, multiplexes and apartment-hotels served as typical dwelling types for service and professional workers and their families. Low income and seasonally-employed workers tended to live in boarding houses or single-room occupancy hotels, near the city center or in semi-industrial areas such as the central waterfront or shorelines of Lake Union, Lake Washington, and the Ship Canal. Low income families typically resided in modest houses, or in small rental units.

Significant population growth during the period preceding WWI can be attributed primarily to annexations up until 1910, but growth in the second decade of the 20th century represents an actual increase in Seattle's population, and it resulted in a sharp need for housing. The city's population in the early 1930s stabilized in the early 1930s up until the 1940s brought an influx of World War II

defense workers. In the meanwhile, the lack of affordable housing left many poor and working-class people living in substandard conditions.

Creation of the Seattle Housing Authority

Creation of a public housing authority in the Seattle was initiated when a young Seattle attorney, Jesse Epstein, approached Mayor Arthur Langlie in 1937 for assistance in realizing local housing reforms. Epstein explained to Langlie how the new federal legislation worked and how Seattle could obtain federal funds for slum clearance projects and new low-income housing. The mayor was not enthusiastic, but Epstein formed a committee to write legislation to enable the city to create a housing authority and thus receive government assistance (Sale, p. 164).

Epstein also approached the members of the City Council with his proposal and secured support from three of its five members. A city ordinance was passed in 1937 creating a Local Advisory Housing Commission; Epstein was made the committee chairman, and \$25,000 was granted to it to begin its work. The words of the ordinance stated the goals of the new committee: “Thousands are unemployed in Seattle, among them hundreds of members of the building trades who will share directly in the benefits derived by the whole community from a well-conceived local municipal low-cost housing program” (Berner, p. 184).

The Committee sponsored a Real Property Survey a Works Project Administration study in 1937. This survey examined low-income housing in Seattle and revealed that 28.5% of residential structures were substandard. It reported that more than 17,000 units were lacking a private bath and toilet (SHA First Annual Report).

In 1938 the City Council declared intent to establish a housing authority eligible for federal assistance (Sale). Epstein’s comprehensive knowledge of enabling legislation and new federal funding programs qualified him to draft the bill allowing a housing authority in every city and county in the state. The legislation was passed in 1939, making Washington the 34th state to pass such laws. Meanwhile, in March of that year the SHA was established and Epstein was named director (Berner). Other members of the SHA Board included prominent citizens George W. Coplen, Kenneth J. Morford, Charles W. Doyle, and Mrs. Frank D. Henderson (SHA First Annual Report).

During this process Epstein did his best to persuade the public of the importance of public housing. In a July 1938 article, he outlined the principles and purposes of the U.S. Housing Authority: “to provide financial assistance to the States and political subdivisions thereof for the elimination of unsafe and unsanitary housing conditions, for the eradication of slums, for the provisions of decent, safe, and sanitary dwellings for families of low-income, and for the reduction of unemployment and the stimulation of business activity.” He highlighted the fact that many other states were ahead of Washington in creating local housing authorities and using federal aid for low-income housing projects, and also emphasized the jobs that construction of these projects would provide (Epstein, “Here’s How”).

Shortly after its organization, SHA received \$3,000,000 from the federal government for low-income public housing and slum clearance (Sale, p. 164). This action raised Epstein’s profile in Seattle along with public interest in the funds and how they would be used. The idea of public housing and housing authorities was new, and people were curious, while some were hostile. The Apartment Operators Association and owners of buildings destined to be demolished by slum clearance raised protests. This opposition appears to have been overruled by the evidence presented in the exhaustive study sponsored by the Housing Advisory Commission, which documented existing substandard living conditions and the need for a low-income housing program (“Seattle Votes Housing Plan”).

Construction of Yesler Terrace

Yesler Terrace was the first project undertaken by the SHA and was the first low-income housing development in Washington State. The project's siting resulted from the 1937 Real Property Survey, which led to the selection of "Profanity Hill" as the preferred location for the planned public housing development. The site selection had direct relationship to slum clearance as required to meet the requirement of the U. S. Housing Act of 1937, that "for every new home that a local housing authority builds, one substandard unit must be eliminated" (Nelson, p. 2).

SHA Director Jesse Epstein and his board carefully chose several blocks adjacent to King County's Harborview Hospital based on specific criteria: its high percentage of substandard housing and its location high on a hill with commanding views of Mt. Rainier, Elliot Bay, and the Olympic Mountains (Sale). Their choice was lauded by local civic groups, including the Seattle Real Estate Board and the Women's Federated Clubs ("Choice for Housing wins Acclaim").

Before the site could be developed, existing buildings had to be cleared and their tenants relocated. The area designated for the Yesler Terrace development was inhabited by a diverse range of people, most with low incomes. In contrast to the prevailing poverty there was also a thriving Japanese community made up by about a third of the families in the neighborhood, many of whom had operating businesses in the area. The 158 existing buildings on the site contained 471 dwelling units, mostly rented out by absentee landlords. 1,021 residents of these buildings were notified of the plans for development, offered relocation assistance, and counseled on their eligibility as tenants of Yesler Terrace. With exception of foreign-born nationals, who were excluded from the project, the original low-income tenants of the site were given preference in application for new housing (Miller, p. 8).

The construction of Yesler Terrace's new dwellings created an estimated 2,000 jobs; 800 directly on the site and 1,200 in mills and factories ("Yesler Work to Create 2000 Jobs"). The U.S. Housing Authority provided examples of building plans to expedite the design process and limit construction costs, but Epstein gave the design work wholly over to a selected team of local architects. In the end the construction cost was more than 10% less than recommended by the USHA, at \$2,500/unit, rather than \$2,772/unit (Nelson, p. 4).

The SHA First Annual Report of 1940 noted that the City Council had approved an addition to the Yesler Terrace site, construction of which commenced almost immediately upon completion of the original phase in 1942. The addition was constructed on three sites adjacent to the original development: on a half-block area west of 7th Avenue, two blocks between Broadway and 9th to the north of Spruce Street, and on a half-block east of 11th Avenue and north of Yesler Way. This second phase added 13 residential buildings to the original 84, and an additional 178 units for housing 600 residents (Cooper, SHA Annual Report 1943). The apartment buildings of the addition were similar in design to the earlier buildings, although reportedly they were not built to the same construction standards.

Yesler Terrace was dedicated to families, with a stated goal of providing "an opportunity to improve their economic status and the incentive someday to have a home of their own" (SHA Brochure). It did not accept individual residents. A tenant's rent was determined by three factors: family size, number of children, and income. The percent of a family's income required for rent decreased with its number of children. Families who reached an income higher than the limit set by the SHA were given notice to leave so that others with less income could be housed.

Although Yesler Terrace housing was not completed until 1942, the first tenant moved in during November 1941 (SHA Second Annual Report). Upon its completion, the project provided new dwellings with individual outdoor spaces, views, and community amenities resulting from a careful

arrangement of the buildings on the sloping site (Steinbrueck, p. 159). According to the 1943 SHA Annual Report the two-phase development resulted in a total of 97 low-rise residential structures, with 3 to 22 units each, a community building that housed a gymnasium-auditorium and SHA management offices, a child center building, and a Steam Plant that provided central hot water heating in lieu of individual building systems. The site was developed with central courtyards and a playfield. Additionally, the Seattle Parks Department ran an on-site program for boys and girls.

Yesler Terrace was the first low-income housing project in the West to provide heat from a central plant. J. Lister Holmes, in a November 1941 article, notes that:

The architects did not like the thought of having small chimneys popping out of the roofs to throw smoke into the windows of the buildings above. With this in mind they investigated other possibilities and found that, because of the length of the buildings, it was feasible to design an economical central heating plant with forced hot water circulation. Estimates showed the operation of this plant would cost \$2.50 less a unit per month than the next most economical method of heating. (*Pencil Points*.)

Social activities and organizations had been part of Yesler Terrace upon its completion, but in the post-war era their presence increased. Nursing classes, Girl Scout troop meetings, sock hops, and a children's circus were scheduled events, and residents were involved in the development of community social programs. Many of these were documented by the staff of *The Projector*, a journal published monthly by the tenants of the SHA. Medical services such as a traveling x-ray trucks and tuberculosis tests were made available to the tenants on a regular basis (SHA Seventh Annual Report). The long-term success of the development was affirmed in 1966, when the Seattle Municipal Art Commission awarded it with a Citation of Excellence for environmental compatibility and design excellence.

Civil Rights at Yesler Terrace

Epstein was adamant that Yesler Terrace be racially integrated, and it has been cited as the first such public housing project in the country (Berner, 1992, p. 186). In a 1973 interview he stated,

So far as racial considerations were concerned, I made the decision administratively, early, that there would be no discrimination, no segregation, and, to me, that particular approach or way of handling the matter was so obvious that I did not ask the Board to declare a policy in writing. I felt that it could be handled administratively and I was also a little concerned that if I raised the question there might be some consideration given to such matters as quotas, even segregation (Droker).

Epstein avoided making desegregation a policy issue with the United States Housing Authority (Droker). Regardless, the USHA did not oppose this decision, despite the fact its housing developments at the time were specifically for white, low-income families; and those that were not, were segregated.

Before the completion of Yesler Terrace, Epstein was questioned by members of Seattle's black community about the development's racial policy. He spoke at a public meeting to over 1,000 people at an African American church. The meeting was heated and some attending demanded that African Americans be given their own assigned sections or buildings. There was also talk of setting quotas. Epstein disagreed and emphasized that all applicants would be evaluated by the same criteria: income and living situation, not race (Droker, p. 2).

Yesler Terrace remained Seattle's first racially integrated public housing development. Epstein recalled in a later interview that there were public meetings to encourage integrated rather than segregated housing, but due to pressures integration was more difficult to achieve in other SHA housing developments. (Droker, p. 2)

Despite the non-discriminatory residency practice that Epstein established for the Yesler Terrace development, non-citizens were not allowed to live in SHA housing. Construction of Yesler Terrace resulted in the demolition and removal of an estimated 395 Japanese American businesses, residences, and institutions. Because of this, and due also to the internment of Japanese-Americans and Japanese following Pearl Harbor, many pre-existing residents were not resettled within the project, regardless of their income levels or other needs. In addition, there were three Japanese churches and four Japanese grocery stores from the area. (The original Japanese Baptist Church at 901 East Spruce Street was one of the buildings removed for Yesler Terrace. This church presently is located north of Yesler Terrace at 106 Broadway Avenue. It was remodeled and expanded with accessory facilities in 1958, 1984, and 1997.)

Defense War-Worker Housing and Veterans' Housing in Seattle

During World War II Seattle experienced a population influx of people who came to work in its wartime industries, including the Boeing Company, which recruited workers from the South. Existing housing was insufficient to meet the rising demand. With the federal government's approval through the Lanham Act of 1940, existing State legislation was amended that allow SHA to construct defense housing and waive the typical requirements of income level and replacement of substandard housing.

The 1942 residential addition to Yesler Terrace initially was not designated for defense housing, but was turned over to this purpose to address housing needs of war-workers. SHA subsequently gained funding for more defense housing projects, and its development built at Sand Point in northeast Seattle was one of the first defense housing projects in the nation. Rainier Vista, Holly Park, and High Point were built with funding provided by the Lanham Act, which allowed them to be used as defense housing during the war but operated as permanent low-income housing after the war's end (Droker). By 1943 SHA had built five housing projects in the city. Yesler Terrace was the only one near downtown Seattle, with the others located in outlying neighborhoods.

In 1946 the SHA shifted its focus to another pressing need: post-war housing for veterans. The census that year revealed that 20% of returning veterans were unable to find housing or were living in crowded conditions or in trailers. New houses were being constructed to meet demands, but SHA chose to provide interim veteran housing (SHA Seventh Annual Report). A February 27 article in the *Seattle Times* stated,

The Authority is concerned daily with the immense task of providing homes for veterans ... Public housing mushroomed in Seattle during the war years to meet the crisis of providing wartime houses to the workers in Seattle's industries. It was an emergency program. But when the war was over, and the greatest housing shortage in American history benumbed Seattle and every other city in the nation, the (war) housing program was versatile enough to become almost overnight a veteran's emergency housing program.

To help returning veterans, SHA began placing them in defense housing units as war workers moved out (SHA Seventh Annual Report, 1946). Eventually most of the housing needs of returning veterans

were met with market housing in the city's growing suburbs, and SHA returned to focus primarily on low-income housing.

Jesse Epstein, First Director of the Seattle Housing Authority

The histories of both the SHA and Yesler Terrace are closely interwoven with the life of Jesse Epstein, whose vision, expertise and perseverance directly resulted in the creation of SHA and its early projects (Sale).

Born in 1910 to a Jewish family, Jesse Epstein was two years old when the Epstein family moved from Russia to the United States in 1912 (Epstein Papers). The Epstein family settled in Great Falls, Montana, where Jesse's father ran a general store (Plank). As a young man Epstein moved from Montana to Seattle to attend the University of Washington, graduating in 1931 with a bachelor's degree in political science. He continued on to law school where he studied constitutional and administrative law, anticipating a career in government or public service (Sale). As a research assistant and teaching fellow, Epstein was involved with the Washington State Research Council, a municipal service organization where he provided information and assistance to cities encouraging the implementation of federal New Deal legislation (Berner, Sale).

After graduating from law school and passing the State Bar in August 1935, Epstein was offered a position as research consultant to the Association of Washington Cities, where he worked for four years until 1939 (Western City). Through the course of this work, Epstein learned about funds available from the newly formed U. S. Housing Authority. He became aware of the need for low-income housing and educated in the new programs, and eventually lobbied for a local housing authority in the City of Seattle in order to gain federal funds for these projects. Epstein wrote legislation and campaigned to inform the public of low-income housing needs and the benefits of new federal programs. His work resulted in the creation of the SHA (SHA). At the age of 29 Epstein became its first director.

SHA's first project, Yesler Terrace, was successful on many levels. Within a few years after its completion, SHA had constructed and was managing four additional housing developments at Holly Park, Rainier Vista, and High Point and Sand Point, largely the result of Epstein's efforts. Epstein was a highly skilled and efficient bureaucrat, and it was this skill that brought these projects to fruition. As described by Seattle historian Roger Sale, "during its heyday the Seattle Housing Authority consisted of one office with enough space for Epstein, an assistant, and a secretary" (Sale, p. 167).

Epstein was appointed the director of Region no. 7 of the Federal Housing Authority in 1945 after six years leading of SHA. This position put him in charge of operations in Washington, Oregon, Idaho, Montana, Wyoming and Alaska. Two years later, he moved from Seattle to San Francisco to become director of Housing Authorities for the West Coast region. (Droker).

Epstein's civil service was ended prematurely by accusations that he was associated with Communist activity as student. Epstein denied the charges and demanded a full investigation. A hearing was held in Seattle in April 1948, in which three individuals testified against him while more than 100 others testified personally or by written statement in support of Epstein's loyalty. He was cleared of all charges but left public service permanently. Resigning from his post in San Francisco, he accepted a Littauer Fellowship at Harvard University where he earned a Master's degree in Public Administration in 1949. Epstein eventually moved back to Seattle where he established a law practice, which continued until his retirement at the age of 74. Throughout his life Epstein was active in community service and efforts against segregation. He was involved in the Mountaineers Club,

serving as its president for a time; the Seattle Indian Center; Neighborhood House; and REI. Epstein died in Seattle on June 18, 1989, at the age of 78 (Plank).

The Original Architects and Landscape Architects

Prior to World War II, most architects in Seattle practiced alone or in small partnerships of two or four male partners with staff architects and drafters. In an effort to undertake larger projects, architects would join together by contract into larger, temporary organizations capable of the required production. The Depression of the 1930s resulted in closure of many of the city's older architectural firms and retirement of their founders. Some designers left the city to travel and/or work abroad. Architects in this period appear to have focused on private residential commissions or on public employment. Some obtained work from New Deal programs, such as the buildings in Moran State Park on Orcas Island, designed by Ellsworth Storey. The SHA, beginning with Yesler Terrace, was one of the earliest local agencies to employ a group of architects on a large public project.

SHA selected five architects from different firms to design Yesler Terrace. Director Jesse Epstein was deliberate in this decision, choosing primarily architects who were prominent figures in their profession to work in a new joint venture. The architects included J. Lister Holmes, who served as the project's chief architect, William Aitken, George W. Stoddard, William T. Bain, and John T. Jacobsen.

Local landscape architects Butler Sturtevant and E. Clair Heilman were chosen to provide the landscape design, which was an important part of the comprehensive plan. Engineering services and the early demolition contracts were given to multiple firms, to help spread the work and gain broader support for the project (Berner, Sale). Engineers for the project included structural engineers John H. Stevenson and De Witt C. Griffin, mechanical engineer Edwin L. Weber, and civil engineers Parker, Hill & H. W. Rutherford. The construction contract was awarded to J. C. Boespflug Construction Co. in January 1941 (SHA Second Annual Report).

The original drawings for Yesler Terrace do not cite individual attribution, but each architect brought different expertise to the project. Reportedly Holmes, Stoddard, and Jacobsen were the primary designers for the site layout and buildings; Bain was largely responsible for specifications and procurement; and Aitken undertook construction administration (Adekanbi, p. 101). Brief biographic profiles for each of the architects and landscape architects follow. Appendix C. provides images of other design projects by the architects.

J. Lister Holmes (1891–1986)

J. Lister Holmes was born in Seattle July 6, 1891. He studied civil engineering at the University of Washington from 1909–1911, and earned a Bachelor's degree in architecture from the University of Pennsylvania in 1913. Holmes worked in Philadelphia, New York, and Montana before returning to Seattle in 1916. In Seattle he worked initially for several important firms, including Bebb & Gould; B. Marcus Priteca; and Schack, Young & Myers.

Holmes established his own firm in Seattle in 1922. His projects included commercial buildings, small hotels and apartment blocks, and single-family residences. He also earned a reputation as a residential architect, and designed houses in a range of styles, drawing upon his classic Beaux Arts education. Holmes is notable for his successful transition from the Beaux Arts school of thought to the design philosophies of the International Style and the Modern Movement. This is exemplified by his designs of the 1930s; particular examples are the Seattle Weiner Dental Clinic (1936), the Arnold Dessau House (1939), and the Washington State Pavilion for the 1939 New York World's Fair.

In 1941 Holmes was selected by the SHA to serve as the chief architect for the planning and design of the Yesler Terrace housing project (1941–1943). Holmes also worked on SHA's Gatewood Heights and Seward Park projects (both dating from 1941–1943).

After WWII, Holmes worked for a variety of public and institutional clients. He designed the Seattle Public Schools Administration Building (1946–1948), facilities for the Seattle Goodwill Industries (1948), the Ida Culver Residence (1948–1949, a multi-family project), the State Library on the Washington State Capitol campus (1950), the Seattle Public Schools Administrative and Service Center (1951), Catherine Blaine Junior High School (1952), and the Ancient Order of United Workmen Building (1952). In 1950–1952 he worked on the largest planning project of his career, the Fort Lewis Peacetime Development Master Plan, which included retail, housing, recreational and religious facilities.

Holmes was appointed to the Seattle Planning Commission from 1947–1955, serving as its chair from 1948–1950, and was on the National Board of the American Society of Planning Officials from 1948–1951. He was elected a Fellow of the American Institute of Architects in 1955. He continued to work through the 1960s, with his later work including several west coast distribution buildings for the United Parcel Service. Holmes' career lasted five decades. He remained in Seattle until his death on July 18, 1986 at the age of 95.

William Aitken (1889–1961)

William Aitken (some times cited as Aiken) was born in Kingarth, Scotland in 1889. He attended Glasgow Technical College from 1903 to 1907 and worked as a draftsman in the city. During this period he also travelled to Great Britain, Ireland, France, Belgium, and Norway. By 1914 he had moved to the U.S. and was practicing architecture in Washington. (In April 1931 a William Aitken filed his naturalization papers in Whatcom County. This record has been attributed to the architect Aitken.)

As an architect, Aitken primarily worked as a sole practitioner, although he sometimes collaborated with other firms for larger projects. The earliest citation of his work was in a brief partnership with a Canadian residential designer, Elmer Ellsworth Green (1861–1928), who worked in Seattle in 1908–1909. Aitken was a young man at this time, and may have worked in Canada before his arrival in the US. Green's Seattle projects included mansions in the Mount Baker neighborhood and the five-story Ben Lomond Apartments on north Capitol Hill (Luxton, p. 341). Aitken also worked on the Foote Memorial Methodist Church in Ballard (1909), and the Pacific Coast or U.S. Dock on the central waterfront (1917).

Aitken began working as a sole designer in 1913, and was licensed by the State of Washington in 1921. His was one of the earliest licenses, No. 4, and it was granted to him on the basis of his work experience rather than education. The 1923 Polk Directory notes that Aitken then had an office in the Lyon Building in downtown Seattle. Around this time he designed a market building near lake Union (1924), and produced what may have been his most important building, the Lincoln Theatre in Mt. Vernon, Washington (1925–1926). The theatre building included attached retail stores and cost \$100,000, including \$22,500 for a Wurlitzer organ.

Both the former Sick's Seattle Brewing & Malting Co Brewery (1933-1939 in South Lake Union) and the former Sick's Stadium (1938, on Rainier Avenue South in the Mount Baker neighborhood) have been attributed to Aitken. (Both buildings were owned by brewery owner, Emil Sick.) Aitken cited two projects in his AIA application: the Olympic Pie Company and the Western Warehouse Co. buildings, both in Seattle. (Aitken's 1939 membership application was sponsored by William Bain,

another member of the Yesler Terrace design team. This application reveals little about Aitken's career or work, however, and he resigned from the AIA in 1945.)

In 1953 Aitken associated with Seattle architects Fred Bassetti and John Morse to design Lakeview Elementary School for the Mercer Island School District. It appears that the partnership of Bassetti, Morse and Aitken was short-lived, and formed strictly for this project (PCAD). Additional information about Aitken's late career and life has not been discovered. He died in 1961 at the age of 72.

George W. Stoddard (1895–1967)

George Wellington Stoddard was born in Detroit, Michigan on September 30, 1895. He attended the University of Illinois to earn his Bachelor of Science in architectural engineering in 1917. He was drafted into the military immediately after graduating. Upon his return home from WWI, Stoddard joined his father's (Lewis M. Stoddard) architectural practice in Seattle; the firm was renamed Stoddard & Son. Lewis Stoddard died in 1929, and George W. Stoddard then established his own practice as George Wellington Stoddard & Associates.

The firm worked on a variety of public and commercial projects, including schools, colleges, medical clinics, hospitals, and banks. Stoddard's firm embraced the Modern style early, as evidenced in the design of the Harlan Fairbanks Company in Seattle (1931). Some of his notable works include Overlake High School in Bellevue (1946), Memorial Stadium (1947, eventually incorporated into Seattle Center), Green Lake Aqua Theater (1950), University of Washington Stadium South Stands (1950), National Bank of Commerce at 4th Avenue and Olive Street in downtown Seattle (1956), and the Chapel at Veterans Hospital on American Lake, south of Tacoma (1958). In 1959 Stoddard formed a new partnership, George W. Stoddard-Haggard & Associates, Architects and Engineers, with Francis E. Haggard. He retired shortly afterward in 1960, after an active career of 40 years.

Stoddard was active in Seattle civic and social life. He served on the State Hospital Advisory Council Committee (1948–1949); Seattle Civic Arts Committee (chairman, 1947); King County Educational Advisory Committee (1950–1951) and King County Juvenile Advisory Committee (1952); and was a member of the Rainier Club, Seattle Art Museum, Seattle Chamber of Commerce, Municipal League, and the Seattle Symphony, for which he served as a board member for many years. Stoddard was a member of the Washington State Chapter of the AIA from 1922 and was its president in 1946–1947. He died in 1967 at the age of 71.

William T. Bain (1896–1985)

William T. Bain was born in New Westminster, British Columbia on March 27, 1896. He moved to Seattle with his family at the age of seven, and attended the Los Angeles Architecture Club Atelier in 1914 and 1915. Bain began his architectural education as an apprentice in 1915, working for Seattle architects W. B. Wilcox, and Arthur Loveless for a short period. He left Seattle to serve in France during WWI. After the war he enrolled in the University of Pennsylvania, where the architecture program was based on the Beaux Arts tradition. He graduated with an architecture degree in 1921. For the next several years Bain worked in the Los Angeles office of Johnson, Kaufmann & Coated.

Bain returned to Seattle and opened his own practice in 1924. His early work was primarily residential, with designs that reflected traditional elements and French Provincial, Colonial Revival and Georgian Revival styles common in the 1920s. In 1928-1932 he partnered with Seattle architect Lionel Pries, a practice that resulted in several sorority houses near the University of Washington. During this time he designed the Belroy Apartment at 703 Bellevue Avenue on Capitol Hill (1931), an early Modern style building with some Art Deco features. For the duration of the Depression there was little demand for architectural services, and Bain continued to focus on residential commissions.

By the late 1930s he began a broader range of commercial projects, and his designs began to express more of a Modern vocabulary. Bain's Royal Crown Cola Bottling Plant (1940–1941) demonstrates his command of streamlined Moderne style architecture.

Bain served on the design and planning team for the Yesler Terrace Housing Project with J. Lister Holmes. The two men subsequently collaborated on the design of the Rainier Vista Elementary School (1942–1943). During the war he served as the State Camouflage Director, in charge of the mock residences on the roof of the Boeing Plant 2 in south Seattle.

Many architectural associations established during WWII to undertake large government projects were short-lived businesses. The firm of Naramore, Bain, Brady & Johanson, organized in 1943, was formed in this way initially, but the partnership thrived and survived to become one of the largest firms in the U.S. As a founding principal of NBBJ, Bain designed and supervised numerous projects including the firm's former First Hill office building (1950–1951), Boeing Pre-Flight Facilities in Renton and Moses Lake (1956–1958), the Scottish Rite Temple (1958–1962) and Susan B. Henry Library (1954) on Seattle's Capitol Hill, and the First Presbyterian Church (1965–1970) on First Hill. Bain also worked on the designs for the Seattle World's Fair Science Center and Coliseum along with his son, William Bain, Jr., and his partner Floyd Naramore and others (1960–1962). Bain was an active member of the American Institute of Architects throughout his life and served as the Washington State AIA president in 1941–1943. In 1947 Bain was elected a Fellow of the AIA. He retired in 1975, but continued to undertake design work. Bain died at the age of 89 on January 22, 1985 after a prolific and influential career.

John "Ted" Jacobsen (1903 – 1998)

Ted Jacobsen was born in 1903 in Seattle. He received his undergraduate degree in architecture at the University of Washington and then moved east to attend the University of Pennsylvania, where he earned a Master's degree in 1926. Upon finishing his academic studies, Jacobsen spent time in Russia, where he designed several community schools, and traveled throughout Europe, South America, and Africa.

It is reported that he worked in New York City as a site architect for restoration of Colonial Williamsburg, a multi-phased project that began in the mid-1920s. However, this involvement must have been short-lived; by 1924 Jacobsen had returned to Seattle to study and teach in the University of Washington's Architecture Department. He taught in the department for several years during a period when its curriculum transitioned from Beaux Arts to Modern design training (Johnston, p. 27). Jacobsen was employed in the Seattle firm McClelland and Jones, Architects in 1942–1946 and had a partnership with Victor N. Jones from 1946–1955. This partnership, known as Victor N. Jones & Associates, was also called Jones & Jacobsen, Associated Architects in 1947–1948 (PCAD).

Jacobsen is a recognized figure in the modernist architectural legacy of the Pacific Northwest. Although he worked with Jones for several years, he also took work as a sole practitioner and was reportedly the resident architect for the Seattle Trust Bank. He designed several well-received and early Modern style houses in Seattle, including his own (1936), the George P. Norton House in View Ridge (1938), and the Andrew Gumby House in Seattle (1939). In 1949 Jacobsen designed the University of Washington's Administration Building/Gerberding Hall.

Jacobsen reportedly served as the principal building designer for Yesler Terrace, although he neither stamped nor signed the drawings. Several of the community buildings at Yesler Terrace share formal design aspects with Jacobsen's Stewart Heights housing project in Kirkland (unknown date), and the Bush School in Seattle (ca. 1930).

In later years Jacobsen worked with Lloyd Martin, a Seattle developer, to design several of Honolulu's earliest high-rise buildings. Jacobsen eventually moved to Hawaii with his family and worked there as an architect for John Graham & Co. He ultimately set up his own practice in the state. Prominent projects include Sea Life Park and research facilities in Oahu (unknown date) and a residence designed for Charles Lindbergh (1971). While living in Hawaii, Jacobsen also undertook a survey of historic churches in Maui and became a local expert on historic buildings. In 1969 he created the Lahaina Architectural Style book for the Lahaina County Historic Commission (Docomomo WEWA).

Jacobsen died in Hawaii on March 5, 1998 at the age of 95.

Butler Sturtevant (1899–1970)

Butler Sturtevant was born in Delevan, Wisconsin on September 1, 1899. He received undergraduate training in horticulture in Southern California in 1921, at what is now UCLA, and completed coursework for a Masters in Landscape Architecture at Harvard in the early 1920s. He worked in a series of Los Angeles offices before opening his own firm in Seattle in 1928 to develop the Master Plan of the Normandy Park Subdivision with architects Bebb and Gould. Other public projects followed at Butchart Gardens in Victoria, B.C.; Children's' Orthopedic Hospital in Seattle; and campus grounds of Principia College in Elsah, Illinois (1931–1938, with Bernard Maybeck, architect).

Sturtevant practiced on his own until 1938. By the late 1930s, Sturtevant's wide-ranging practice encompassed planning as well as landscape architecture. His private work included several domestic gardens and landscapes in the Highlands, including the Paul Piggot Residence; Frederick Remington garden; Arnold Dessau house and garden, on which Sturtevant worked on with architect J. Lister Holmes; and the Ambrose and Viola Patterson Garden in Seattle (Ochsner).

At the recommendation of University Architect Carl Gould, Sturtevant was selected to serve as the University of Washington's landscape architect from 1931 to 1939. He worked on multiple campus design projects on the Seattle campus including the Medicinal Herb Garden (1934–1936), the grounds of Anderson Hall, and the development of Rainier Vista and the Drumheller Fountain.

In 1941 Sturtevant joined the Army Air Corps and at the same time formed a partnership with Edwin Grohs, an action that allowed him to maintain his professional practice in Seattle while in military service during WWII. Sturtevant received commissions for both Yesler Terrace and Holly Park in Seattle. Other defense-related projects followed, including Westpark, Eastpark, and Bremerton Gardens in Bremerton and the design of airfields throughout the southern U. S. At the end of the war Sturtevant opened an office in San Francisco specializing in airport design, where he continued to work on larger planning projects. In the 1950s he moved his practice to St. Louis, where he designed a number of large-scale private developments and school and campus plans through the late 1960s. (Dietz, in Ochsner, p. 234–239.)

Sturtevant's career exemplifies the development of landscape architecture as a profession distinctly different from garden design and horticulture. Sturtevant was a Seattle landscape architect whose career, like that of J. Lister Holmes, spanned from the Beaux Arts era to Modernism. Sturtevant died in St. Louis in February 1970.

E. Clair Heilman (n.d.)

Heilman, a landscape architect, collaborated with Butler Sturtevant to design the landscape for the Yesler Terrace Housing Project in 1939–1941. After the completion of Yesler Terrace, Heilman

worked with landscape architect Noble Hoggson on the landscape design for the Sand Point Housing Project, which was built by SHA as defense worker housing in 1943 (PCAD, and Ochsner, p. 208).

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The features of the Landmark to be preserved include:

The exterior of the building.

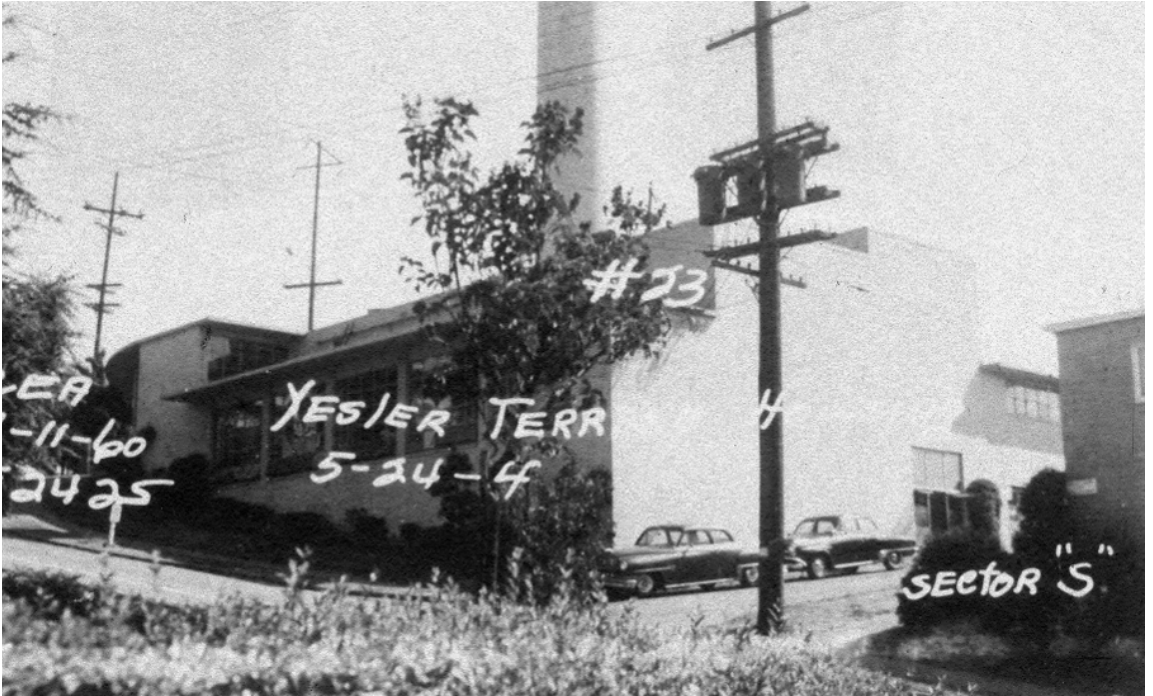
Issued: October 19, 2010

Karen Gordon
City Historic Preservation Officer

cc: Ryan Moore, Seattle Housing Authority
Susan Boyle, BOLA Architecture + Planning
Vernon Abelsen, LPB
Stella Chao, DON
Diane Sugimura, DPD
Cheryl Mosteller, DPD
Ken Mar, DPD



Yesler Terrace Steam Plant, current



Yesler Terrace Steam Plant, c. 1964



Legislation Details (With Text)

File #: CB 118307 **Version:** 1 **Name:**
Type: Council Bill (CB) **Status:** Full Council Agenda Ready
In control: Seattle Public Utilities and Neighborhoods Committee
Final action:
Enactment date: Yes

Title: AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located southeast of the intersection of NW 54th Street and 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property and ratifying and confirming certain prior acts.

Sponsors: Sally Bagshaw

Indexes:

- Attachments:** [Full Text CB 118307: Salmon Bay](#)
[Att 1 Regional Setting](#)
[Att 2 Legal Description for Salmon Bay Property](#)
[Att 3 Map of Salmon Bay Property](#)
[Fiscal Note](#)
[Slideshow: Ballard Property Acquisition](#)
[Certificate of Mailing](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Seattle Public Utilities and Neighborhoods Committee	pass	Pass
1/26/2015	1	Full Council	referred	

AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located southeast of the intersection of NW 54th Street and 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property and ratifying and confirming certain prior acts.

Legislative file content exceeds size limit and is attached.

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CITY OF SEATTLE
ORDINANCE _____
COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located southeast of the intersection of NW 54th Street and 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property and ratifying and confirming certain prior acts.

WHEREAS, the City of Seattle owns and operates a combined sewer system that in some locations is at risk of overflows during heavy rain events; and

WHEREAS, the combined sewer system overflows (CSOs) are governed by the State of Washington under the terms of a National Pollutant Discharge Elimination System (NPDES) permit; and

WHEREAS, the terms of the NPDES permit mandate the City of Seattle limit untreated overflows at each CSO outfall to an average of no more than one per year; and

WHEREAS, the City of Seattle is bound by a Federal Consent Decree to construct control measures to limit untreated overflows in accordance with State of Washington requirements by December 31, 2025, and

WHEREAS, based on the volume of overflows and their impact on water quality in Salmon Bay and the Salmon Bay Waterway, Basins 150, 151 and 152 have been identified in the NPDES permit as a priority for CSO reduction, including regulatory milestones for completion of a capital improvement project; and

WHEREAS, Seattle Public Utilities (SPU) has determined that addressing this area's ongoing combined sewer overflow issues is best achieved by pursuing construction of either an independent CSO storage tank or a shared CSO storage tunnel with King County; and

1 WHEREAS, anticipating low availability of land in Ballard, SPU launched an early search for
real property and identified preferred locations for a storage tank or tunnel boring site;
2 and

3 WHEREAS, the City Council has determined that the properties legally described below,
together with other nearby properties whose acquisitions will be authorized through
4 separate legislation best meet SPU's needs for a site for a CSO storage tank or CSO
5 tunnel; NOW, THEREFORE,

6 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

7 Section 1. Public convenience and necessity require that the property identified in the
8 records of the King County Assessor as Parcel Number 046700-0417 and commonly referred to
9 as the potential Salmon Bay Hotel site, situated in the City of Seattle, County of King, State of
10 Washington, together with all rights, privileges and other property pertaining thereto, (hereinafter
11 referred to as the "Salmon Bay Property") legally described in Attachment 2 and depicted in
12 Attachments 1 and 3, be acquired through negotiation or condemnation, for public use; namely
13 for drainage and wastewater purposes including, but not limited to, development of an
14 independent CSO storage tank or shared CSO storage tunnel with King County, and for general
15 municipal purposes.

16 Section 2. The Director of Seattle Public Utilities or the Director's designee is authorized
17 on behalf of the City to negotiate and to enter into agreements to acquire the Salmon Bay
18 Property, and upon payment of just compensation, to accept and record deeds and other
19 necessary instruments on behalf of the City, and to provide relocation assistance to the extent
20 required by law to the occupants of the Salmon Bay Property.

21 Section 3. The Seattle City Attorney is authorized to commence and prosecute
22 proceedings in the manner provided by law to condemn, take, damage, and appropriate in fee
23 simple the real property or other property rights described in Section 1, after just compensation
24 has been made or paid into court for the owners thereof in the manner provided by law. The
25 Seattle City Attorney is further authorized to stipulate for the purpose of minimizing damages.

1 Section 4. In order to pay for necessary capital costs and expenses incurred, or to be
2 incurred, the appropriation for the following in the 2015 Adopted Budget and the 2015-2020
3 Adopted Capital Improvement Program is increased for the fund shown, as follows:

Item	Fund	Department	Budget Control Level	Amount
4.1	Drainage and Wastewater Fund (44010)	Seattle Public Utilities	Combined Sewer Overflows (C360)	\$6,100,000

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9 Section 5. The Salmon Bay Property, when acquired by the City, shall be placed under
10 the jurisdiction of Seattle Public Utilities and designated for drainage and wastewater purposes.
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Section 6. Any act consistent with the authority of this ordinance and prior to its effective date is ratified and confirmed.

Section 7. 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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

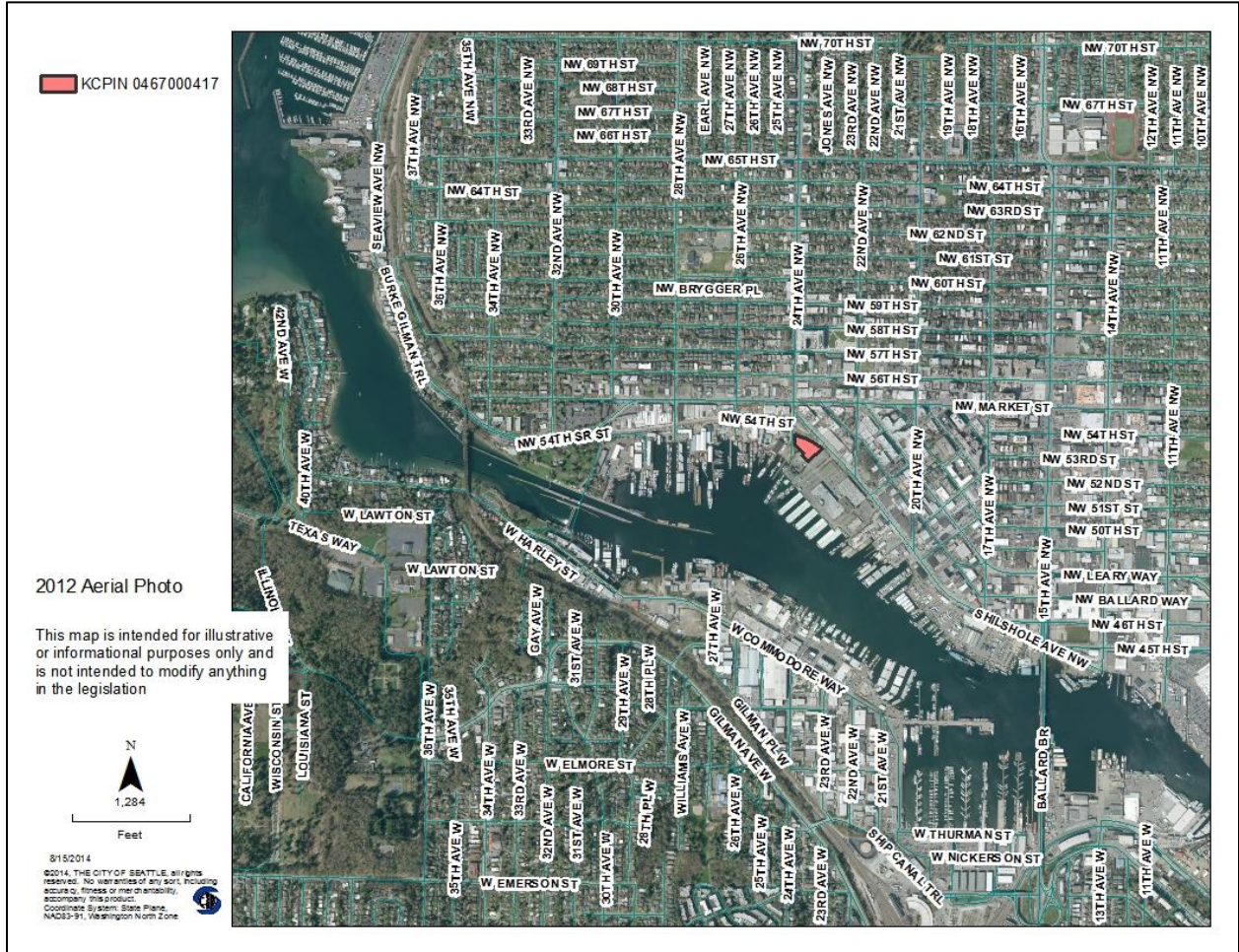
Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

- Attachment 1: Regional Setting
- Attachment 2: Legal Description for Salmon Bay Property
- Attachment 3: Map of Salmon Bay Property

Attachment 1: Regional Setting



Attachment 2: Legal Description for Salmon Bay Property

That portion of Government Lot 2 in Section 11, Township 25 North, Range 3 East, W.M., in King County, Washington, described as follows:

Commencing at the monumented intersection of centerlines of Shilshole Avenue Northwest and that portion of 24th Avenue Northwest to the north, said intersection being monumented with a brass rod in a cased concrete monument, and from which a point defining the commencement of a secondary alignment for that portion of 24th Avenue Northwest to the south bears north 43° 29' 15" west 20.04 feet; thence south 43° 29' 14" east 518.18 feet along the monumented centerline of right-of-way of said Shilshole Avenue Northwest to a point on the northeasterly prolongation of the southeasterly line of Parcel "B" of City of Seattle Lot Boundary Adjustment No. 8403516, recorded under Recording No. 8502211052;

thence south 49° 12' 56" west 57.34 feet along said prolongation to the most easterly corner of said Parcel "B" of City of Seattle Lot Boundary Adjustment No. 8403516, recorded under Recording No. 8502211052 and the TRUE POINT OF BEGINNING;

thence south 49° 12' 56" west 197.82 feet along the southeasterly line thereof to an angle point therein;

thence south 46° 36' 47" west 11.31 feet along said southeasterly line;

thence north 40° 52' 18" west 96.11 feet;

thence north 49° 07' 42" east 24.65 feet;

thence north 40° 52' 18" west 146.14 feet to the easterly margin of 24th Avenue Northwest;

thence north 01° 01' 10" east 103.76 feet along said easterly margin to its intersection with the southwesterly margin of the former Great Northern Railway right-of-way;

thence southeasterly along said southwesterly margin the following four courses:

thence south 63° 43' 53" east 112.81 feet;

thence north 46° 31' 04" east 14.77 feet;

thence south 56° 36' 59" east 61.60 feet;

thence south 55° 08' 59" east 161.72 feet to the TRUE POINT OF BEGINNING;

(Being known as Parcel Y of City of Seattle Lot Boundary Adjustment No. 3011659, recorded under Recording No. 20140108900001.)

Tax Parcel Number: 046700-0417-03

Situs Address: Vacant, Seattle, WA 98107

Attachment 3: Map of Salmon Bay Property



FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Public Utilities	Ed Mirabella / 684-5959	Aaron Blumenthal / 3-2656

Legislation Title: AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located southeast of the intersection of NW 54th Street and 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This ordinance authorizes the Director of Seattle Public Utilities (SPU) to acquire the vacant real property located southeast of the intersection of NW 54th Street and 24th Avenue NW through negotiation or eminent domain (condemnation). A related and accompanying ordinance will authorize the Director of SPU to acquire the adjacent property at 5300 – 24th Avenue NW. Other ordinances may be needed for additional properties or real property rights that must be acquired to construct and complete the Combined Sewer Overflow (CSO) project described below.

SPU’s CSO program seeks to meet State and Federal permit requirements to reduce the size and number of sewer overflows into receiving water bodies. As part of a Consent Decree to bring the City into compliance with the Federal Clean Water Act, SPU is developing a Long Term Control Plan (LTCP) to reduce combined sewer overflows. The draft LTCP was issued last May and presented to the public and regulatory agencies. The final LTCP is on schedule to be issued in 2015. However, work on some projects must begin before the LTCP is finalized to ensure the City meets its regulatory requirements.

One of these projects, the Ballard Fremont Wallingford CSO Project, would address wastewater storage capacity needs in the Ballard and Fremont/Wallingford areas. Nearly 70% of the City’s CSO overflows associated with the LTCP occur from these basins.

The current owners of the subject property purchased it in 2007 for the construction of a hotel. However, no construction has occurred and the property is used as a parking lot. The purchase of this property together with that of an adjacent parcel at 5300 – 24th Avenue NW would provide sufficient area for the construction of a CSO storage tank or storage tunnel sufficient to bring the City into permit compliance for these CSO basins. The parcels are needed irrespective of which storage option is selected. Discussions are under way with King County to partner on the storage tunnel option and to share costs. These properties also have the advantages of being adjacent to an existing City-owned pier and City-owned railroad ROW that would provide excellent access for removal of spoils, materials delivery and other construction related activities that would otherwise disrupt surrounding community with excess trucking impacts.

SPU would like to acquire the Property through a voluntary sale. However, this legislation includes authorization for condemnation should efforts to conclude a voluntary sale of the Property to the City not be successful.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Ballard Fremont Wallingford CSO Storage	C314056	Ballard, Fremont, Wallingford	June 1, 2014	December 31, 2025

Please check any of the following that apply:

This legislation creates, funds, or anticipates a new CIP Project.

This legislation does not have any financial implications.

This legislation has financial implications.

Appropriations:

Fund Name and Number	Department	Budget Control Level*	Existing 2014 Appropriation	New 2014 Appropriation (if any)	2015 Anticipated Appropriation
Drainage and Wastewater Fund (44010)	Seattle Public Utilities	C360	\$0	\$0	\$6,100,000
TOTAL				\$0	\$6,100,000

**See budget book to obtain the appropriate Budget Control Level for your department.*

Appropriations Notes: Additional appropriation is being sought by the legislation. This purchase will be funded by the existing Ballard Fremont Wallingford CSO Storage Project, ID C314056 contained in the 2014 -2020 Drainage & Wastewater Fund Capital Improvement Program. This legislation would appropriate and authorize expenditures for the negotiated purchase in 2015 which includes related expenses (appraisal, appraisal review, title costs, escrow costs, etc.). Land acquisition for an adjacent site will be authorized by another ordinance.

Spending Plan and Future Appropriations for Capital Projects:

Spending Plan and Budget	2014	2015	2016	2017	2018	2019
Spending Plan		\$18.4M	\$6.7M	\$5.0M	\$12.6M	\$12.6M
Current Year Appropriation (\$1,000,000's)	\$0M					
Future Appropriations (\$1,000,000's)		\$6.7M	\$6.7M	5.0M	12.6M	12.6M

Spending Plan and Budget Notes: Funding for this project is included in the recently adopted 2015-2020 Strategic Business Plan for SPU. Property acquisition is occurring earlier than the 2019/20 period envisioned in the Plan because the subject parcel is currently for sale. The 2015 Spending Plan anticipates increases to the 2015 Future Appropriation under this legislation and the accompanying legislation for the adjacent “Yankee Grill” parcel at 5300 – 24th Ave NW (\$6.1M for this property and \$5.6M for the Yankee Grill). Total projected project costs remain the same. SPU is planning to collaborate on this project with King County which would result in a cost sharing arrangement, but have not finalized our agreement.

Funding Source:

Funding Source (Fund Name and Number, if applicable)	2014	2015	2016	2017	2018	2019	Total
Drainage & Wastewater Fund DWF 44010		\$6.1M					\$6.1M
TOTAL		\$6.1M					\$6.1M

Funding Source Notes:

This will be financed as a traditional capital project, with approximately 75% paid for with existing bond proceeds and the remaining 25% paid for with cash. There are no 2015 rate impacts associated with this acquisition, Bond proceeds from the DWF June 2014 issue, already assumed in the 2015 adopted rate, will be used to pay for the debt financed portion. The purchase of this land in 2015 does not increase total project costs but rather re-distributes them over time. Consequently, the average rate increase across the project period remains unchanged although there may be some slight variations in year-on-year increases.

Bond Financing Required: NA

Uses and Sources for Operation and Maintenance Costs for the Project:

O&M	2014	2015	2016	2017	2018	2019	Total
Uses							
Start Up							
On-going		\$6k	\$6k	\$6k			\$18k
Sources (itemize)		DWF	DWF	DWF			DWF

Operation and Maintenance Notes: Costs identified above are preliminary estimates for maintenance of the property until construction starts and do not include future operations & maintenance costs for a proposed future CSO storage facility. There are no startup costs associated with the property acquisition. LEED standards do not apply.

Periodic Major Maintenance Costs for the Project: NA

Funding sources for replacement of project: NA

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact: NA

Other Implications:

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

The legislation will help the City meet the requirements of its federal Consent Decree. Funds to purchase the property and to complete the project are allocated in SPU's Drainage and Wastewater Fund. There are cost estimates identified for maintenance of the property which do not include future operations and maintenance costs for a proposed future CSO storage facility.

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

If the legislation is not approved, SPU would return to performing site selection analysis to identify different parcels for the project. Previous site investigations have shown that there are few sites in the area of this size and multiple sites may be required, which could put industrial/commercial companies out of business. Ballard is a rapidly expanding area of the City making it costly and difficult to find a suitable site. Condemnation would most likely be necessary to obtain an alternative site. Costs to purchase an alternative site would undoubtedly increase if the current trend in real estate prices continues to escalate. Alternative sites would most likely have businesses to relocate and structures that would have to be demolished, adding additional costs to the project.

Furthermore, delays in securing a site would jeopardize the project schedule. The City

has a federal Consent Decree that requires the CSO project to be completed no later than December 31, 2025, and faces stipulated penalties of \$5,000 per day for failure to complete the CSO Project and \$2,500 per day for each sewer overflow.

- c) **Does this legislation affect any departments besides the originating department?** No. However, an adjacent dock owned by the Seattle Department of Transportation and maintained by the Department of Parks and Recreation is being considered for use as a barging facility to haul off spoils from the construction of the underground CSO Storage Facility. In addition, the Ballard Railroad, which is privately owned but located on Seattle Department of Transportation land (long-term lease), is being considered for hauling spoils and for delivery of equipment. Discussions are currently underway to secure agreements for the use of both the dock and railroad.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** If SPU is not able to purchase the subject properties for construction of the new CSO storage facility, additional site selection analysis would have to be performed to find an alternate site, which would result in higher costs and project delays.
- e) **Is a public hearing required for this legislation?** No. Considerable public outreach has been conducted to discuss the need to select a preferred location for the CSO storage facility. The project team will conduct additional future public meetings throughout the project.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?** Yes. Publication of notice must occur in both the Seattle Times and the DJC once a week for two successive weeks prior to Council SPUN Committee Meeting at which the legislation will be considered for recommended passage by the full Council.
- g) **Does this legislation affect a piece of property?** Yes. This legislation authorizes SPU to acquire a private parcel for construction of an underground CSO storage facility. Maps are attached to the ordinance.
- h) Other Issues:

List attachments to the fiscal note below:

None.



Legislation Details (With Text)

File #: CB 118308 **Version:** 1 **Name:**

Type: Council Bill (CB) **Status:** Full Council Agenda Ready

In control: Seattle Public Utilities and Neighborhoods Committee

Final action:

Enactment date: Yes

Title: AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located at 5300 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property, and ratifying and confirming certain prior acts.

Sponsors: Sally Bagshaw

Indexes:

- Attachments:** [Full Text CB 118308: Yankee Grill](#)
[Att 1 Regional Setting](#)
[Att 2 Legal Description for Yankee Grill Property](#)
[Att 3 Map of Yankee Grill Property](#)
[Fiscal Note](#)
[Slideshow: Ballard Property Acquisition](#)
[Certificate of Mailing](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Seattle Public Utilities and Neighborhoods Committee	pass	Pass
1/26/2015	1	Full Council	referred	

AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located at 5300 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property, and ratifying and confirming certain prior acts.

Legislative file content exceeds size limit and is attached.

CITY OF SEATTLE
ORDINANCE _____
COUNCIL BILL _____

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AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located at 5300 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property, and ratifying and confirming certain prior acts.

WHEREAS, the City of Seattle owns and operates a combined sewer system that in some locations is at risk of overflows during heavy rain events; and

WHEREAS, the combined sewer system overflows (CSOs) are governed by the State of Washington under the terms of a National Pollutant Discharge Elimination System (NPDES) permit; and

WHEREAS, the terms of the NPDES permit mandate the City of Seattle limit untreated overflows at each CSO outfall to an average of no more than one per year; and

WHEREAS, the City of Seattle is bound by a Federal Consent Decree to construct control measures to limit untreated overflows in accordance with State of Washington requirements by December 31, 2025; and

WHEREAS, based on the volume of overflows and their impact on water quality in Salmon Bay and the Salmon Bay Waterway, Basins 150, 151 and 152 have been identified in the NPDES permit as a priority for CSO reduction, including regulatory milestones for completion of a capital improvement project; and

WHEREAS, Seattle Public Utilities (SPU) has determined that addressing this area's ongoing combined sewer overflow issues is best achieved by pursuing construction of either an independent CSO storage tank or a shared CSO storage tunnel with King County; and

WHEREAS, anticipating low availability of land in Ballard, SPU launched an early search for real property and identified preferred locations for a storage tank or tunnel boring site; and

1 WHEREAS, the City Council has determined that the properties legally described below,
2 together with other nearby properties whose acquisitions will be authorized through
3 separate legislation, best meet SPU's needs for a site for a CSO storage tank or CSO
4 tunnel; NOW, THEREFORE,

5 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

6 Section 1. Public convenience and necessity require the property identified in the records
7 of the King County Assessor as Parcel Numbers 046700-0423 and 046700-0431 and commonly
8 referred to as the former Yankee Grill site, situated in the City of Seattle, County of King, State
9 of Washington, together with all rights, privileges and other property pertaining thereto,
10 (hereinafter referred to as the "Yankee Grill Property") legally described in Attachment 2 and
11 depicted in Attachments 1 and 3, be acquired through negotiation or condemnation, for public
12 use; namely for drainage and wastewater purposes including, but not limited to, development of
13 an independent CSO storage tank or shared CSO storage tunnel with King County, and for
14 general municipal purposes.

15 Section 2. The Director of Seattle Public Utilities or the Director's designee is authorized
16 on behalf of the City to negotiate and to enter into agreements to acquire the Yankee Grill
17 Property, and upon payment of just compensation, to accept and record deeds and other
18 necessary instruments on behalf of the City, and to provide relocation assistance to the extent
19 required by law to the occupants of the Yankee Grill Property.

20 Section 3. The Seattle City Attorney is authorized to commence and prosecute
21 proceedings in the manner provided by law to condemn, take, damage, and appropriate in fee
22 simple the real property or other property rights described in Section 1, after just compensation
23 has been made or paid into court for the owners thereof in the manner provided by law. The
24 Seattle City Attorney is further authorized to stipulate for the purpose of minimizing damages.

1 Section 4. In order to pay for necessary capital costs and expenses incurred, or to be
2 incurred, the appropriation for the following in the 2015 Adopted Budget and the 2015-2020
3 Adopted Capital Improvement Program is increased for the fund shown, as follows:

Item	Fund	Department	Budget Control Level	Amount
4.1	Drainage and Wastewater Fund (44010)	Seattle Public Utilities	Combined Sewer Overflows (C360)	\$5,600,000

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9 Section 5. The Yankee Grill Property, when acquired by the City, shall be placed under
10 the jurisdiction of Seattle Public Utilities and designated for drainage and wastewater purposes.
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Section 6. Any act consistent with the authority of this ordinance and prior to its effective date is ratified and confirmed.

Section 7. 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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

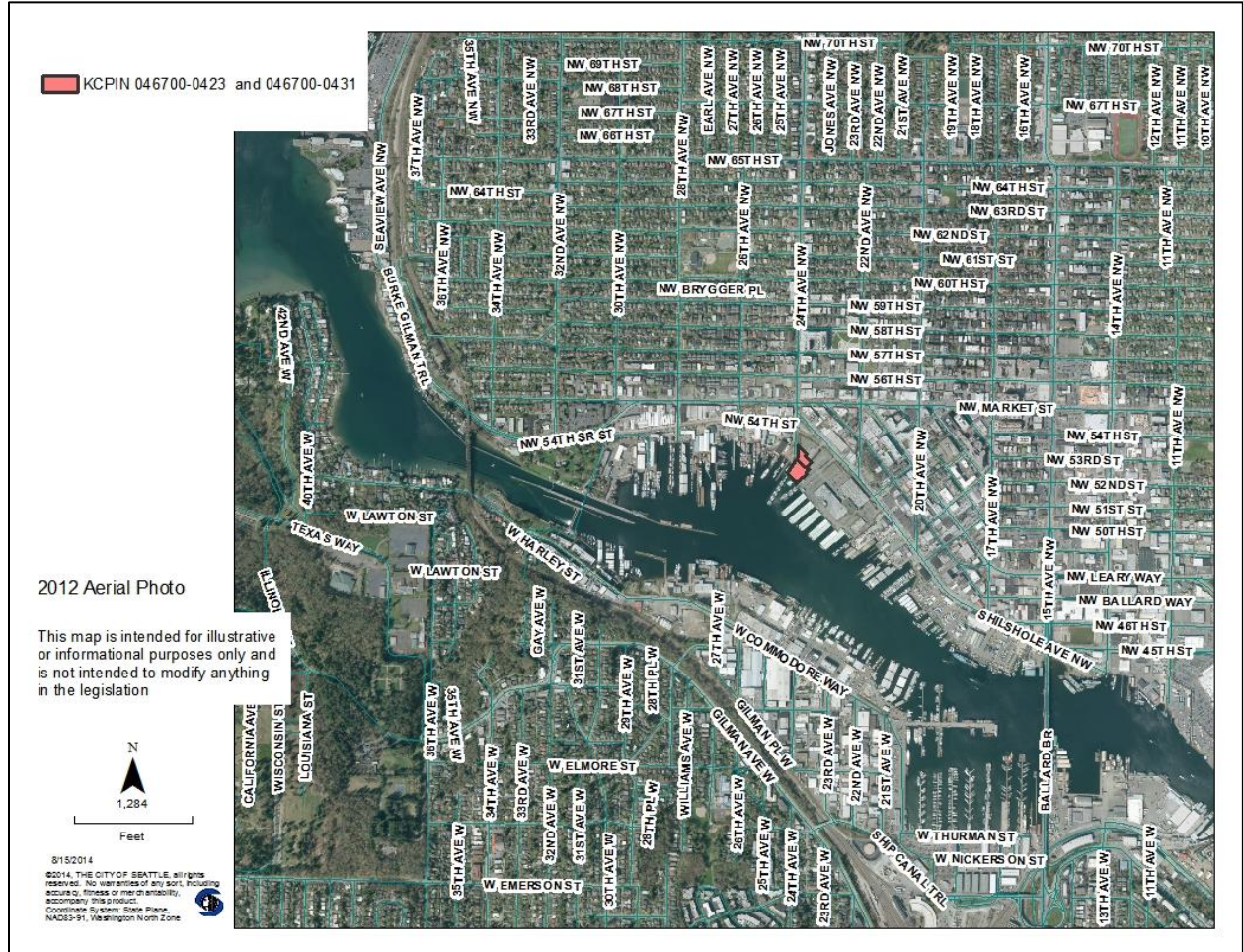
Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

- Attachment 1: Regional Setting
- Attachment 2: Legal Description for Yankee Grill Property
- Attachment 3: Map of Yankee Grill Property

Attachment 1: Regional Setting



Attachment 2: Legal Description for Yankee Grill Property

PARCEL A:

That portion of Lots 1, 2 and 3, Block 8, Ballard Tidelands, according to the official maps thereof on file in the Office of the Commissioner of Public Lands at Olympia, Washington, lying within Parcel "B" of City of Seattle Lot Boundary Adjustment No. 8403516, recorded under Recording No. 8502211052, records of King County, Washington, and more particularly described as follows:

Commencing at the monumented intersection of centerlines of rights-of-way of Shilshole Avenue Northwest and that portion of 24th Avenue Northwest to the north, said intersection being monumented with a brass rod in a cased concrete monument, and from which a point defining the commencement of a secondary alignment for that portion of 24th Avenue Northwest to the south bears north 43°29'15" west 20.04 feet;
thence south 43°29'14" east 520.88 feet, more or less, along the monumented centerline of right-of-way of said Shilshole Avenue Northwest to a point on the northeasterly prolongation of the southeasterly line of said Parcel "B";
thence south 49°12'56" west 57.34 feet along said prolongation to the southwest margin of the Great Northern Railway right-of-way, and the most easterly corner of said Parcel "B";
thence along said Parcel "B" boundary the following four courses;
continuing south 49°12'56" west 197.82 feet;
thence south 46°36'47" west 77.08 feet;
thence south 40°47'04" east 44.42 feet;
thence south 49°12'56" west 8.37 feet to the northeasterly line of said Block 8, Ballard Tidelands and the TRUE POINT OF BEGINNING;
thence along said Parcel "B" boundary the following six courses:
continuing south 49°12'56" west 45.63 feet;
thence south 40°47'04" east 18.44 feet;
thence south 49°12'56" west 148.07 feet;
thence north 41°14'24" west 148.51 feet to the southeasterly margin of right-of-way of said 24th Avenue Northwest;
thence north 33°29'30" east along said margin, a distance of 172.32 feet to the northeasterly line of said Block 8, Ballard Tidelands;
thence south 50°06'17" east along said northeasterly line, 179.13 feet to the TRUE POINT OF BEGINNING.

PARCEL Z:

That portion of Government Lots 2 and 3, Section 11, Township 25 North, Range 3 East, W.M., in King County, Washington, more particularly described as follows:

Commencing at the monumented intersection of centerlines of Shilshole Avenue Northwest and that portion of 24th Avenue Northwest to the north, said intersection being monumented with a brass rod in a cased concrete monument, and from which a point defining the commencement of a secondary alignment for that portion of 24th Avenue Northwest to the south bears north 43°29'15" west 20.04 feet;
thence south 43°29'14" east 518.18 feet, more or less, along the monumented centerline of right-of-way of said Shilshole Avenue Northwest to a point on the northeasterly prolongation of the southeasterly line of Parcel "B" of City of Seattle Lot Boundary Adjustment No. 8403516, recorded under Recording No. 8502211052;
thence south 49°12'56" west 57.34 feet along said prolongation to the southwest margin of the Great Northern Railway right-of-way, and the most easterly corner of said Parcel "B";
thence along said Parcel "B" boundary the following two courses:
continuing south 49°12'56" west 197.82 feet;
thence south 46°36'47" west 11.31 feet to the TRUE POINT OF BEGINNING;
thence continuing along said Parcel "B" boundary the following three courses:
south 46°36'47" west 65.77 feet;
thence south 40°47'04" east 44.42 feet;
thence south 49°12'56" west 8.37 feet to the northeasterly line of Block 8, Ballard Tidelands, according to the official maps thereof on file in the Office of the Commissioner of Public Lands at Olympia, Washington;
thence north 50°06'17" west along said northeasterly line, a distance of 179.13 feet to the southeasterly margin of right-of-way of 24th Avenue Northwest;
thence along said southeasterly margin the following two courses:
north 33°29'30" east 36.64 feet;
thence north 01°01'10" east 138.17 feet;
thence departing south 40°52'18" east 146.14 feet;
thence south 49°07'42" west 24.65 feet;
thence south 40°52'18" east 96.11 feet to the TRUE POINT OF BEGINNING;

(Being known as Parcel Z of City of Seattle Lot Boundary Adjustment No. 3011659, recorded under Recording No. 20140108900001, as amended by Affidavit of Correction recorded under Recording No. _____.)

PARCEL Z-1:

An easement for access, 20 feet in width, as delineated on Sheet 4 of City of Seattle Lot Boundary Adjustment No. 3011659, recorded under Recording No. 20140108900001.

Tax Parcel Number: 046700-0423-05 and 046700-0431-05

Situs Address: 5300 24th Avenue NW, Seattle, WA 98107

Attachment 3: Map of Yankee Grill Property
5300 24th Avenue NW
Seattle, Washington



FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Public Utilities	Ed Mirabella/684-5959	Aaron Blumenthal/3-2656

Legislation Title: AN ORDINANCE relating to Seattle Public Utilities and the 2015 Adopted Budget; authorizing the Director of Seattle Public Utilities to acquire by negotiation or condemnation land and all other necessary property rights located at 5300 24th Avenue NW, Seattle, Washington for public drainage, wastewater, and general municipal purposes, and to execute, accept and record deeds and convenient documents and agreements deemed by the Director to be necessary to this transaction on behalf of the City; placing the conveyed real properties under the jurisdiction of Seattle Public Utilities; amending Ordinance 124648 to increase appropriations to the Drainage and Wastewater Fund for the acquisition of the aforementioned property, and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This ordinance authorizes the Director of Seattle Public Utilities (SPU) to acquire the vacant real property at 5300 24th Avenue NW through negotiation or eminent domain (condemnation). A related and accompanying ordinance will authorize the Director of SPU to acquire the adjacent property southeast of the intersection of NW 54th Street and 24th Avenue NW. Other ordinances may be needed for additional properties or real property rights that must be acquired to construct and complete the Combined Sewer Overflow (CSO) project described below.

SPU's CSO program seeks to meet State and Federal permit requirements to reduce the size and number of sewer overflows into receiving water bodies. As part of a Consent Decree to bring the City into compliance with the Federal Clean Water Act, SPU is developing a Long Term Control Plan (LTCP) to reduce combined sewer overflows. The draft LTCP was issued last May and presented to the public and regulatory agencies. The final LTCP is on schedule to be issued in 2015. However, work on some projects must begin before the LTCP is finalized to ensure the City meets its regulatory requirements.

One of these projects, the Ballard Fremont Wallingford CSO Project, would address wastewater storage capacity needs in the Ballard and Fremont/Wallingford areas. Nearly 70% of the City's CSO overflows associated with the LTCP occur from these basins.

The subject property contains a vacant restaurant and parking lot. The purchase of this property together with the purchase of the adjacent property southeast of the intersection of NW 54th Street and 24th Avenue NW would provide sufficient area for the construction of a CSO storage tank or storage tunnel sufficient to bring the City into permit compliance for these CSO basins. The parcels are needed irrespective of which storage option is selected. Discussions are under way with King County to partner on the storage tunnel option and to share costs. These properties also have the advantages of being adjacent to an existing City-owned pier and City-owned railroad ROW that would provide excellent access for removal of spoils, materials delivery and other construction related activities that would otherwise disrupt surrounding community with excess trucking impacts.

The Property is on the market and SPU desires to acquire it through a voluntary sale. However, this legislation includes authorization for condemnation should efforts to conclude a voluntary sale not be successful.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Ballard Fremont Wallingford CSO Storage	C314056	Ballard, Fremont, Wallingford	June 1, 2014	December 31, 2025

Please check any of the following that apply:

This legislation creates, funds, or anticipates a new CIP Project.

This legislation does not have any financial implications.

This legislation has financial implications.

Appropriations:

Fund Name and Number	Department	Budget Control Level*	Existing 2014 Appropriation	New 2014 Appropriation (if any)	2015 Anticipated Appropriation
Drainage and Wastewater Fund (44010)	Seattle Public Utilities	C360	\$0	0	\$5,600,000
TOTAL				\$0	\$5,600,000

**See budget book to obtain the appropriate Budget Control Level for your department.*

Appropriations Notes: Additional appropriation is being sought by the legislation. This purchase will be funded by the existing Ballard Fremont Wallingford CSO Storage Project (C314056) in the 2014 -2020 Drainage & Wastewater Fund Capital Improvement Program. This legislation would appropriate and authorize expenditures for the negotiated purchase in 2015 which includes the negotiated purchase price of \$5.4 million plus related expenses (appraisal, appraisal review, title costs, escrow costs, building improvements, etc.). Land acquisition for an adjacent site will be authorized by another ordinance.

Spending Plan and Future Appropriations for Capital Projects:

Spending Plan and Budget	2014	2015	2016	2017	2018	2019
Spending Plan		\$18.4M	\$6.7M	\$5.0M	\$12.6M	\$12.6M
Current Year Appropriation (\$1,000,000's)	\$0M					
Future Appropriations (\$1,000,000's)		\$6.7M	\$6.7M	5.0M	12.6M	12.6M

Spending Plan and Budget Notes: Funding for this project is included in the recently adopted 2015-2020 Strategic Business Plan for SPU. Property acquisition is occurring earlier than the 2019/20 period envisioned in the Plan because the subject parcel is currently for sale. The 2015 Spending Plan anticipates increases to the 2015 Future Appropriation under this legislation and the accompanying legislation for the adjacent “Salmon Bay Hotel” parcel southeast of the intersection of NW 54th Street and 24th Avenue NW (\$5.6M for this property and \$6.1M for Salmon Bay Hotel). Total projected project costs remain the same. SPU is planning to collaborate on this project with King County which would result in a cost sharing arrangement, but have not finalized our agreement.

Funding Source:

Funding Source (Fund Name and Number, if applicable)	2014	2015	2016	2017	2018	2019	Total
Drainage & Wastewater Fund DWF 44010		\$5.6M					5.6M
TOTAL		\$5.6M					\$5.6M

Funding Source Notes:

This will be financed as a traditional capital project, with approximately 75% paid for with existing bond proceeds and the remaining 25% paid for with cash. There are no 2015 rate impacts associated with this acquisition, Bond proceeds from the DWF June 2014 issue, already assumed in the 2015 adopted rate, will be used to pay for the debt financed portion. The purchase of this land in 2015 does not increase total project costs but rather re-distributes them over time. Consequently, the average rate increase across the project period remains unchanged although there may be some slight variations in year-on-year increases.

Bond Financing Required: NA

Uses and Sources for Operation and Maintenance Costs for the Project:

O&M	2014	2015	2016	2017	2018	2019	Total
Uses							
Start Up							
On-going		\$6k	\$6k	\$6k			\$18k
Sources (itemize)		DWF	DWF	DWF			DWF

Operation and Maintenance Notes: Costs identified above are preliminary estimates for maintenance of the property until construction starts and do not include future operations & maintenance costs for a proposed future CSO storage facility. There are no startup costs associated with the property acquisition. LEED standards do not apply.

Periodic Major Maintenance Costs for the Project: NA

Funding sources for replacement of project: NA

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact: NA

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
 The legislation will help the City meet the requirements of its federal Consent Decree. Funds to purchase the property and to complete the project are allocated in SPU's Drainage and Wastewater Fund. There are cost estimates identified for maintenance of the property which do not include future operations and maintenance costs for a proposed future CSO storage facility.

- b) **What is the financial cost of not implementing the legislation?** If the legislation is not approved, SPU would return to performing site selection analysis to identify different parcels for the project. Previous site investigations have shown there are few sites in the area of this size and multiple sites may be required, which could put industrial/commercial companies out of business. Ballard is a rapidly expanding area of the City making it costly and difficult to find a suitable site. Condemnation would most likely be necessary to obtain an alternative site. Costs to purchase an alternative site would undoubtedly increase if the current trend in real estate prices continues to escalate. Alternative sites would most likely have businesses to relocate and structures that would have to be demolished, adding additional costs to the project.

Furthermore, delays in securing a site would jeopardize the project schedule. The City has a federal Consent Decree that requires the CSO project to be completed no later than December 31, 2025, and faces stipulated penalties of \$5,000 per day for failure to complete the CSO Project and \$2,500 per day for each sewer overflow.

- c) **Does this legislation affect any departments besides the originating department?**
No. However, an adjacent dock owned by the Seattle Department of Transportation and maintained by the Department of Parks and Recreation is being considered for use as a barging facility to haul off spoils from the construction of the underground CSO Storage Facility. In addition, the Ballard Railroad, which is privately owned but located on Seattle Department of Transportation land (long-term lease), is being considered for hauling spoils and for delivery of equipment. Discussions are currently underway to secure agreements for the use of both the dock and railroad.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** If SPU is not able to purchase the subject properties for construction of the new CSO storage facility, additional site selection analysis would have to be performed to find an alternate site, which would result in higher costs and project delays.
- e) **Is a public hearing required for this legislation?** No. Considerable public outreach has been conducted to discuss the need to select a preferred location for the CSO storage facility. The project team will conduct additional future public meetings throughout the project.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?** Yes. Publication of notice must occur in both the Seattle Times and the DJC once a week for two successive weeks prior to Council SPUN Committee Meeting at which the legislation will be considered for recommended passage by the full Council.
- g) **Does this legislation affect a piece of property?** Yes. This legislation authorizes SPU to acquire a private parcel for construction of an underground CSO storage facility. Maps are attached to the Ordinance.
- h) **Other Issues:**

List attachments to the fiscal note below:

None.



Legislation Details (With Text)

File #: CB 118319 **Version:** 2 **Name:**

Type: Council Bill (CB) **Status:** Full Council Agenda Ready

In control: Transportation Committee

Final action:

Enactment date: Yes

Title: AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

Sponsors: Tom Rasmussen

Indexes:

Attachments: [Memo on Agreement implementing STBD Proposition 1](#)
[Att A Transit Service Funding Agreement v4](#)
[Substitute Transit Service Funding Agreement](#)
[Draft STBD Resolution on 2015 Supplemental Budget](#)
[Att A Transit Service Funding Agreement v3](#)
[STBD Service Route Information](#)
[STBD Service Purchase Agreement Presentation](#)
[Fiscal Note](#)
[Whereas Clause Amendment](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Transportation Committee	pass as amended	Pass
1/26/2015	1	Full Council	referred	

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, in Resolution 12, the Governing Board of the Seattle Transportation Benefit District (STBD) submitted a ballot measure (STBD Proposition 1) to the qualified electors of the STBD to authorize up to a one-tenth of one percent sales and use tax and an annual vehicle license fee of up to an additional

\$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service in Seattle; and

WHEREAS, on November 4, 2014, STBD Proposition 1 was approved by a majority of qualified electors of the STBD; and

WHEREAS, on December 1, 2014, in Resolution 14, the Governing Board of the STBD imposed the revenue measures approved through the approval of STBD Proposition 1; and

WHEREAS, the STBD intends to enter into an interlocal agreement with the City of Seattle to govern the respective functions of the two entities, including execution and administration of service purchase agreements, ongoing assessment of countywide transit service allocation, administration of the low-income rebate programs, and other functions necessary to implement STBD Proposition 1; and

WHEREAS the City of Seattle intends to effectuate the intent of STBD voters by purchasing more than 123,000 annual transit service hours from Metro Transit, beginning June 9, 2015; and

WHEREAS, it is the goal of the city and county to reduce crowding and improve reliability with the additional city investments during the course of this agreement, consistent with the priorities of the King County Metro Service Guidelines and the Seattle Transit Master Plan. The city and county further have the goal of responding flexibly to ridership demands during the course of this agreement; NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Department of Transportation (SDOT) Director is hereby authorized and directed to execute on behalf of the City of Seattle an interlocal agreement with King County, in the form negotiated and accepted by the Executive, consistent with the key terms in the version attached to this legislation as Attachment A.

Section 2. SDOT will report to the Council's Transportation Committee all future service change proposals contemplated under section 2.7 of the interlocal agreement. SDOT will report the initial service change proposal at the same time such a proposal is submitted to King County Metro, and will report on King County Metro's subsequent acceptance or revisions to the proposal.

Section 3. Ratify and Confirm. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 4. 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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

**TRANSIT SERVICE FUNDING AGREEMENT
BY AND BETWEEN
KING COUNTY
AND
THE CITY OF SEATTLE**

THIS TRANSIT SERVICE FUNDING AGREEMENT ("Agreement") is made by and between King County, a political subdivision of the State of Washington and home rule charter county with broad powers to provide public transportation within the County's geographic boundaries, by and through the King County Department of Transportation, Metro Transit Division ("County" or "Metro Transit") and the City of Seattle, a Washington municipal corporation, by and through the Seattle Department of Transportation ("City" or "SDOT") both of which entities may be referred to hereinafter individually as "Party" or collectively as the "Parties."

WHEREAS, the City and County have existing agreements for purchasing transit service hours that will remain in place, including a December 2008 Transit Service Speed and Reliability Partnership agreement, an August 2013 Transit Service Financial agreement, and a September 2014 Transit Service Funding agreement; and

WHEREAS, as a result of a voter-approved transit funding measure authorizing an annual vehicle license fee and sales and use tax increase, the City has identified additional funds that can be used to purchase service hours from the County; and

WHEREAS, the City has identified specific routes and times where it desires service hours to be retained or increased to attain transit service goals in the Seattle Transit Master Plan ("Transit Master Plan"); and

WHEREAS, Strategies 3.1.1 and 6.3.1 of the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 ("Strategic Plan") identify partnerships with local jurisdictions and businesses as a potential source of the revenue necessary to provide transit service in support of a strong, sustainable economy;

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL PROMISES, COVENANTS AND AGREEMENTS SET FORTH HEREIN, AND FOR OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED BY THE PARTIES, THE PARTIES HEREBY AGREE AS FOLLOWS:

1. PURPOSE OF AGREEMENT

The purpose of this Agreement is to set forth the terms and conditions under which City-funded transit service will be operated and incorporates, as if fully set forth in this Agreement, Exhibits A and B.

2. COUNTY'S RESPONSIBILITIES

- 2.1 The County will provide transit service in accordance with the service identified in Exhibit A, pursuant to which the City will pay the fully allocated cost of the service hours as defined in Section 5 of this Agreement. During the duration of this Agreement, the County acknowledges that the City may enter into regional partnership agreements with other entities to purchase additional transit service from the County. The Parties agree that transit service to be provided under this Agreement and any regional partnership agreements will be consistent with the King County Metro Transit Service Guidelines ("Service Guidelines") and/or the City's Transit Master Plan. Metro Transit will adhere to KCC Section 28.94.020, which requires King County Council approval of major service changes.
- 2.2 The County will manage the service in accordance with its regular procedures and as may be further specified in this Agreement. The Parties understand and agree that the transit service referenced herein will be open to the general public.
- 2.3 The County will include the transit service provided for under this Agreement in its annual route performance monitoring consistent with Metro Transit's Strategic Plan and Service Guidelines that currently include the following two standard indicators:
 - a. Rides per platform hour;
 - b. Passenger miles per platform mile.
- 2.4 In addition to Section 2.3, the County will compile the following service data for routes serving Seattle, including routes on which the City is purchasing service:
 - a. Revenue hours;
 - b. Platform hours;
 - c. Average boardings by trip;
 - d. Maximum boardings by trip;
 - e. Minimum boardings by trip;
 - f. Load factors by trip;
 - g. Percentage of time-point observations, by scheduled trip, that fall into each of the following categories: on time (1 minute early – 5 minutes late), 2-5 minutes early, 6-10 minutes early, 6-20 minutes late, and 21-30 minutes late; and
 - h. Trip start and end times.

This data will be reported to the City at least annually, and in the same format for which it is compiled for the County's service planning needs, or otherwise already reported to the City pursuant to existing transit service funding agreements.

2.5 Service Performance Review

a. Periodic Review of Financial and Operating Performance

The Parties will meet two (2) times a year to review the planned versus actual financial expenditures and service operating performance of the transit service funded pursuant to this Agreement. These meetings will take place after the financial reports are available for the April year-to-date (“YTD”) reporting and August YTD reporting. The purpose of these meetings is to identify any issues which might have a budget impact on the current year or for future financial planning related to City-funded service.

The biannual review will include the following:

- 1) List of bus upgrades and downgrades by block;
- 2) YTD cost per hour results; and
- 3) Any other items that might impact the year-end reconciliation of actual costs to budget and actual service provided versus planned service.

b. National Transit Database Data

Metro Transit annually reports service and other operating data to the National Transit Database (“NTD”). For purposes of completing the cost reconciliation process provided for in Section 5.5, the County will provide the City with NTD data two (2) times per year: May 15th and August 1st. This data will include, but is not limited to, financial, operating, and service data. The City acknowledges that revisions to the reported data may be required each year through closeout based on direction to Metro Transit from the Federal Transit Administration.

2.6 Service Management

The County retains responsibility for scheduling, managing and operating the service funded by the City under this Agreement. The County will:

- a. Include specific identification of those trips/services that are being funded by the City in printed and electronic schedule information; and
- b. Notify the City of:
 1. Any major changes to City-funded services (notification within 90 days);
 2. Incidence of extended (five (5) days or more) non-operation of City-funded services (notification within 48 hours);
 3. Occurrence of major accidents or incidents on City-funded services involving multiple injuries, fatalities or extensive physical damage (notification within 24 hours); and
 4. Planned changes in fare policies or levels (notification within 90 days).

The service hours for each route specified in Exhibit A are estimates only. The County will use these estimates to invoice the City for City-funded transit service provided in 2015, and the City will pay for service hours in accordance with Sections 5 and 6.1 of this Agreement. Any major changes to the service hours purchased by the City to the routes in Exhibit A shall be subject to the City's consent and approval by King County Council consistent with KCC Section 28.94.020, which requires Council approval of major service changes. For purposes of this Agreement, "major changes" are:

- a. any change to a service schedule that affects the established weekly service hours for a route by more than 25%; or
- b. any change in route location that moves the location of any route stop by more than one half mile.

2.7 Changes to Service

The City acknowledges that the County routinely implements transit service changes. For 2015, the expected service change dates will be scheduled to occur in February, June and September. Starting in 2016, it is expected that the service change dates will be scheduled to occur in March and September. The Parties agree to coordinate changes to service in conjunction with the County's scheduled service change dates. The City agrees to submit a preliminary description of proposed service changes 180 days prior to the applicable service change date. Proposed City changes to routes and schedules must be accepted by the County no later than 135 days prior to the applicable scheduled service change date.

If Metro Transit proposes to restructure, or make changes to multiple routes along a corridor or within an area so as to change any existing City-funded transit service, the Parties will work together to identify replacement investments on the resulting service network. Metro Transit may consider a service restructure for a variety of reasons including, but not limited to, Sound Transit or Metro Transit investments, existence of corridors above or below All-Day and Peak network frequency (as reported in the annual Service Guidelines Report), services that compete for the same riders, a mismatch between service and ridership, major transportation network changes, and major development or land use changes. Metro Transit restructures service in a manner consistent with the service design criteria found in its Service Guidelines.

If, in the County's determination, the City proposes a significant change or restructure to a route or corridor, such as a possible City service investment to separate the RapidRide C&D lines, the City agrees, if requested by the County, to participate in an interagency team to evaluate and/or plan for the proposed change. The Parties will agree on team composition and allocation of additional costs related to planning and implementation of such changes prior to committing resources to such an effort. If the Parties agree to the service and capital investment needed to achieve the service changes, the team will be responsible for analyzing and developing an implementation plan addressing not only service pathways but also facilities, buses, terminals, equipment, and any other relevant issues and support needs.

The Parties agree that any change to City-funded transit service to be implemented at a subsequent scheduled service change date shall be memorialized in an amendment to this Agreement, which shall be a new subpart of Exhibit A and will set forth the service description and annualized hours for that service change date (for example, modifications to the Service Description and Annualized Hours for the March 2016 service change shall be memorialized in a new Exhibit A-3). Except as provided in Section 2.6, the Metro Transit's General Manager ("General Manager") and SDOT's Director ("Director") are authorized to execute such amendments without additional approval by the County Council or the City Council.

2.8 **Customer Marketing and Communications**

For the transit service specified in this Agreement, the County will continue to follow its standard procedures for developing and distributing full service marketing and communications information to the public through its existing tools and activities. If the City determines there is an additional communication need related to its contracted service, the City will coordinate that effort with the County through its transit communications and marketing staff.

3. **CITY'S RESPONSIBILITIES**

- 3.1 **Service Funding.** ..The City will pay, based on invoices from the County, the fully allocated cost of the service and fleet costs as defined in Section 5.
- 3.2 **Operating Enhancements.** The City agrees to pay for any operating enhancements that support more efficient operations of City-funded transit service beyond that which the County normally provides, such as enhanced fare enforcement or transit lane enforcement. Including such operating enhancements into this Agreement shall be addressed in accordance with Section 10.
- 3.3 **City Transit Reserves.** The maintenance and use of any reserve funds created or maintained by the City shall be solely within the City's control and are not subject to the County's reserve policies.
- 3.4 **Terminal Facilities.** The City will make every effort to ensure adequate terminal facilities are available within the City limits to support City-funded transit service. The City acknowledges Metro Transit's ability to operate additional service frequency may be dependent on availability of adequate terminal facilities.

4. **AGREEMENT DURATION**

This Agreement shall commence upon signing by the Parties. Services will begin as specified in Exhibits A-1 and A-2. This Agreement shall remain in effect until December 31, 2017, unless extended or earlier terminated pursuant to the terms of this Agreement. If the City desires to continue the Agreement beyond the initial term, the City will provide the County with written notice 180 days prior to the expiration date of the Agreement. The General Manager and the Director are authorized to extend this Agreement for up to an additional three (3) years without additional approval by the County Council or the City Council.

5. SERVICE COSTS/REVENUES

5.1 Compensation

This Section describes how the City will compensate the County for operating the City-funded transit service, based on a fully allocated cost hourly rate as well as for the costs of the additional fleet required to provide that service. Operating costs include but are not limited to the cost of fuel, maintenance, driver wages, service supervision, infrastructure maintenance, revenue collection, scheduling, rider information, data analysis, and administrative and management costs, unless otherwise noted in Section 5.2. Exhibit B-1 sets forth the rates and costs to be applied in 2015. The City agrees that, starting in 2016, the County will annually update Exhibit B to reflect the rates and costs to be used in calculating the compensation which the County shall be entitled to for that year (for example modifications to the estimated fully allocated hourly rates, fleet costs and farebox recovery ratios for 2016 shall be memorialized in a new Exhibit B-2).

5.2 Fully Allocated Hourly Rate

The City will compensate the County at the fully allocated hourly rates detailed in Exhibit B-1 for all platform service hours (i.e., the number of hours a bus is in operation, including revenue time, layover time and deadhead time) operated in 2015 as set forth in Exhibits A-1 and A-2. For each subsequent year, the rates will be based on the applicable annual allotment of the adopted budget for that period. Consistent with the rest of King County, Metro Transit is on a biennial budget cycle. Any annual amounts calculated pursuant to this Agreement represent an annual allotment of the adopted biennial budget for the period under consideration.

For the purposes of this Agreement, the fully allocated hourly rate does not include the following costs:

- a. King County Department of Transportation Director’s Office expenses; and
- b. Metro Transit Division, General Manager’s Office expenses

5.3 Fleet Costs

In addition to the hourly operating costs, the City will compensate the County for fleet costs based on the number of buses required to operate AM and PM peak hours for the service identified in the subpart of Exhibit A in effect at the time. For purposes of this Agreement the AM peak hours are defined as 6 a.m. – 9 a.m. and the PM peak hours are defined as 3 p.m. – 6 p.m.

The County will determine the number of buses required for the City-funded transit service and the fleet cost based on the following:

AM & PM Peak Annual Hours = one (1) bus per	1,000	Annual Hours
Financing Period (Diesel/Hybrid buses)	12 Years	FTA minimum

Financing Period (Trolley buses)	15 Years	FTA minimum
Debt Interest	3%	Amortization Rate

After the City-funded transit service has been scheduled in Metro Transit’s scheduling software, the County will use that information to determine if the scheduled number of buses and required spares is consistent with the above calculation. Any significant differences between the two measurements will be used by the County to adjust the fleet costs charged to the City.

In considering the fleet required to support the peak service requested by the City, the following applies:

Due to the unique characteristics of RapidRide buses, it is uncertain whether the County will be able to purchase this type of bus during the duration of this Agreement. If RapidRide buses are not available, the County will use standard 60’ Diesel/Hybrid buses to operate added service on RapidRide routes.

Due to the unique characteristics of trolley buses, it is uncertain whether the County will be able to retain in its fleet each trolley bus purchased solely to provide City-funded transit service if the City reduces its investments in City-funded transit service or this Agreement terminates. Consequently, if the County determines such a trolley bus is superfluous to Metro Transit's needs, the City will be financially responsible for the purchase price of that trolley bus, less the total amount the City paid for the trolley on an annual basis during the term of the Agreement. The County will notify the City of its determination and invoice the City for purchase price as may be adjusted in accordance with this section. Any superfluous trolley bus will become the property of the City once the City has reimbursed the County for the invoiced purchase price of that trolley bus. Upon transfer of ownership, the City shall take immediate possession of any such equipment

All other buses will be retained in the Metro Transit fleet and will remain the property of the County and the City will have no further financial obligation for the cost of these buses.

5.4 Farebox Revenue

The City will receive a credit towards the County's operating costs of providing the City-funded transit service based on the farebox recovery ratio (farebox revenue divided by operating cost) for both motor buses and trolley buses. The farebox recovery ratio applied to trolley bus service and to motor bus service each year will be based on the most recent ratio prior to January 1 of each year reported by the County in the NTD. Exhibit B-1 contains the farebox recovery ratios for 2015. The farebox recovery credit will be applied to each invoice described in Section 6.1.

5.5 Method of Cost Reconciliation

On an annual basis starting in 2016, based on the information developed annually by Metro Transit for reporting to the NTD and provided to the City in accordance with Section 2.5 (b) of

this Agreement, the Parties will reconcile the actual operating hours and costs of the City-funded transit service against the invoiced amounts paid by the City.

For purposes of this Agreement the method of reconciliation will be as follows:

Actual hourly operating costs for each fleet type of service will be multiplied by actual hours delivered of that City-funded service to develop the total actual operating cost of the City-funded transit service.

Farebox recovery will be based on the actual hours for each fleet type of service provided.

Fleet costs will be on the actual type of buses deployed to provide the City-funded transit service.

If the amount for providing the City-funded transit service invoiced to and paid by the City exceeds the actual costs documented in the County's financial records, the County will compensate the City for the difference.

If amount for providing the City-funded transit service invoiced to and paid by the City is less than the actual costs documented in the County's financial records, the City will compensate the County for the difference.

The settlement will be made in the next invoice cycle after reconciliation and will be made through an adjustment to the invoiced amount.

The final reconciliation after the expiration or termination of the Agreement shall take place at the next scheduled NTD report cycle described in Section 2.5.b. of this agreement and if any adjustment is necessary it shall be remitted to the appropriate Party within 60 days of the reconciliation.

The provisions of this Subsection 5.5 will survive the expiration or earlier termination of the Agreement.

6. INVOICES/PAYMENT PROCEDURES

- 6.1 The County will invoice the City quarterly for Metro Transit's costs to provide City-funded transit service in accordance with Exhibits A and B; provided however, the first invoice, to be issued in October 2015, will cover service provided from June through September 2015. Subsequent invoice dates will be March 31, June 30, September 30 and December 31 of each year for service rendered in that quarter. . These quarterly invoices will be based on the Service Description and Annualized Hours, the fully allocated hourly rates, fleet costs and farebox recovery ratios developed in the King County budget process.
- 6.2 The estimated fully allocated hourly rates, fleet costs and farebox recovery ratios for 2015 are provided in Exhibit B-1. The estimated fully allocated hourly rates will be adjusted by the County in January each year, based on the anticipated per hour costs for that year. Any annual fleet cost

adjustments will use the estimated purchase price of buses for the year in which the service will be implemented. The County will provide these adjustments to the City in the form of a new subpart to Exhibit B.

- 6.3 The City shall make payment within forty-five (45) days after receipt of an invoice. Should the City fail to pay the County the amount due within forty-five (45) days of receipt of a billing invoice from the County, a late payment assessment shall be applied to any outstanding balance due for that invoice. The late payment assessment shall be fixed at the maximum rate allowable under Washington state law.

7. NO SUPPLANTING OF TRANSIT SERVICE

- 7.1 The Parties agree that City-funded transit service shall not supplant other service on routes partially or completely operating within the City that the County would otherwise provide in accordance with Metro Transit's Service Guidelines.
- 7.2 City-funded transit service will be included in Metro Transit's annual Service Guidelines evaluation as part of its route service level and performance assessments. The entirety of any route in which the City purchases service hours will be evaluated, without separate evaluation of "Seattle hours" or "King County hours."
- 7.3 Metro Transit's service investments, reductions, reinvestments and restructures of bus routes will be based on Metro Transit's annual Service Guidelines Report and the Service Guidelines in effect in each year the system is evaluated. Metro Transit will be guided by this Report and its priorities, which apply systemwide. The City acknowledges that Metro Transit has the sole authority to interpret the Service Guidelines and make changes to the transit network based on implementation of the Service Guidelines.
- 7.4 At the initiation of any City-funded transit service and through at least the next evaluation period, Metro Transit will continue its current number of bus trips, not including service funded by others, on any route and in any period for which the City has purchased service hours, except as provided in Section 7.5. If, in accordance with Section 7.3, a Service Guidelines based evaluation identifies any of these such routes as an investment or reduction priority, Metro Transit may increase or reduce service hours on a route(s) based on that evaluation and shall notify the City of its determination. Based on that determination or implementation of its Transit Master Plan, the City may reduce or increase its purchase of additional service in a route(s) at any time, consistent with the service change notification provided under Section 2.7 of this Agreement. The County acknowledges that the City has the sole authority to interpret the City's Transit Master Plan and to make changes in the allocation of its City-funded transit service based on implementation of its Transit Master Plan.
- 7.5 Before any service restructure, as defined in the Service Guidelines, is implemented on routes on which the City has purchased service hours, Metro Transit will identify as a baseline the Seattle hours and King County hours invested in said routes prior to the implementation of the restructure. Except as provided in Section 7.4, after such a restructure, Metro Transit's net investment of King

County hours will remain the same as identified in the baseline. Provided however, if a future Metro Transit budget establishes the need for system reductions, restructures may result in Metro Transit's net investment being reduced from the baseline.

- 7.6 If during the duration of this Agreement, growth in current revenues or new revenue sources enable the Metro Transit system to grow, the City will be credited for service investments consistent with Metro's top three investment priorities (1. crowding, 2. reliability, 3. corridor service levels) in the following manner:
- 7.6.1 Based on annual Service Guidelines evaluations, current service hours investment needs for priorities 1 to 3 will be calculated and Metro Transit will identify the percentage of total system service hours need that applies to routes with 80% of their stops within the city of Seattle ("Seattle routes").
 - 7.6.2 Metro Transit will replace current City-funded transit service in this Agreement with the percentage of new service hours growth equal to the percentage of service hours investment need identified in 7.6.1 above that applies to Seattle routes.
 - 7.6.3 The replacement investment that Metro Transit would make under Section 7.6.2 of this Agreement will be capped at the total number of hours the City has purchased via this Agreement that fall within Metro Transit's top three investment priority categories. If this limit is reached, all further Metro Transit investments would be consistent with the Service Guidelines prioritization and order of investment.

8. RECORDS AND AUDITS

- 8.1 Maintenance of Records. The Parties shall maintain books, records, and documents directly pertinent to performance of the work under this Agreement for a period of six (6) years after the expiration or earlier termination of the Agreement.
- 8.2 Access for Audit Purposes. For the purpose of audit and examination, to verify the County's work and invoices, to assist in negotiations for additional work, and to resolve claims and disputes, the City shall have reasonable access to and be permitted to inspect such books, records and documents that are not privileged or otherwise exempt from disclosure under applicable law in order to monitor and evaluate the service provided pursuant to this Agreement. If an audit is performed, the County will be afforded the opportunity for an audit exit conference and an opportunity to comment and submit any supporting documentation on the pertinent portions of any draft audit report and any final audit report will include written comments of reasonable length, if any, of the County.
- 8.3 Disclosure of Public Records. The Parties acknowledge that all non-privileged, non-exempt records that may result from access to records under Subsection 2.6.b of this Agreement are subject to public disclosure.

9. INDEMNIFICATION AND LEGAL RELATIONS

- 9.1 It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or its contractors or subcontractors shall be deemed, or represent themselves to be, employees, agents, contractors or subcontractors of the other Party.
- 9.2 Each Party shall comply, and shall ensure that its contractors and subcontractors, if any, comply with all federal, state and local laws, regulations, and ordinances applicable to the work and services to be performed under this Agreement.
- 9.3 Each Party shall protect, defend, indemnify and save harmless the other Party, its elected officials, officers, officials, employees and agents while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages, arising out of or in any way resulting from each Party's own negligent acts or omissions. Each Party agrees that it is fully responsible for the acts and omissions of its own subcontractors, their employees and agents, acting within the scope of their employment as such, as it is for the acts and omissions of its own employees and agents. Each Party agrees that its obligations under this provision extend to any claim, demand, and/or cause of action brought by or on behalf of any of its employees or agents. The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under Washington's Industrial Insurance Act, RCW Title 51, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. The Parties acknowledge that these provisions were specifically negotiated and agreed upon by them.
- 9.4 Each Party's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.
- 9.5 This Agreement shall be interpreted in accordance with the laws of the State of Washington. The Superior Court of King County, Washington, located in Seattle, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.
- 9.6 The provisions of this Section 9 shall survive any termination of this Agreement.

10. CHANGES AND MODIFICATIONS

This Agreement may be amended or modified only by a prior written amendment signed by the Parties hereto. Except as otherwise provided in this Agreement, the General Manager and the Director are authorized to execute amendments that are consistent with the intent and purpose of this Agreement without additional approval by the County Council or the City Council.

In particular, the City may request the County to provide transit service beyond the scope specifically provided for herein or operating enhancements. Consistent with its appropriation authority, the County

may provide such additional transit service or operational enhancements at its sole discretion. The cost of such additional transit service or operating enhancement will be determined by the County and memorialized in the amendment signed by the Parties as soon as practicable when any such additional transit service or operating enhancement is identified. The General Manager and the Director may also agree to reductions in City-funded service.

11. TERMINATION OF AGREEMENT

- 11.1 Either Party may terminate this Agreement in writing if the other Party substantially fails to fulfill any or all of its obligations under this Agreement through no fault of the other; provided, however, that, insofar as practicable, the Party terminating the Agreement will give not less than 180 calendar days prior to the County's next scheduled service change date, by written notice delivered by certified mail, return receipt requested, of intent to terminate.
- 11.2 In addition to termination under Subsection 11.1 of this Agreement, either Party may terminate this Agreement for its convenience, provided that the other Party will be given not less than 180 calendar days prior to the County's next scheduled service change date, by written notice delivered by certified mail, return receipt requested, of intent to terminate.
- 11.3 Performance of any responsibilities undertaken by either Party pursuant to this Agreement is conditional upon the appropriation by their respective legislative bodies of sufficient funds. Should such an appropriation not be approved by either Party's legislative body, the Agreement shall terminate at the close of that Party's current appropriation period; provided, however that, notwithstanding any provisions herein to the contrary, a proposed termination by the City pursuant to this Section 11.3 will not become effective until the date of the next scheduled service change upon which City-funded service can be discontinued in accordance with Metro Transit's ordinary service change process. King County is on a biennial budgeting cycle and appropriations end on December 31st of the last year of the biennium (even calendar years). The City is on an annual budgeting cycle and appropriations end on December 31st of each year.
- 11.4 If either Party terminates, the City will pay the County a pro-rated amount for services performed in accordance with the Agreement to the date of termination.

12. FORCE MAJEURE

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control, including, but not limited to: any incidence of fire, flood, earthquake or acts of nature, including adverse winter weather; strikes or labor actions; commandeering material, products, or facilities by the federal, state or local government; and/or national fuel shortage; when satisfactory evidence of such cause is presented to the other Party, and provided further that such non-performance is beyond the control and is not due to the fault or negligence of the Party not performing. In no event, however, shall this provision eliminate the City's obligation to make payment to the County for services performed in accordance with this Agreement.

13. WAIVER OF DEFAULT

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by authorized Parties and attached to the Agreement as an exhibit.

14. ASSIGNMENT

This Agreement shall be binding upon the Parties, their successors, and assigns; provided, however, that neither Party shall assign nor transfer in any manner any interest, obligation or benefit of this Agreement without the other's prior written consent.

15. NO THIRD PARTY BENEFICIARIES

Nothing in this Agreement, express or implied, is intended to confer on any person or entity other than the Parties hereto and their respective successors and assigns any rights or remedies under or by virtue of this Agreement.

16. HEADINGS FOR CONVENIENCE ONLY

Section titles or other headings contained in this Agreement are for convenience only and shall not be deemed part of this Agreement or be taken into consideration in the interpretation or construction of this Agreement.

17. MUTUAL NEGOTIATION AND CONSTRUCTION

This Agreement and each of the terms and provisions hereof shall be deemed to have been explicitly negotiated between, and mutually drafted by, the Parties, and the language in all parts of this Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

18. ALL TERMS AND CONDITIONS

This Agreement merges and supersedes all prior negotiations, representations and agreements between the Parties related to the subject matter hereof, contains all the terms and conditions agreed upon by the Parties, and constitutes the entire agreement between the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind the Parties hereto.

19. CONTACT PERSONS

The County and the City shall designate a contact person for purposes of sending inquiries and notices regarding the execution and fulfillment of this Agreement.

	City of Seattle
Contact Name	Bill Bryant

Department	Seattle Department of Transportation – Policy and Planning
Title	Transit Planning Manager
Address	SMT, 700 Fifth Ave Suite 3866 Seattle WA 98124-4996
Telephone	206-684-5470
Fax	206-684-5180
E-Mail	Bill.Bryant@Seattle.Gov

	King County
Contact Name	Victor Obeso
Title	Manager, Service Development, King County Department of Transportation
Address	201 S. Jackson St. KSC-TR-0426, Seattle, WA 98104
Telephone	206-263-3109
Fax	206-684-1860
E-Mail	Victor.obeso@kingcounty.gov

Each Party agrees to advise the other Party in writing with updates to its contact information as needed.

20. EXECUTION OF AGREEMENT – COUNTERPARTS

This Agreement may be executed in two (2) counterparts, either of which shall be regarded for all purposes as an original.

21. EFFECTIVE DATE

This Agreement shall take effect on the last date it has been executed by both Parties.

KING COUNTY

CITY OF SEATTLE

By:

By:

Title:

Title:

Date:

Date:

EXHIBIT A
Service Description and Annualized Hours

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Exhibit A-1 – Service Description and Annualized Hours to begin with the June 2015 Service Change

		Fleet Information	EXHIBIT A-1 Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
1	Adjust schedule on weekdays and weekends to improve reliability.	40' Trolley	250	150	400	0	0	0
2	Adjust schedule on weekdays and Saturdays to improve reliability.	40' Trolley	600	50	650	0	0	0
3	Adjust schedule on weekdays to improve reliability.	40' Trolley	500	0	500	0	0	0
4	Adjust schedule on weekdays and Saturdays to improve reliability.	40' Trolley	400	200	600	0	0	0
5	Adjust schedule on Saturdays to improve reliability. Improve Monday - Saturday evening frequency to about 15 minutes.	60' Hybrid	0	6,240	6,240	0	0	0
7	Adjust schedule on Saturdays to improve reliability.	60' Trolley	0	50	50	0	0	0

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
8	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	2,800	0	2,800	0	0	0
10	Adjust schedule on weekdays to improve reliability. Improve early morning, late evening and weekend frequency to about 10-15 minutes.	40' Trolley	250	5,594	5,844	0	0	0
11	Adjust schedule on weekdays and weekends to improve reliability	40'/60' Hybrid Split	800	200	1,000	0	0	0
14	Adjust schedule on weekdays and weekends to improve reliability.	40' Trolley	800	150	950	0	0	0
16	Adjust schedule on Saturdays and Sundays to improve reliability. Add up to three afternoon peak trips on weekdays.	40' Hybrid	1,600	250	1,850	0	0	0
19	Restore route with five morning and six afternoon trips.	60' Hybrid	3,188	0	3,188	0	0	0

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
21	Adjust schedule on Saturdays to improve reliability.	60' Hybrid	0	100	100	0	0	0
24	Adjust schedule on weekdays and Saturdays to improve reliability. Add one additional afternoon trip to address overcrowding. Improve evening frequency to about 30 minutes.	60' Hybrid	1,300	3,530	4,830	0	0	0
25	Adjust schedule on weekdays to improve reliability.	40' Hybrid	400	0	400	0	0	0
26	Adjust schedule on weekdays and weekends to improve reliability.	40'/60' Hybrid Split	500	300	800	0	0	0
27	Adjust schedule on weekdays to improve reliability. Restore off-peak and night service.	40'/60' Hybrid Split	-910	5,698	4,788	0	0	0
28	Adjust schedule on weekdays and weekends to improve reliability. Add one morning trip to address overcrowding during the peak period.	40'/60' Hybrid Split	1,100	150	1,250	0	0	0

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
29	Adjust schedule on weekdays to improve reliability.	60' Hybrid	400	0	400	0	0	0
31	Adjust schedule on weekdays and Saturdays to improve reliability.	40'/60' Hybrid Split	250	100	350	0	0	0
32	Adjust schedule on weekdays and weekends to improve reliability.	40'/60' Hybrid Split	0	200	200	0	0	0
33	Adjust schedule on Saturdays to improve reliability.	40'/60' Hybrid Split	0	50	50	0	0	0
37	Adjust schedule on weekdays to improve reliability.	40' Hybrid	250	0	250	0	0	0
40	Adjust schedule on weekdays and weekends to improve reliability. Add peak service to address overcrowding. Improve weekday and Saturday evening frequency to about 15/30 minutes.	40'/60' Hybrid Split	6,300	9,559	15,859	0	0	0

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
41	Adjust schedule on weekdays to improve reliability. Add one morning and one afternoon trip to address overcrowding during peak periods. Improve evening frequencies to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	Tunnel	0	0	0	1,200	6,906	8,106
43	Adjust schedule on Saturdays to improve reliability.	60' Trolley	0	100	100	0	0	0
44	Adjust schedule on Saturdays to improve reliability. Improve midday weekday and Saturday frequencies to about 12 minutes.	60' Trolley	300	4,306	4,606	0	0	0
47	Restore route.	40' Trolley	4,080	2,923	7,003	0	0	0
48	Adjust schedule on weekdays and weekends to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	1,100	600	1,700	0	0	0

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
49	Adjust schedule on Sundays to improve reliability.	60' Trolley	0	50	50	0	0	0
55	Adjust schedule on weekdays to improve reliability. Add up to four morning and four afternoon trips.	60' Hybrid	2,920	0	2,920	0	0	0
56	Adjust schedule on weekdays to improve reliability.	60' Hybrid	300	0	300	0	0	0
57	Adjust schedule on weekdays to improve reliability.	60' Hybrid	300	0	300	0	0	0
60	Adjust schedule on Saturdays to improve reliability. Improve evening frequency on weekdays to about 30 minutes.	40' Hybrid	0	5,945	5,945	0	0	0
70	Adjust schedule on weekdays to improve reliability.	40' Trolley	1,300	0	1,300	0	0	0
71	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	Tunnel	0	0	0	650	100	750

		Fleet Information						
		EXHIBIT A-1 Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
72	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	Tunnel	0	0	0	350	100	450
76	Adjust schedule on weekdays to improve reliability.	Tunnel	0	0		250	0	250
83	Adjust schedule to improve reliability.	40' Hybrid	0	50	50	0	0	0
99	Adjust schedule on weekends to improve reliability.	40' Hybrid	0	100	100	0	0	0
120	Add up to three morning turnback trips starting in White Center to address overcrowding in the peak period.	60' Hybrid	1,025	0	1,025	0	0	0
125	Improve frequency to about 30 minutes on weekends.	40' Hybrid	0	659	659	0	0	0
15EX	Add up to two morning and two afternoon trips to address overcrowding during the peak periods.	60' Hybrid	2,200	0	2,200	0	0	0
17EX	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	569	0	569	0	0	0

		Fleet Information		EXHIBIT A-1 Hours Estimate				
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
18EX	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	60' Hybrid	750	0	750	0	0	0
21EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
26EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
28EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
5EX	Add up to four morning and four afternoon trips to address overcrowding during the peak periods.	60' Hybrid	2,754	0	2,754	0	0	0
64EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
66EX	Adjust schedule on weekdays to improve reliability.	40' Hybrid	500	0	500	0	0	0
74EX	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding in the peak period.	Tunnel	0	0	0	750	0	750

		Fleet Information	EXHIBIT A-1 Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
C Line	Adjust schedule on Saturdays to improve reliability.	60' RR	0	50	50	0	0	0
C/D Line	Improve frequency to about: 7-8/12/15/15/12/15	60' RR	2,065	10,176	12,241	0	0	0
D Line	Adjust schedule on Saturdays to improve reliability.	60' RR	0	100	100	0	0	0
JUNE TOTALS			41,941	57,631	99,572	3,200	7,106	10,306

The chart below is an estimate of fleet vehicles required to support the City-funded transit service commencing with the June 2015 service change. **The chart is for informational purposes only.** Each quarterly invoice will be based on the actual type and number of buses used in that quarter.

Vehicle Type	Number of Vehicles
35' Diesel/Hybrid	
40' Diesel/Hybrid	37 vehicles
60' Diesel/Hybrid	8 vehicles
40' Trolley	
60' Trolley	

**Exhibit A-2 – Service Description and Annualized Hours
 to begin with the September 2015 Service Change**

		Fleet Information	EXHIBIT A-2 Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
2	Improve Monday - Saturday evening frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes on Sundays.	40' Trolley	0	3,882	3,882	0	0	0
3	Adjust schedule on weekdays to improve reliability.	40' Trolley	0	250	250	0	0	0
5	Improve Sunday off-peak frequency to about 15 minutes.	60' Hybrid	0	3,432	3,432	0	0	0
7	Improve weekend frequency to about 10-12 minutes. Add up to two morning and two afternoon trips to address overcrowding in the peak periods. Split from Route 49 on Sundays.	60' Trolley	2,200	4,312	6,512	0	0	0

		Fleet Information		EXHIBIT A-2 Hours Estimate				
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
8	Improve Saturday frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes on weekends.	60' Hybrid	0	729	729	0	0	0
11	Improve Monday - Saturday midday frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	40'/60' Hybrid Split	0	7,158	7,158	0	0	0
12	Improve Monday - Saturday evening frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	40' Trolley	0	3,667	3,667	0	0	0
14	Improve service midday weekdays in both directions. Improve early morning and late evening frequency to about 30 minutes.	40' Trolley	3,060	12,053	15,113	0	0	0
16	Improve Sunday midday frequency to about 20 minutes. Improve evening frequency to about 20 minutes.	40' Hybrid	0	5,170	5,170	0	0	0

		Fleet Information		EXHIBIT A-2 Hours Estimate				
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
25	Add service during the peak period to address corridor needs.	40' Hybrid	2,000	0	2,000	0	0	0
30	Add up to two additional hours of service during the midday weekdays.	40' Hybrid	0	1,530	1,530	0	0	0
33	Improve midday frequency on weekends to about 30 minutes. Add up to two morning and two afternoon trips to meet corridor needs in the peak period. Improve evening frequency on weekdays to about 30 minutes.	40'/60' Hybrid Split	1,000	5,046	6,046	0	0	0
40	Improve Sunday frequency to about 15 minutes.	40'/60' Hybrid Split	0	4,118	4,118	0	0	0
41	Improve frequency on Sundays to about 15 minutes.	Tunnel	0	0	0	0	2,803	2,803
43	Improve Saturday frequency to about 15 minutes.	60' Trolley	0	312	312	0	0	0
44	Improve frequency during the peak period to about 10 minutes. Split from Route 43 until 10:00 PM.	60' Trolley	2,550	2,603	5,153	0	0	0

		EXHIBIT A-2						
		Fleet Information	Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
48	Improve evening frequency on Saturdays to about 15 minutes and midday frequency on Sundays to about 15 minutes.	60' Hybrid	0	4,022	4,022	0	0	0
49	Improve late evening and early morning frequency to about 15 minutes.	60' Trolley	0	3,804	3,804	0	0	0
68	Expand the service span on Saturday and add Sunday service.	40'/60' Hybrid Split	0	2,672	2,672	0	0	0
70	Add one morning trip to address overcrowding during the peak period. Improve service frequency to about every 10/15 minutes from about 6:00 AM to midnight.	40' Trolley	300	16,708	17,008	0	0	0
3/4	Improve early morning and late evening frequency to about 30 minutes on weekends.	40' Trolley	0	394	394	0	0	0
31/32	Improve late evening frequency to about 30 minutes.	40'/60' Hybrid Split	0	290	290	0	0	0
66X/67	Improve early morning and late evening frequency to about 30 minutes. Improve Saturday frequency to about 15 minutes.	40'/60' Hybrid Split	0	3,739	3,739	0	0	0

		Fleet Information		EXHIBIT A-2 Hours Estimate				
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
71/72/73	Operate as an express all times of day between the University District and downtown Seattle.	Tunnel	0	0	0	0	-3,594	-3,594
72/73	Improve late evening and Sunday frequency to about 30 minutes on Routes 72 and 73.	Tunnel	0	0	0	0	9,302	9,302
9EX	Improve frequency to about 20 minutes during peak periods.	40'/60' Hybrid Split	3,315	0	3,315	0	0	0
RedWkdy	Eliminate reduced weekday schedules on Seattle routes.	40'/60' Hybrid Split	0	4,600	4,600	0	0	0
SEPTEMBER TOTALS			14,425	90,489	104,914	0	8,511	8,511

The chart below is an estimate of fleet vehicles required to support the City-funded transit service commencing with the September 2015 service change. **The chart is for informational purposes only.** Each quarterly invoice will be based on the actual type and number of buses used in that quarter.

Vehicle Type	Number of Vehicles
35' Diesel/Hybrid	
40' Diesel/Hybrid	52 vehicles
60' Diesel/Hybrid	8 vehicles
40' Trolley	*
60' Trolley	*

* It is expected that 14 trolley buses (eight 40-foot buses and six 60-foot buses) will be purchased solely to provide City-funded transit service, with delivery of buses potentially commencing during the period when the September 2015 City-funded transit service is in effect.

Exhibit B
Annual Estimated Fully Allocated Hourly Rate, Fleet Costs
and Farebox Recovery Ratios

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Exhibit B-1 2015 Estimated Fully Allocated Hourly Rate, Fleet Costs and Farebox Recovery Ratios

The rates shown below represent the rates that are estimated for 2015 based on the type of service being operated. The estimated cost of the service is determined by multiplying the appropriate rate times the annual hours being operated on the corresponding vehicle type. These rates are to do not reflect any farebox recovery adjustment.

ESTIMATED 2015 FULLY ALLOCATED HOURLY OPERATING RATES:

Vehicle Type	2015 Estimated Hourly Rate
35' Diesel/Hybrid	\$133.53
40' Diesel/Hybrid	\$137.07
60' Diesel/Hybrid	\$158.39
RapidRide	\$156.24
40' Trolley	\$140.27
60' Trolley	\$166.17

ESTIMATED 2015 FLEET COSTS:

Vehicle Type	Purchase Price	Estimated Amortized Annual Cost	Financing Period
35' Diesel/Hybrid	\$ 700,000	\$ 70,323	12 years
40' Diesel/Hybrid	\$ 760,000	\$ 76,351	12 years
60' Diesel/Hybrid	\$ 1,209,000	\$ 121,459	12 years
40' Trolley	\$ 1,129,000	\$ 94,572	15 years
60' Trolley	\$ 1,584,000	\$ 132,686	15 years

FAREBOX RECOVERY:

The following table shows the estimated 2015 farebox recovery ratios. Information is based on the 2015/2016 adopted budget.

NTD Mode	% Credit Against Operating Costs
Motorbus	29%
Trolleybus	41%

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
SDOT	Bill LaBorde/4-0102	Christie Parker/4-5211

Legislation Title: AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

Summary of the Legislation: The proposed Council Bill would authorize an agreement with King County to purchase transit service from King County Metro using revenues authorized by Seattle Transportation Benefit District (STBD) voter approval of Proposition 1 in November, and imposed by the STBD governing board on December 1, 2014.

Background:

On September 20, 2010, the Seattle City Council approved Ordinance 123397, establishing the Seattle Transportation Benefit District (STBD), pursuant to RCW 36.73, for the City of Seattle to leverage additional revenue to preserve and maintain transportation infrastructure and enhance Seattle transportation choices, including public transit. Upon establishing the STBD, its governing board imposed a \$20 annual vehicle license fee to fund these preservation and enhancement efforts.

On July 17, 2014, the STBD Board approved Resolution 12, placing a measure (Proposition 1) on the November 2014 General Election ballot. The ballot measure asked District voters to authorize up to one-tenth of one percent sales and use tax, and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service in Seattle. STBD Proposition 1 passed with 62% approval and on December 1, 2014, the STBD board approved Resolution 14, fully imposing the vehicle license fee and sales tax revenues. The STBD Board plans to amend its existing interlocal agreement with the City of Seattle to facilitate the City's purchase of transit service from King County Metro with these revenues.

This ordinance would authorize the SDOT Director to execute an agreement with King County governing the terms of the transit purchase. The substantially final agreement, as negotiated between SDOT and King County Metro, is attached as Attachment A. Exhibit A of that agreement describes the service that would be purchased beginning June 9, 2015 and Exhibit B of the agreement describes the service that would be purchased beginning September 26, 2015.

 x **This legislation has financial implications.**

Appropriations:

Fund Name and Number	Department	Budget Control Level*	2014 Appropriation	2015 Anticipated Appropriation
TOTAL				

*See budget book to obtain the appropriate Budget Control Level for your department.

Appropriations Notes:

The City/County agreement is contingent upon future STBD budget appropriations. The current estimated costs for King County service due to this legislation are \$11.5 million during 2015 and \$29.5 million during 2016.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Department	Revenue Source	2014 Revenue	2015 Revenue
TOTAL				

Revenue/Reimbursement Notes:

N/A

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

(This table should only reflect the actual number of positions affected by this legislation. In the event that positions have been, or will be, created as a result of other legislation, please provide details in the Notes section below the table.)

Position Title and Department	Position # for Existing Positions	Fund Name & #	PT/FT	2014 Positions	2014 FTE	2015 Positions*	2015 FTE*
TOTAL							

* 2015 positions and FTE are total 2015 position changes resulting from this legislation, not incremental changes. Therefore, under 2015, please be sure to include any continuing positions from 2014.

Position Notes:

N/A

Do positions sunset in the future?

Spending/Cash Flow:

Fund Name & #	Department	Budget Control Level*	2014 Expenditures	2015 Anticipated Expenditures
TOTAL				

* See budget book to obtain the appropriate Budget Control Level for your department.

Spending/Cash Flow Notes:

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
 The agreement governs terms and the cost of service hours that the City purchases from King County Metro, however the amount of service purchased will vary from year-to-year based on revenue available from the STBD Prop 1 revenues minus administrative costs, election costs, reserves, regional partnership agreement costs, costs associated with the Low-Income Vehicle License Fee rebate and costs associated with the STBD-funded program to improve access to King County’s low income fare program for Seattle residents.
- b) **What is the financial cost of not implementing the legislation?**
 None.
- c) **Does this legislation affect any departments besides the originating department?**
 CBO and FAS.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**
 None.
- 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?**
 No.
- h) **Other Issues:**
 None.

List attachments to the fiscal note below:



Legislation Details (With Text)

File #: CB 118328 **Version:** 1 **Name:**

Type: Council Bill (CB) **Status:** Full Council Agenda Ready

In control: Transportation Committee

Final action:

Enactment date: Yes

Title: AN ORDINANCE authorizing execution of an amendment to the May 9, 2011 Interlocal Agreement between the City of Seattle, Washington, and the Seattle Transportation Benefit District to implement STBD Proposition 1; and ratifying and confirming certain prior acts.

Sponsors: Tom Rasmussen

Indexes:

Attachments: [Att A Interlocal Agreement](#)
[Att B Track Changes to Interlocal Agreement](#)
[Bill Summary & Fiscal Note](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Transportation Committee	pass	Pass

CITY OF SEATTLE
ORDINANCE _____
COUNCIL BILL _____

AN ORDINANCE authorizing execution of an amendment to the May 9, 2011 Interlocal Agreement between the City of Seattle, Washington, and the Seattle Transportation Benefit District to implement STBD Proposition 1; and ratifying and confirming certain prior acts.

WHEREAS, Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the STBD established a \$20 vehicle license fee and delineated the use of these revenues by the City of Seattle; and

WHEREAS, the City of Seattle and the STBD entered into an Interlocal Agreement (authorized by Ordinance 123586) to formalize the relationship between the City of Seattle and the STBD in order to implement transportation improvements funded through the STBD; and

WHEREAS, on November 4, 2014, voters approved STBD Proposition 1, authorizing a \$60 vehicle license fee and a 0.1% sales tax to fund Metro Transit service benefitting the City of Seattle; and

WHEREAS, the City of Seattle and the STBD desire to continue to coordinate efforts to pursue each municipal

corporation's individual, joint and mutual rights and obligations related to transportation infrastructure and transit service within the corporate limits of the City of Seattle to implement STBD Proposition 1; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Mayor or his designee is hereby authorized to execute an amendment to the May 9, 2011 interlocal agreement between the City of Seattle and the Seattle Transportation Benefit District, substantially in the form attached as Attachment A to this ordinance. The tracked changes to the May 9, 2011 interlocal agreement are shown in Attachment B to this ordinance for illustrative purposes only.

Section 2. Ratify and Confirm. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

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 _____, 2015, and signed by me in open session in authentication of its passage this ____ day of _____, 2015.

President _____ of the City Council

Approved by me this ____ day of _____, 2015.

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2015.

Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: An Interlocal Agreement between the City of Seattle, Washington, and the Seattle
Transportation Benefit District

Attachment B: Tracked Changes to May 9, 2011 Interlocal Agreement

**AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF SEATTLE,
WASHINGTON, AND THE SEATTLE TRANSPORTATION BENEFIT DISTRICT**

This agreement between the City of Seattle, Washington (“Seattle”), and the Seattle Transportation Benefit District (“STBD”), each of whom is organized as a Municipal Corporation under the laws of the state of Washington, is dated this ____ day of ____, 2015.

WHEREAS, Chapter 39.34 RCW (Interlocal Cooperation Act) permits local governmental entities to make the most efficient use of their powers by enabling them to cooperate on the basis of mutual advantage; and

WHEREAS, pursuant to Ordinance 123397, the STBD was created for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the STBD has established a \$20 vehicle license fee as authorized by RCW 36.73.065 and through STBD Resolution 1, delineated the use of these revenues by the City of Seattle; and

WHEREAS, voters approved STBD Proposition 1 on November 4, 2014, authorizing a \$60 vehicle license fee and a 0.1% sales tax to fund Metro Transit service benefitting the City of Seattle (detailed in STBD Resolution 12); and

WHEREAS, the STBD has established a \$60 vehicle license fee and 0.1% sales tax through STBD Resolution 14; and

WHEREAS, the STBD may exercise its authority to propose and levy other sources of funding to support transportation projects and programs within the district in the future; and

WHEREAS, Seattle and the STBD desire to better coordinate efforts to pursue each municipal corporation’s individual, joint and mutual rights and obligations related to transportation infrastructure within the corporate limits of the City of Seattle; NOW THEREFORE,

The parties have entered into this agreement in consideration of the mutual benefits to be derived and to coordinate their efforts through the structure provided by the Interlocal Cooperation Act.

1. Purpose and Interpretation. The City of Seattle is empowered by Chapter 35.22 RCW to improve, maintain and protect public ways, including bridges, viaducts and tunnels. The City is also authorized to support transit systems. *See* RCW 35.58.2721. The STBD has been constituted in accordance with state law to provide a source of funding to support transportation improvements and transit systems that benefit the residents of the City of

Seattle and the STBD. The STBD has no employees and its officers are either City Councilmembers serving in an ex officio capacity or are City employees designated to serve under the provisions of state law. In order to make the most efficient use of public funds, to avoid duplication of effort and to coordinate their efforts, the parties have entered into this agreement. In the event that any provision of this agreement is held to be in conflict with existing state statute or any future amendment thereof, such provisions shall be severable, and the remaining provisions of this agreement shall remain in full force and effect.

2. Obligations of the STBD. In accordance with the requirements of Chapter 36.73 RCW, City of Seattle Ordinance 123397, Charter of the Seattle Transportation Benefit District, and STBD Resolutions 1, 2, 12, 14, and 16, the STBD agrees to:
 - 2.1 Provide to the City of Seattle all funding received from any and all lawful sources which the STBD in its sole discretion may levy for the purpose of completing the STBD's authorized projects and programs.
 - 2.2 Continue the annual provision of funding for the projects and programs approved by the STBD, so long as the STBD remains in existence. Such funding shall be in accordance with and limited by the provisions of Ordinance 123397, the charter of the STBD, and Chapter 36.73 RCW.
 - 2.3 Convene in public session as necessary in order to review, consider and approve transportation projects, programs, and policies related to the STBD in coordination with the City of Seattle and its representatives.
3. Undertakings of Seattle. Seattle shall:
 - 3.1 Provide all staff and necessary related support to the STBD. The costs of such support may be accounted for as part of Seattle's annual report delivered to the STBD and documented as part of the STBD annual budget. STBD funding may first be applied to the reasonable charges incurred in establishing and staffing the STBD.
 - 3.2 Maintain financial records, kept in accordance with generally accepted accounting practice and governmental accounting requirements, as necessary to document that any and all funding received through the STBD is used only for the projects and programs authorized in accordance with law and ordinance.
 - 3.3 Immediately alert the STBD of any material changes in scope, schedule or cost increases of 20% or greater to improvements funded in part or whole with STBD funds.
 - 3.4 Utilize funding provided for projects and programs identified in the STBD annually adopted budget in accordance with the STBD's material change policy, law and ordinance.

- 3.5 Provide services to the STBD, including but not limited to the following:
- 3.5.1 a) Preparation of an annual proposed project list and budget for STBD revenues for consideration by the STBD Governing Board, b) preparation of an annual report documenting status of transportation project costs, expenditures, revenues, and construction schedules, c) staffing to implement the projects identified in the STBD annual budget as adopted, and d) necessary staffing support to the STBD.
 - 3.5.2 Legal services as necessary for the STBD.
 - 3.5.3 a) Staffing as necessary to support the STBD Governing Board in complying with public meeting requirements as outlined in law and ordinance, STBD Charter and Bylaws, b) Staffing support to maintain STBD records and compliance with law and ordinance related to records retention and archival policies.
 - 3.5.4 Staffing as necessary to the members of the STBD Governing Board, including but not limited to, assistance with the legislative process, analytical support, policy development, coordination and communications. The STBD and the City waive any conflict with respect to the Seattle City Attorney's Office providing legal advice to both parties.
 - 3.5.5 Staffing support as necessary to carry out the treasury and financial management responsibilities of the STBD in accordance with law and ordinance.
 - 3.5.6 Staffing support as necessary to assist in developing an annually proposed budget for STBD revenues and expenditures for the STBD Governing Board's consideration.
4. Ownership. Streets and related transportation infrastructure preserved and maintained with STBD funds are and shall remain the property of the City of Seattle. It is also the expectation that any new or replacement infrastructure created or developed with STBD funds shall become the property of the City of Seattle. No joint property ownership is contemplated under the terms of this agreement.
5. No Joint Board. No provision is made for a joint board. The STBD shall exercise its function in accordance with its charter, using staff as provided by the City of Seattle, pursuant to law and to this agreement.

6. Termination. This agreement shall terminate or expire as follows:
- 6.1 This agreement may be terminated by either party upon the provision of one hundred and eighty (180) calendar days notice. A final reconciliation of costs, payment, and a current report of completed activities shall be completed by Seattle within such period following the notice by either party.
- 6.2 Unless sooner terminated by either party, this agreement shall expire on the date when the STBD is automatically dissolved in accordance with provisions of RCW 36.73 and City of Seattle Ordinance 123397, as the same exists or is hereafter amended.
7. Effective Date. This agreement shall be effective upon the last authorizing signature affixed hereto and when listed by subject and ordinance number on the City of Seattle's City Clerk website or other electronically retrievable public source as required by RCW 39.34.040.
8. Supersedes Previous Agreement. This agreement supersedes the May 9, 2011 interlocal agreement between the City of Seattle and the Seattle Transportation Benefit District.

IN WITNESS WHEREOF, the parties have executed this agreement on the date last written below.

SEATTLE TRANSPORTATION BENEFIT DISTRICT

Tom Rasmussen, Chair of the Board

Date

CITY OF SEATTLE

Mayor Edward Murray or Designee

Date

**AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF SEATTLE,
WASHINGTON, AND THE SEATTLE TRANSPORTATION BENEFIT DISTRICT**

This agreement between the City of Seattle, Washington (“Seattle”), and the Seattle Transportation Benefit District (“STBD”), each of whom is organized as a Municipal Corporation under the laws of the state of Washington, is dated this ~~9th day of May, 2011~~ day of _____, 2015.

WHEREAS, Chapter 39.34 RCW (Interlocal Cooperation Act) permits local governmental entities to make the most efficient use of their powers by enabling them to cooperate on the basis of mutual advantage; and

WHEREAS, pursuant to Ordinance 123397, the STBD was created for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the STBD has established a \$20 vehicle license fee as authorized by RCW 36.73.065 and through STBD Resolution 1, delineated the use of these revenues by the City of Seattle; and

WHEREAS, voters approved STBD Proposition 1 on November 4, 2014, authorizing a \$60 vehicle license fee and a 0.1% sales tax to fund Metro Transit service benefitting the City of Seattle (detailed in STBD Resolution 12); and

WHEREAS, the STBD has established a \$60 vehicle license fee and 0.1% sales tax through STBD Resolution 14; and

WHEREAS, the STBD may exercise its authority to propose and levy other sources of funding to support transportation projects and programs within the district in the future; and

WHEREAS, Seattle and the STBD desire to better coordinate efforts to pursue each municipal corporation’s individual, joint and mutual rights and obligations related to transportation infrastructure within the corporate limits of the City of Seattle; NOW THEREFORE,

The parties have entered into this agreement in consideration of the mutual benefits to be derived and to coordinate their efforts through the structure provided by the Interlocal Cooperation Act.

1. Purpose and Interpretation. The City of Seattle is empowered by Chapter 35.22 RCW to improve, maintain and protect public ways, including bridges, viaducts and tunnels. The City is also authorized to support transit systems. See RCW 35.58.2721. The STBD has been constituted in accordance with state law to provide a source of funding to support

transportation improvements [and transit systems](#) that benefit the residents of the City of Seattle and the STBD. The STBD has no employees and its officers are either City Councilmembers serving in an ex officio capacity or are City employees designated to serve under the provisions of state law. In order to make the most efficient use of public funds, to avoid duplication of effort and to coordinate their efforts, the parties have entered into this agreement. In the event that any provision of this agreement is held to be in conflict with existing state statute or any future amendment thereof, such provisions shall be severable, and the remaining provisions of this agreement shall remain in full force and effect.

2. Obligations of the STBD. In accordance with the requirements of Chapter 36.73 RCW, City of Seattle Ordinance 123397, Charter of the Seattle Transportation Benefit District, and STBD Resolutions [1, 2, 12, 14, and 16](#), the STBD agrees to:

2.1 Provide to the City of Seattle all funding received from any and all lawful sources which the STBD in its sole discretion may levy for the purpose of completing the STBD's authorized projects [and programs](#).

2.2 Continue the annual provision of funding for the projects [and programs](#) approved by the STBD, so long as the STBD remains in existence. Such funding shall be in accordance with and limited by the provisions of Ordinance 123397, the charter of the STBD, and Chapter 36.73 RCW.

2.3 Convene in public session as necessary in order to review, consider and approve transportation projects, [programs](#), and policies related to the STBD in coordination with the City of Seattle and its representatives.

3. Undertakings of Seattle. Seattle shall:

3.1 Provide all staff and necessary related support to the STBD. The costs of such support may be accounted for as part of Seattle's annual report delivered to the STBD and documented as part of the STBD annual budget. STBD funding may first be applied to the reasonable charges incurred in establishing and staffing the STBD.

3.2 Maintain financial records, kept in accordance with generally accepted accounting practice and governmental accounting requirements, as necessary to document that any and all funding received through the STBD is used only for the projects [and programs](#) authorized in accordance with law and ordinance.

3.3 Immediately alert the STBD of any material changes in scope, schedule or cost increases of 20% or greater to improvements funded in part or whole with STBD funds.

- 3.4 Utilize funding provided for projects and programs identified in the STBD annually adopted budget in accordance with the STBD's material change policy, law and ordinance.
- 3.5 Provide services to the STBD, including but not limited to the following:
 - 3.5.1 a) Preparation of an annual proposed project list and budget for STBD revenues for consideration by the STBD Governing Board, b) preparation of an annual report documenting status of transportation project costs, expenditures, revenues, and construction schedules, c) staffing to implement the projects identified in the STBD annual budget as adopted, and d) necessary staffing support to the STBD.
 - 3.5.2 Legal services as necessary for the STBD.
 - 3.5.3 a) Staffing as necessary to support the STBD Governing Board in complying with public meeting requirements as outlined in law and ordinance, STBD Charter and Bylaws, b) Staffing support to maintain STBD records and compliance with law and ordinance related to records retention and archival policies.
 - 3.5.4 Staffing as necessary to the members of the STBD Governing Board, including but not limited to, assistance with the legislative process, analytical support, policy development, coordination and communications. [The STBD and the City waive any conflict with respect to the Seattle City Attorney's Office providing legal advice to both parties.](#)
 - 3.5.5 Staffing support as necessary to carry out the treasury and financial management responsibilities of the STBD in accordance with law and ordinance.
 - 3.5.6 Staffing support as necessary to assist in developing an annually proposed budget for STBD revenues and expenditures for the STBD Governing Board's consideration.
4. Ownership. Streets and related transportation infrastructure preserved and maintained with STBD funds are and shall remain the property of the City of Seattle. It is also the expectation that any new or replacement infrastructure created or developed with STBD funds shall become the property of the City of Seattle. No joint property ownership is contemplated under the terms of this agreement.

5. No Joint Board. No provision is made for a joint board. The STBD shall exercise its function in accordance with its charter, using staff as provided by the City of Seattle, pursuant to law and to this agreement.

6. Termination. This agreement shall terminate or expire as follows:
 - 6.1 This agreement may be terminated by either party upon the provision of one hundred and eighty (180) calendar days notice. A final reconciliation of costs, payment, and a current report of completed activities shall be completed by Seattle within such period following the notice by either party.

 - 6.2 Unless sooner terminated by either party, this agreement shall expire on the date when the STBD is automatically dissolved in accordance with provisions of RCW 36.73 and City of Seattle Ordinance 123397, as the same exists or is hereafter amended.

7. Effective Date. This agreement shall be effective upon the last authorizing signature affixed hereto and when listed by subject and ordinance number on the City of Seattle's City Clerk website or other electronically retrievable public source as required by RCW 39.34.040.

8. Supersedes Previous Agreement. This agreement supersedes the May 9, 2011 interlocal agreement between the City of Seattle and the Seattle Transportation Benefit District.

IN WITNESS WHEREOF, the parties have executed this agreement on the date ~~first~~last written ~~above~~below.

SEATTLE TRANSPORTATION BENEFIT DISTRICT

Tom Rasmussen, Chair of the Board

Date

CITY OF SEATTLE

| _____
Mayor ~~Michael McGinn~~Edward Murray or Designee

_____ Date

BILL SUMMARY & FISCAL NOTE

Department:	Contact Person/Phone:	Executive Contact/Phone:
Legislative Department	Calvin Chow/684-4652	n/a

1. BILL SUMMARY

Legislation Title: AN ORDINANCE authorizing execution of an amendment to the May 9, 2011 Interlocal Agreement between the City of Seattle, Washington, and the Seattle Transportation Benefit District to implement STBD Proposition 1; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This legislation amends an existing agreement between the City of Seattle and the STBD. The amended agreement authorizes the City to implement the programs funded by STBD Proposition 1.

2. CAPITAL IMPROVEMENT PROGRAM

 This legislation creates, funds, or amends a CIP Project.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Cost:

3. SUMMARY OF FINANCIAL IMPLICATIONS

Please check one:

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

Budget program(s) affected:				
Estimated \$ Appropriation change:	General Fund \$		Other \$	
	2015	2016	2015	2016
Estimated \$ Revenue change:	Revenue to General Fund		Revenue to Other Funds	
	2015	2016	2015	2016
	n/a			
Positions affected:	No. of Positions		Total FTE Change	
	2015	2016	2015	2016
Other departments affected:				

3.a. Appropriations

_____ This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2015 Appropriation Change	2016 Estimated Appropriation Change
TOTAL				

*See budget book to obtain the appropriate Budget Control Level for your department.

Appropriations Notes: Appropriations to implement the amended agreement will be addressed through separate legislation and annual budget development.

3.b. Revenues/Reimbursements

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

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2015 Revenue	2016 Estimated Revenue
TOTAL				

Revenue/Reimbursement Notes: Revenues to implement the amended agreement will be addressed through separate legislation and annual budget development.

3.c. Positions

_____ This legislation adds, changes, or deletes positions.

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

Position # for Existing Positions	Position Title & Department*	Fund Name & #	Program & BCL	PT/FT	2015 Positions	2015 FTE	Does it sunset? (If yes, explain below in Position Notes)
TOTAL							

* List each position separately

Position Notes: Positions to implement the amended agreement will be addressed through separate legislation and annual budget development.

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?**

STBD Proposition 1 is anticipated to raise approximately \$46 million a year to purchase King County transit service, support regional transit partnerships, improve access to King County's low-income fare program, and cover administrative costs (including a \$20 low-income rebate for the vehicle license fee). This legislation amends an existing agreement to authorize the City of Seattle to fulfill the obligations of STBD Proposition 1. Specific budget and financial implications will be addressed in separate legislation and annual budget development.

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

The Seattle Transportation Benefit District is a transportation funding district that does not have any staff of its own. Without this legislation, the STBD would not be able to implement voter-approved STBD Proposition 1.

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

The Seattle Department of Transportation will manage the King County transit service purchases. Finance and Administrative Services will provide administration support to the STBD.

- 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?**

No.

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

Provision of transit service is distributed geographically and has the potential to disproportionately impact vulnerable or historically disadvantaged communities. Both the King County Metro Service Guidelines and the City of Seattle Transit Master Plan acknowledge the duty to serve disadvantaged communities and will guide service planning decisions.

- 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.**

STBD Proposition 1 requires annual reporting and evaluation of spending as detailed in STBD Resolution 12, Section 8. Oversight.

- i) Other Issues:**

None identified.

List attachments below:

None



Legislation Details (With Text)

File #: Appt 00001 **Version:** 1 **Name:**
Type: Appointment (Appt) **Status:** Full Council Agenda Ready
In control: Transportation Committee
Final action:
Enactment date: Yes
Title: Appointment of Jennifer McIntyre Cole as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.
Sponsors: Tom Rasmussen
Indexes:
Attachments: [Appointment Packet](#)


Date	Ver.	Action By	Action	Result
2/10/2015	1	Transportation Committee	confirm	Pass

Appointment of Jennifer McIntyre Cole as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.

FILED
CITY OF SEATTLE

**City of Seattle
Notice of Appointment**

2015 JAN 21 PM 2:14

Name: <i>Jen Cole</i>		<input checked="" type="checkbox"/> Executive Appointment <input type="checkbox"/> Reappointment <input type="checkbox"/> Legislative Appointment <input type="checkbox"/> Agency Appointment <input type="checkbox"/> PDA Council <input type="checkbox"/> PDA Constituency
Residential Neighborhood: <i>Mount Baker</i>	Zip Code: <i>98144</i>	Contact Phone No.: <i>206-650-5578</i>
Appointed to: <i>School Traffic Safety Committee</i>		Date of Appointment: <i>12/15/2014</i>
Authority (Ord., Res.): <i>Ordinance 124168</i>		Term of Office: From: <i>12/15/2014</i> To: <i>3/31/2017</i>
Background: <p>Jen has been the Safe Routes to School Program Director at Feet First for 10 years where she has managed school-based education and encouragement programs to get more kids walking. She was the Co-Director of the Center for Safe Routes to School in Washington State where she coordinated 2 statewide summits to discuss Safe Routes to School. She was also the PTA President at Kimball Elementary School in Beacon Hill where her children attended school. She has a Masters in Social Work from the University of Washington.</p>		
Authorizing Signature: 		Name and Title of Officer Making Appointments: Mayor Edward B. Murray

Jennifer McIntyre Cole, M.S.W.



Education

- M.S.W. University of Washington School of Social Work, Seattle, WA. 1992
 - B.A. Haverford College, Haverford, PA. 1987
-

Employment History

- Safe Routes to School Program Director, Feet First 2007 - Present
- Safe Routes to School Coordinator, Feet First 2005 - 2007
- PTA President, Kimball Elementary School (volunteer) 2003 - 2005
- Coordinator of Children's Programs, NW Bookfest (volunteer) 2001 - 2004
- School Social Worker, Clover Creek Elementary School 1992 - 1994

Relevant Work Experience

- **Program Director, Safe Routes to School, Feet First.** Position includes management of multiple concurrent grant projects, supervision of Americorps staff members, and advancement of SRTS policy issues locally and statewide. 2007 - Present
- **Co-Director, Center for Safe Routes to School in Washington State.** Multi-year project funded through a federal Transportation Enhancements grant to Feet First and the Bicycle Alliance of Washington. Resulted in 2 statewide summits, the creation of a Plone-based website (www.saferoutes-wa.org), and a 17-member Statewide Coordinating Committee that remains active beyond the duration of the grant. 2006 - 2008
- **Grant Manager, The Go! Project.** Provided comprehensive SRTS services to 3 Seattle Public Schools. Resulted in \$330,000 of leveraged funding for infrastructure improvements and a 20% - 23% reduction of vehicular traffic in front of schools. 2006 - 2008
- **Coordinator, "Start Strong."** Project combined walk-to-school programming with healthy breakfast initiative in 4 low-income Seattle Public Schools. Resulted in the creation of "Apple Corps," a sustained Americorps service in selected Seattle Public Schools. 2006 - 2007
- **Coordinator, Walking School Bus Pilot Project, Bailey Gatzert Elementary School.** Resulted in a post-project increase of 25% in active commuting. Jen Cole's testimony about this project contributed to the successful bid for the prestigious Foster McGaw Award on the part of partner agency Harborview Medical Center. 2005 - 2006

Seattle School Traffic Safety Committee

11 members: Per *Ordinance 124168*, all subject to City Council confirmation, 3-year terms

- 1 Appointed by Chief of Police
- 1 Appointed by SDOT Director
- 2 Appointed by Superintendent of Public Schools
- 1 Appointed by Metro Transit GM
- 6 Appointed by Mayor

D* G	Position No.	Name	Appointed	Term Ends	Term #	Position	Appointed By
	1	VACANT					Chief of Police
	2	<i>Brian Dougherty</i>	12/15/2014	3/31/17			SDOT Director
	3	<i>Richard Staudt</i>	12/15/2014	3/31/17			Superintendent of Public Schools
	4	<i>Yvonne Carpenter</i>	12/15/2014	3/31/17			Superintendent of Public Schools
	5	VACANT				Parents;	Mayor
	6	VACANT				Metro	Metro Transit General Manager
	7	<i>Elaine Albertson</i>	12/15/2014	3/31/17		At-large	Mayor
	8	<i>Lorena Kaplan</i>	12/15/2014	3/31/17		At-large	Mayor
	9	VACANT				At-large	Mayor
	10	<i>Jen Cole</i>	12/15/2014	3/31/17		Ped safety	Mayor
	11	VACANT	11/2014			Bike safety	Mayor

*Diversity

	Men	Women	Vacant	Minority	(1) Asian-American	(2) African-American	(3) Hispanic Latin@	(4) Native-American	(5) Other**	(6) Caucasian
Mayor	0	3	3	1			1			2
Council										
Other Bodies	2	1	2							3
Total	2	4	5	1			1			5

**Other includes diversity in any of the following: race, gender and/or ability



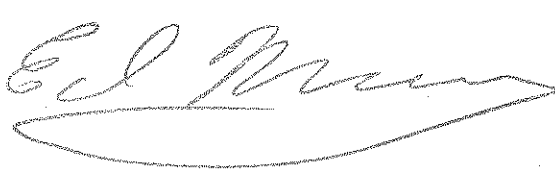
Legislation Details (With Text)

File #: Appt 00002 **Version:** 1 **Name:**
Type: Appointment (Appt) **Status:** Full Council Agenda Ready
In control: Transportation Committee
Final action:
Enactment date: Yes
Title: Appointment of Lorena P. Kaplan as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.
Sponsors: Tom Rasmussen
Indexes:
Attachments: [Appointment Packet](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Transportation Committee	confirm	Pass

Appointment of Lorena P. Kaplan as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.

**City of Seattle
Notice of Appointment**

Name: <i>Lorena Kaplan</i>		<input checked="" type="checkbox"/> Executive Appointment <input type="checkbox"/> Reappointment <input type="checkbox"/> Legislative Appointment <input type="checkbox"/> Agency Appointment <input type="checkbox"/> PDA Council <input type="checkbox"/> PDA Constituency
Residential Neighborhood: <i>Wedgwood</i>	Zip Code: <i>98115</i>	Contact Phone No.: <i>253-312-1222</i>
Appointed to: <i>School Traffic Safety Committee</i>		Date of Appointment: <i>12/15/2014</i>
Authority (Ord., Res.): <i>Ordinance 124168</i>		Term of Office: From: <i>12/15/2014</i> To: <i>3/31/2017</i>
Background: <p>Lorena is a resident of Wedgwood and an expert in child injury prevention. She is manager for Safe Kids Eastside where she works with clinicians, city employees, community members, schools to develop community-based pedestrian infrastructure improvement projects. She manages diverse partnerships with a common goal of improving health, safety and social justice. She is Community Health Education Services Manager at EvergreenHealth Medical Center. She has a Master of Public Health from Johns Hopkins School of Public Health.</p>		
Authorizing Signature: 		Name and Title of Officer Making Appointments: Mayor Edward B. Murray

FILED
 CITY OF SEATTLE
 JAN 21 PM 2:14
 CITY CLERK

Lorena P. Kaplan, MPH, CHES

Professional Profile

Public health practitioner with expertise in cross-cultural health communication, data-driven program development and evaluation. Flexible and self-motivated team player with experience in quantitative and qualitative data collection, management of interdisciplinary projects, survey design, survey implementation, and evaluation methods. Fluent in Spanish and working knowledge of French language.

Education

Master of Public Health (MPH) Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA • Concentration in Social and Behavioral Sciences	7/2007-5/2008
Certificate in Health Communication Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA	5/2008
Certificate in Injury Control Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA	5/2008
Bachelor of Science University of Washington, Seattle, WA, USA • Major in Psychology, minor in Public Health	9/1999-6/2004
Diploma of French as a Foreign Language Université de Nantes, Nantes, France	9/2002-12/2002

Professional Licensure

Certified Health Education Specialist Recertification: October 2018	12/2008
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Professional Experience

DEPARTMENT MANAGER, Community Health Education Services EvergreenHealth Medical Center, Kirkland, WA USA • Conduct health needs assessments, develop measurable health outcomes, implement, evaluate and expand community health education programs to meet the needs of community residents and EvergreenHealth's strategic goals. • Expertly carry out communications, relationship building, and program management with senior leaders, community representatives and with individuals of varying levels of authority and expertise to attain strategic goals and facilitate productive collaboration. • Facilitate the creation of health education materials including teaching curricula, staff training materials, presentations, donor reports, funding progress reports, and other related materials using existing resources and guidelines, as needed. • Turn community benefit agendas set by leadership into action plans that can be implemented effectively across multiple service lines to facilitate achievement of community health and safety milestones. • Interpret financial reports and lead the budgeting process for 3 cost centers totaling over \$800,000, in collaboration with the Levy Funding Committee and Senior Leadership. • Manage events including community-wide health fairs, training workshops, and outreach events, including logistical support and materials creation. • Manage six full or part-time Health Education Coordinators and Instructors, one full-time Administrative Coordinator, 15 hourly employees, and 10+ contract employees, providing timely and motivational performance feedback, priority-setting guidance and corrective action, if necessary. • Manage day-to-day operations of the Community Health Education Services and Childbirth & Early Parenting Education Departments.	4/2012-present
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Seattle School Traffic Safety Committee

11 members: Per *Ordinance 124168*, all subject to City Council confirmation, 3-year terms

- 1 Appointed by Chief of Police
- 1 Appointed by SDOT Director
- 2 Appointed by Superintendent of Public Schools
- 1 Appointed by Metro Transit GM
- 6 Appointed by Mayor

D*	G	Position No.	Name	Appointed	Term Ends	Term #	Position	Appointed By
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		5	VACANT				Parents;	Mayor
		6	VACANT				Metro	Metro Transit General Manager
		7	<i>Elaine Albertson</i>	12/15/2014	3/31/17		At-large	Mayor
		8	<i>Lorena Kaplan</i>	12/15/2014	3/31/17		At-large	Mayor
		9	VACANT				At-large	Mayor
		10	<i>Jen Cole</i>	12/15/2014	3/31/17		Ped safety	Mayor
		11	VACANT	11/2014			Bike safety	Mayor

*Diversity

	Men	Women	Vacant	Minority	(1) Asian-American	(2) African-American	(3) Hispanic Latin@	(4) Native-American	(5) Other**	(6) Caucasian
Mayor	0	3	3	1			1			2
Council										
Other Bodies	2	1	2							3
Total	2	4	5	1			1			5

**Other includes diversity in any of the following: race, gender and/or ability




Legislation Details (With Text)

File #: Appt 00003 **Version:** 1 **Name:**
Type: Appointment (Appt) **Status:** Full Council Agenda Ready
In control: Transportation Committee
Final action:
Enactment date: Yes
Title: Appointment of Elaine Albertson as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.
Sponsors: Tom Rasmussen
Indexes:
Attachments: [Appointment Packet](#)

Date	Ver.	Action By	Action	Result
2/10/2015	1	Transportation Committee	confirm	Pass

Appointment of Elaine Albertson as member, Seattle School Traffic Safety Committee, for a term of confirmation to March 31, 2017.

**City of Seattle
Notice of Appointment**

Name: <i>Elaine Albertson</i>		<input checked="" type="checkbox"/> Executive Appointment <input type="checkbox"/> Reappointment <input type="checkbox"/> Legislative Appointment <input type="checkbox"/> Agency Appointment <input type="checkbox"/> PDA Council <input type="checkbox"/> PDA Constituency
Residential Neighborhood: <i>Central District</i>	Zip Code: <i>98112</i>	Contact Phone No.: <i>206-235-0345</i>
Appointed to: <i>School Traffic Safety Committee</i>		Date of Appointment: <i>12/15/2014</i>
Authority (Ord., Res.): <i>Ordinance 124168</i>		Term of Office: From: <i>12/15/2014</i> To: <i>3/31/2017</i>
Background: <p>Elaine works at Treehouse where she evaluates the impacts of programs that support youth in foster care to graduate from high school. She was a Fellow at Emerson National Hunger where she received intensive training in policy analysis and political process. She believes that safe and accessible pedestrian infrastructure is the foundation of a sustainable community that is inclusive for everyone who lives in or visits Seattle. She has an M.S in Earth Systems from Stanford University, and is proficient in Spanish and French.</p>		
Authorizing Signature: 		Name and Title of Officer Making Appointments: Mayor Edward B. Murray

FILED
 CITY OF SEATTLE
 2015 FEB -9 PM 4:00
 CITY CLERK

Elaine Albertson

(206) [REDACTED] • [REDACTED]@gmail.com • [REDACTED] • Seattle, WA 98112

OBJECTIVE: To promote walkability in Seattle as a member of the Pedestrian Advisory Board.

WORK EXPERIENCE

Impact Measurement Coordinator *August 2013 - Present*

Treehouse (*'Giving foster kids a childhood and a future'*), Seattle, WA

- Evaluating impacts of a program that supports youth in foster care to graduate from high school
- Entering, cleaning, analyzing, and visualizing data using Access, Excel, and R
- Supporting internal tracking of departmental evaluations and program outcomes

Emerson National Hunger Fellow of the Congressional Hunger Center *August 2012 - July 2013*

(*A competitive leadership development program focused on hunger and poverty alleviation in the U.S.*)

U.S. Department of Health and Human Services, Washington, DC (policy placement)

- Conducted policy research around Native American child health and nutrition programs
- Presented on child nutrition policy at the National Indian Child Care Association 2013 Conference

Community Food Bank of Southern Arizona, Tucson, AZ (field placement)

- Served customers and directed volunteers at weekly farmers' markets in low-income communities
- Designed a farmers' market program logic model, and wrote a report on program outcomes

Political Psychology Research Assistant *January 2009 - June 2011*

Political Psychology Research Group, Stanford, CA

- Proofread manuscripts and prepared bibliographies for publication
- Coded public opinion surveys and electoral candidate websites for content analysis

VOLUNTEER EXPERIENCE

Volunteer Policy Committee Member *September 2013 - Present*

Feet First (*'Promoting walkable communities'*), Seattle, WA

- Attending monthly committee meetings to plan action around pedestrian policy
- Contributing to materials that communicate policy positions

Volunteer Grant Writer *July 2012 - August 2012*

Mystic River Watershed Association, Arlington, MA

- Researched and compiled a list of 26 grant opportunities for local urban river stewardship
- Wrote a grant that directly raised \$4,000, and a draft that later led to the acquisition of \$500,000

EDUCATION, AWARDS, AND HONORS

M.S., Earth Systems (environmental studies), Stanford University *June 2012*

Focus on urban food systems

Community-based research on urban farmer education and produce marketing in South Africa

B.S., Earth Systems (environmental studies), Stanford University *June 2011*

Focus on sustainable communities and the urban environment

Completed summer internships working on environmental issues in California and Hawaii

Sole recipient of the William Whitley Citizen-Scholar Award; With Distinction; Phi Beta Kappa

PROFESSIONAL SKILLS

Qualitative and quantitative social research • Policy research and advocacy • SPSS, Stata, and ArcGIS
Proficient in French and Spanish • Beginning in German and Xhosa

Seattle School Traffic Safety Committee

11 members: Per Ordinance 124168, all subject to City Council confirmation, 3-year terms

- 1 Appointed by Chief of Police
- 1 Appointed by SDOT Director
- 2 Appointed by Superintendent of Public Schools
- 1 Appointed by Metro Transit GM
- 6 Appointed by Mayor

D* G	Position No.	Name	Appointed	Term Ends	Term #	Position	Appointed By
	1	VACANT					Chief of Police
	2	<i>Brian Dougherty</i>	12/15/2014	3/31/17			SDOT Director
	3	<i>Richard Staudt</i>	12/15/2014	3/31/17			Superintendent of Public Schools
	4	<i>Yvonne Carpenter</i>	12/15/2014	3/31/17			Superintendent of Public Schools
	5	VACANT				Parents;	Mayor
	6	VACANT				Metro	Metro Transit General Manager
	7	<i>Elaine Albertson</i>	12/15/2014	3/31/17		At-large	Mayor
	8	<i>Lorena Kaplan</i>	12/15/2014	3/31/17		At-large	Mayor
	9	VACANT				At-large	Mayor
	10	<i>Jen Cole</i>	12/15/2014	3/31/17		Ped safety	Mayor
	11	VACANT	11/2014			Bike safety	Mayor

*Diversity

	Men	Women	Vacant	Minority	(1) Asian-American	(2) African-American	(3) Hispanic Latin@	(4) Native-American	(5) Other**	(6) Caucasian
Mayor	0	3	3	1			1			2
Council										
Other Bodies	2	1	2							3
Total	2	4	5	1			1			5

**Other includes diversity in any of the following: race, gender and/or ability