

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Parks & Recreation	Lise Ward/733-9106	Anna Hurst/733-9317

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to Woodland Park; transferring jurisdiction of a portion of Whitman Avenue N from the Seattle Department of Transportation to Seattle Parks and Recreation for open space, park, and recreation purposes; transferring a portion of Woodland Park adjacent to East Green Lake Way N from Seattle Parks and Recreation to the Seattle Department of Transportation for transportation purposes; and finding, after a public hearing, that the exchange of property meets the requirements of Ordinance 118477, which adopted Initiative 42.

Summary and background of the Legislation: This proposed legislation authorizes the exchange of property between Seattle Parks and Recreation (SPR) and Seattle Department of Transportation (SDOT) within Woodland Park. SDOT is developing protected bike lanes (PBLs) along East Green Lake Way N. After extensive analysis, it was determined that there was no reasonable and practical alternative to needing 3 feet of SPR property along East Green Lake Way N for that development.

Once the threshold of no reasonable alternative is met, Ordinance 118477 sets forth the following direction “the City shall at the same time or before receive in exchange land or a facility of equivalent or better size, value, location and usefulness in the vicinity, serving the same community and the same park purposes.”

SPR recommends the exchange of a property between SPR and SDOT at Woodland Park. SPR has determined the proposed exchange properties are of equivalent or larger size, value and serving the same usefulness and park purpose. The exchange is necessary because there is no reasonable and practical alternative for development of the PBL. In accordance with Ordinance 118477, the City Council, through its Public Assets and Native Communities Committee, will hold a public hearing regarding an exchange of property between the SPR and SDOT.

2. CAPITAL IMPROVEMENT PROGRAM

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

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

No

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

Without this property trade, the development of the PBLs on East Green Lake Way N will either not be constructed or will have additional cost and impact to the community.

4. OTHER IMPLICATIONS

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

No

b. Is a public hearing required for this legislation?

Yes

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

No

d. Does this legislation affect a piece of property?

Yes, See maps attached.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

N/A

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

This transfer of property will preserve dozens of existing mature trees adjacent to Green Lake Park, which act as a crucial natural barrier and air pollution filter to Highway 99. In addition, the property transferred to SDOT will not remove any trees, but will create a protected bike lane, likely to reduce vehicle trips and thus emissions. Not implementing this legislation will create a barrier to completing the protected bike lane along Green Lake, a missed opportunity for carbon-free transportation to one of Seattle's most popular parks.

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

The proposed legislation will not directly increase or decrease Seattle’s resiliency to climate change in a material way. However, as stated above, it will allow for improved bicycle access while also maintaining green infrastructure, actions identified by the City to support resiliency.

- g. Program goals: N/A**

List attachments/exhibits below:

N/A