

5025  
(GENERAL)

COMPTROLLER  
FILE NUMBER

282260

TRANSMITTAL BY MAYOR

OF

PROPOSED RESOLUTION ADOPTING GOALS,  
OBJECTIVES, AND PERFORMANCE TO BE USED  
IN THE DEVELOPMENT OF THE KING COUNTY  
STADIUM PARKING AND ACCESS PLAN.

9-9-75 Hold

10-10-75 - Hold

For further information, see:

Resolution 25165, 25180

C.B. 97289

C.F. 282847

FILED SEPT. 4, 1975

**C. G. ERLANDSON**

COMPTROLLER AND CITY CLERK

BY *D. W. Albrecht* DEPUTY

## ACTION OF THE COUNCIL

REFERRED

SEPT. 8, 1975

TO

C/W (Revelle)

REFERRED

TO

REFERRED

TO

REPORTED

NOV 24 1975

DISPOSITION

*On File*

RE-REFERRED

TO

REPORTED

DISPOSITION

## REPORT OF COMMITTEE

*Mr. President:*

Committee

Yours,

to which was referred the within.

would respectfully report that we have considered the same and respectfully recommend that.

Place on file.

File:

*Randy Russell*

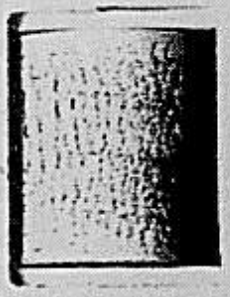
CHAIRMAN

**CHAIRMAN**

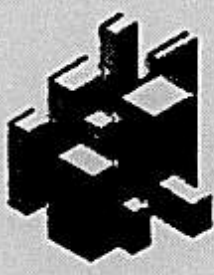
**CHAIRMAN**



CP

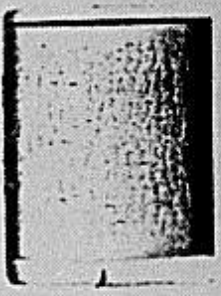


JOHN A. DELMARE  
EXECUTIVE VICE PRESIDENT



DOWNTOWN SEATTLE  
DEVELOPMENT ASSOCIATION

1500 4TH AVENUE, SUITE 1000  
SEATTLE, WASHINGTON 98101  
(206) 461-1100



DOWNTOWN SEATTLE  
DEVELOPMENT ASSOCIATION

1000 CHAMBER OF COMMERCE BUILDING  
SEATTLE, WASHINGTON 98101  
TEL: 467-1111



OFFICERS

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C. H. BRIDGE, FIRST VICE PRESIDENT  
FRANK J. CARROLL, VICE PRESIDENT  
TERRY W. HODGSON, TREASURER  
ROBERT W. BROWN, GENERAL COUNSEL  
JOHN W. BROWN, EXECUTIVE VICE PRESIDENT

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*Attached is list of individuals  
to whom notice  
was sent*

December 5, 1975

*JWG.*

RECEIVED

DEC 9 1975

MEMO TO: TRANSPORTATION COMMITTEE

FROM: Frank Nolan, Jr., Chairman

SUBJECT: Meeting Notice

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

We have scheduled two special joint meetings with the Transportation Committees of the Downtown Seattle Development Association and the Chamber of Commerce, both of which will be held in the third floor Board Room of the Chamber of Commerce Building located at 3rd and Columbia.

Thursday, December 11, 1975 at 3:30 p.m.

The Automobile Club is commissioning a major Public Attitude Survey on the subject of the Interstate 90 Highway and they need our input and assistance.

The study will be launched very quickly in order that the results can be available prior to the City Council's January 15th deadline for decision making.

Tuesday, December 16, 1975, 9:30 a.m.

The Seattle City Council must approve an access plan for the Kingdome before the stadium can be occupied.

As you know, we have met on several occasions with the consultants and the City Engineering Department during the course of this study.

City Councilman Randy Revelle, who has the responsibility of making recommendations on this matter to the full City Council, together with the Study Team, will meet with us to discuss the final findings and proposals.

In addition to the Chamber of Commerce's Transportation Committee, we have invited representatives of BOMA and our Business Promotion Division.

F. N.

FN:eh

cc: Councilman Randy Revelle  
Executive Committee

*Stedman*



TRANSPORTATION AND PEOPLE-MOVEMENT COMMITTEE

1975 - 1976

CHAIRMAN

Frank Nolan, Jr., Senior Vice President  
Puget Sound Mutual Savings Bank  
922 Second 98104 447-5775

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1319 Second Avenue 98101 623-1300

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505 Madison Street 98104 682-5854

Bruce Caplan, Owner  
Rainbow Parking  
1012 Fourth & Pike Building 98101 622-3835

Donald R. Cohan, President  
A. H. Cohan Company, Realtors  
503 Joseph Vance Building 98101 622-0193

Robert B. Colwell  
2700 Seattle Tower  
Third and University 98101 622-3723

George W. Corley  
Securities Intermountain, Inc.  
315 Park Place Building  
Sixth & University 98101 623-8200

G. R. Cysewski  
John Graham & Company  
1110 Third Avenue 98101 447-5600

John Dickinson  
The Boeing Company  
P. O. Box 3707 M/S 87-11 98124 773-8355

Jack L. Dierdorff, Executive Vice President  
UNICO Properties, Inc.  
210 White-Henry-Stuart Building 98101 682-6200

Ed Drosdick, Audit Supervisor  
Moss-Adams Company  
Seattle First National Bank 98164 223-1820

Norman G. Jacobsen, President  
N. G. Jacobsen & Associates  
414 Skinner Building 98101 624-7863

Lester B. Lampman  
B.O.M.A.  
805 Securities Building 98101 622-8924

Frederick L. Miller, Controller  
The Vance Corporation  
1412 Tower Building 98101 623-8030

LeRoy V. Miller, Real Estate Controller  
The Bon Marche  
Sixth Floor  
Third and Pine 98181 344-7096

Frank Nolan Jr., Senior Vice President  
Puget Sound Mutual Savings Bank  
922 Second Avenue 98104 447-5775

Jayne Perkins  
Northwest Home Furnishings Mart  
121 Boren Avenue, N. 98109 623-1510

John T. Phillips, Jr.  
Coin Parking  
2320 Fifth Avenue 98121 283-7921  
624-5353



David L. Roach, Executive Director  
Seattle Area Hospital Council  
601 Broadway

682-5995

Donald L. Sander  
Sander's Building Corporation  
408 Sixth & Pine Building 98101

622-8995

William Sewall, President  
Western Tours  
1007 Seattle Tower 98101

682-5410

Robert C. Small, Executive Director  
Leo A. Daly Company  
Broadcast House - Third & Broad 98121

682-1571

James H. Todd, Vice President  
Clise Agency, Inc.  
Securities Building 98101

623-7500

George F. Vance, President  
The Vance Corporation  
1412 Tower Building 98101

623-8030

David Whitcomb, President  
Arcade Properties  
4147 Arcade Building 98101

623-1300

Donald A. Winkelmann, Partner  
Naramore Bain Brady & Johanson  
904 Seventh Avenue 98101

223-5555

Henry T. Wood, Partner  
Yates, Wood, MacDonald  
1411 Fourth Avenue Building 98101

622-4682

EXECUTIVE COMMITTEE

1975-1976

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210 White-Henry-Stuart Bldg. 98101 682-6200

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Washington Mutual Savings Bank  
1101 Second Avenue 98101 464-4649

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Family Life Insurance Company  
1200 Sixth Avenue 98101 292-1000

TREASURER

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Vice President and General Manager  
Pacific Northwest Bell Telephone Co.  
Room 1425 - Exchange Building 98104 345-4221

GENERAL COUNSEL

Robert W. Graham  
Senior Partner  
Bogle, Gates  
Bank of California, 98164 682-5151

Herbert M. Bridge  
President  
Ben Bridge Jeweler, Inc.  
409 Pike Street 98101 623-8227

Joseph R. Curtis  
Vice Chairman  
Seattle-First National Bank  
P. O. Box 3586 98124 583-3822



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Chairman of the Board  
Washington Mutual Savings Bank  
1101 Second Avenue 98101

464-4647

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Victor O. Gray & Company, Inc.  
2100 Fifth Avenue Building 98121

623-7950

George A. Guy  
G. O. Guy Drugs, Inc.  
87 Lenora Street 98121

623-0577  
624-2676

~~Frederick J. Orth,~~  
~~Chairman of the Board~~  
~~Unigard Insurance Group~~  
~~1215 Fourth Avenue 98161~~

*Clenton Fleck*  
292-1234

Robert L. Paterson  
Vice President and Resident  
General Manager  
Frederick & Nelson  
Fifth & Pine 98101

682-5500

Joseph L. Silva  
Vice President and Manager  
The Bank of California  
910 Fourth Avenue 98164

587-3600

James H. Todd  
Vice President  
Clise Agency, Inc.  
Securities Building 98101

623-7500

James A. Walsh  
President and Managing Director  
The Bon Marche  
Third and Pine 98181

344-7120

John W. Gilmore



SEATTLE CITY COUNCIL

MEMORANDUM

DATE: November 20, 1975

TO: Interested Persons

FROM: Councilman Randy Revelle, Chairman  
Committee of the Whole on the King County Stadium

SUBJECT: King County Stadium Resolution

Enclosed for your information is a copy of Resolution 25076, providing tentative guidance for the development of a parking and access plan for the King County Stadium. The Resolution was adopted unanimously by the Seattle City Council on November 10, 1975, and concurred in by the Mayor.

The Resolution includes goals and objectives, tentative policies, and a schedule for developing, adopting, and implementing the parking and access plan. The tentative policies are identified on pages 2 through 5 of the Resolution. These policies will be subject to review and possible revision by the City Council prior to the adoption of the final parking and access plan, particularly as a result of the preparation and circulation by King County of a Supplemental Environmental Impact Statement on the plan.

The detailed schedule for developing, adopting, and implementing the parking and access plan is set forth on pages 6 and 7 of the Resolution. The schedule includes several opportunities for interested groups and the general public to provide input into the process.

If you have any questions regarding the overall policies set forth in the Resolution, please contact me or my Legislative Assistant, Morris Rosenberg, at 583-2359. If you have any questions about the details or status of the plan or the schedule, please contact either Ron Loewen of the Seattle Engineering Department at 583-2915, or Tony Puma of the Seattle Office of Policy Planning at 583-6845.

RR:yh





SEATTLE CITY COUNCIL

MEMORANDUM

DATE: November 7, 1975

TO: Members, Seattle City Council

Randy Revelle, Chairman

FROM: Committee of the Whole on the King County Stadium

SUBJECT: King County Stadium Resolution

This morning's Committee of the Whole meeting will include a discussion and vote on the Mayor's proposed Resolution providing interim guidance for the development of a final parking and access plan for the King County stadium. I respectfully urge all of you to attend the meeting if at all possible.

Enclosed for your information and review is a substantially revised draft Resolution, based on the guidance you gave me at the Committee of the Whole meeting on October 10, 1975.

Also enclosed for your background information are copies of letters received since my October 9, 1975 memorandum to you:

- (1) An October 15, 1975 letter from Roy W. Johnson;
- (2) An October 16, 1975 letter from Mark D. Cohn, attorney, Cohn and Koch;
- (3) An October 16, 1975 letter from Melvin F. Buol, attorney, Keller, Rohrback, Waldo & Hiscock;
- (4) An October 17, 1975 letter from George Constable, attorney;
- (5) An October 28, 1975 letter from Harry M. Cross, Jr., attorney, Dowrey & Cross;
- (6) A November 6, 1975 letter from Paul E. S. Schell, Director, Department of Community Development; and
- (7) A November 6, 1975 memorandum from John P. Harris, Corporation Counsel.

The substantive portions of the enclosed Resolution which should be read before you vote include the policies and schedule set forth on pages 3 through 9.

# Your City, Seattle



## Memorandum

Date November 6, 1975

To John P. Harris, Corporation Counsel

From Randy Revelle, Chairman, Public Safety and Health Committee

RR

Subject Friday, November 7, 1975, 9:00 A.M., Committee of the Whole Meeting regarding the proposed resolution providing interim guidance for the development of a final parking and access plan for the King County Stadium.

Would you please have a representative of the Law Department attend this meeting. Jorgen Bader, has provided assistance along with yourself for this project, and he would seem most appropriate.



MEMO

November 6, 1975

TO: Honorable Randy Revelle, City Council  
The City of Seattle

FROM: John P. Harris, Corporation Counsel,  
Jorgen G. Bader, Assistant *JGB*

RE: King County Stadium Resolution

RECEIVED

NOV 6 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

The "next-to-final" draft of the proposed Mayor/City Council Resolution providing interim guidance to the consultant in the development of the final parking and access plan for the King County Stadium, attached to your memorandum dated November 5, 1975, is approved as to form.

JGB:ph

cc- Hon. Christopher T. Bayley,  
King County Prosecutor  
Attention: John Keegan

Your  
Seattle  
Community Development

Paul E. S. Schell, Director  
Was Uhlman, Mayor

November 6, 1975

The Honorable Randy Revelle  
Chairman, Council Committee of the Whole  
City of Seattle

Re: King County Stadium Resolution

Dear Councilman Ravelle:

I thank you for this opportunity to comment on the present draft of the Mayor/City Council Resolution regarding parking and access for the King County Stadium. In the estimation of this Department the Resolution provides sound guidance to the consultants in their efforts to reach a workable solution for Stadium traffic. I anticipate that with these guidelines the consultants can successfully formulate a program for traffic and parking management that the City of Seattle and King County can jointly support.

Our comments represent a matter of emphasis on certain of these guidelines, and are as follows.

At the time of public discussion over this Stadium site, it was made clear that a concentration of parking and traffic in the immediate vicinity of the Stadium placed severe strains on adjacent street capacities and threatened conflicts with existing businesses in the International and Pioneer Square Districts. The Environmental Impact Statement confirmed the reality of these threats, and proposed to answer them by relying on existing parking resources widely distributed throughout the Seattle Central Business District.

The concept of dispersing both parking and the attendant traffic impacts was a reassuring and constructive expedient, and is very likely the only expedient that will avoid substantial City investments in extensive street and parking improvements for schemes that concentrate traffic immediately adjacent to the Stadium.

The question now is how best to continue this principle, and I urge you and your Committee to make clear to the consultants that their alternatives must include attention to the dispersal of traffic and

SEATTLE CITY COUNCIL

NOV 6 AM 9:26



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NOV 6 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

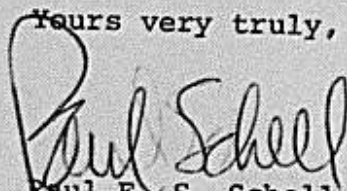


Page 2.  
November 6, 1975  
The Honorable Randy Revelle

parking over a broad enough area that nearby property owners are not subjected to unbearable burdens of congestion and restricted access. In order to achieve this, I urge that the consultants be directed to analyze means of attaching pre-sale of parking spaces to ticket sales for events in the Stadium. At this time, and relying on the findings of the Environmental Impact Statement, I am of the opinion that pre-sale of parking spaces provides the only guarantee that Stadium users will proceed directly to a variety of parking spaces throughout a broad area of Seattle, will not be disappointed in their search for space, and will not involve City streets in desperate recirculation traffic which is seeking uncertain parking locations.

I believe the principle of pre-sold parking to be most important in reaching a satisfactory solution to Stadium traffic problems, and earnestly hope that you and your Committee will make a special point of specifying this or an equivalent alternative in your directions to the consultant.

Yours very truly,

  
Paul E. S. Schell  
Director

PESS:PS:avn

RECEIVED  
NOV 7 1975  
RANDY REVELLE  
SEATTLE CITY COMMISSIONER



SEATTLE CITY COUNCIL

MEMORANDUM

DATE: November 5, 1975  
TO: Interested Persons  
FROM: Councilman Randy Revelle  
SUBJECT: King County Stadium Resolution

Enclosed for your review is a "next-to-final" draft of the proposed Mayor/City Council Resolution providing interim guidance to the consultant in the development of the final parking and access plan for the King County Stadium.

Due to time constraints forced upon me by the City Council's review of the Mayor's proposed 1976 budget, as well as numerous other "crisis" projects, I was unable to get this draft to you sooner.

At the close of the October 10, 1975 Committee of the Whole meeting on the Mayor's proposed Resolution, I asked that anyone who had additional comments on the Resolution submit them in writing to my office. The enclosed Resolution considers the comments received and incorporates the tentative guidance given by the City Council at that meeting.

The Council's Committee of the Whole will meet to discuss and vote upon the Resolution this Friday, November 7, 1975, at 9:00 a.m. Therefore, please have your comments, if any, on the enclosed draft to my office by 9:00 a.m., Thursday, November 6, 1975, so I can prepare a final draft in time for the Committee of the Whole.

The policies set out in the enclosed Resolution, once adopted, will still be tentative. As the City Council receives additional input from the consultant, other public agencies, and private citizens, significant changes may be made to the tentative policies.

RR/ge  
enclosure

cc: Wes Uhlman, Mayor of Seattle  
    Attention: Ed Wood, Deputy Mayor  
    John Spellman, King County Executive  
    William Reams, Chairman, King County Council  
    Ruby Chow, King County Councilwoman  
    John Harris, Corporation Counsel  
    Attention: Jorgen G. Bader, Assistant  
    Christopher T. Bayley, King County Prosecutor  
    Attention: John Keegan, Deputy  
    Woody Wilkinson, Director, Office of Policy Planning  
    Attention: Tony Puma, Transportation Planner  
    Walter Hundley, Director, Office of Management and Budget  
    Paul Wiatrak, City Engineer  
    Attention: Ron Loewen



Memorandum

SUBJECT: King County Stadium Resolution

November 5, 1975

Page 2

cc: Paul Schell, Director, Department of Community Development  
Attention: James Hornell, Deputy Director  
James Mason, Project Manager, International District  
Peter Staten, Director, Office of Urban Conservation  
Earl D. Layman, Historic Preservation Office  
Casey Jones, Executive Director, Legislative Department  
Attention: Mike Hildt, Assistant Director for Policy Analysis  
E.O. "Ted" Bowsfield, Director, Department of Stadium Administration  
Glenn Chinn, Chairman, International Special Review District Board  
Tomio Moriguchi, President, International District Economic Association  
Bob Santos, Director, International District Improvement Association  
Michael Sullivan, Chairman, Pioneer Square Special Review District Board  
Leonard Gerber, Jr., President, Pioneer Square Association  
Charles Draper, President, Stadium Industrial Area Association  
Attention: Gene B. Brandzel, Attorney  
David D. Markley, Consultant, JHK and Associates

# Seattle City Council



October 31, 1975

Sam Smith  
President of the Council  
583-2367

George E. Benson  
Chairman  
Transportation  
Committee  
583-2357

Tim Hill  
Chairman  
Finance Committee  
583-2356

Paul Kraabel  
Chairman  
Planning & Urban  
Development Committee  
583-2354

Phyllis Lamphere  
Chairman  
Intergovernmental  
Relations Committee  
583-2355

Wayne D. Larkin  
Chairman  
Utilities Committee  
583-2358

John R. Miller  
Chairman  
Parks & Public  
Grounds Committee  
583-2355

Randy Revelle  
Chairman  
Public Safety &  
Health Committee  
583-2359

Jeanette Williams  
Chairman  
Human Resources &  
Judiciary Committee  
583-2356

To: Wes Uhlman, Mayor  
Attention: Ed Wood  
John D. Spellman, King County Executive  
William Reams, Chairman, King County Council  
John Harris, Corporation Counsel  
Attention: Jordan Bader  
Christopher T. Bayley  
Attention: John Keegan  
Woody Wilkinson, Director, Office of Policy Planning  
Attention: Tony Puma  
Walter Hundley, Director, Office of Management and Budget  
Ted Bowsfield, Director, Department of Stadium Administration  
Paul Wiatrak, City Engineer  
Attention: Ron Loewen  
Paul Schell, Director, Department of Community Development  
Attention: James Hornell  
David Markley, Consultant, J. H. Kell and Associates

From: Councilman Randy Revelle

Re: King County Stadium

In an effort to keep you informed of developments relating to the Stadium parking and access plan, I am enclosing for your information copies of the following letters which have been received since our last mailing:

- (1) An October 15, 1975 letter from Roy W. Johnson;
- (2) An October 16, 1975 letter from Mark D. Cohn, attorney, Cohn and Koch;
- (3) An October 16, 1975 letter from Melvin F. Buol, attorney, Keller, Rohrback, Waldo & Hiscock;



- (4) An October 17, 1975 letter from George Constable, attorney; and
- (5) An October 28, 1975 letter from Harry M. Cross, Jr., attorney, Dowrey & Cross.

A City Council Committee of the Whole discussion and vote on the Mayor's proposed Resolution setting forth the goals, objectives, and policies to guide the Council's development and adoption of the final parking and access plan is scheduled for 9:00 a.m., Friday, November 7, 1975. You will have an opportunity to review and comment on the final draft Resolution before the City Council votes on it.

If you have any questions, please contact me or Morris Rosenberg, my Legislative Assistant, at 583-2359.

RR/yh

CARL G. DOWREY  
HARRY M. CROSS, JR.  
ROBERT L. GULLETTE

DOWREY & CROSS  
ATTORNEYS AT LAW  
1254 BANK OF CALIFORNIA CENTER  
SEATTLE, WASHINGTON 98164  
U. S. A.  
(206) 624-6535

October 28, 1975

OUR REF: 70-02-46

RECEIVED

OCT 31 1975

Mr. Randy Revelle  
City Councilman  
City of Seattle  
Seattle Municipal Building  
Seattle, WA 98104

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Re: King County Stadium -  
Effects of Stadium-Generated  
Traffic and Congestion

Dear Mr. Revelle:

We represent Norfin, Inc. of 526 First Avenue South. Our client owns the premises at that address and maintains its headquarters and manufacturing facilities there. These premises are located directly across Occidental Avenue from the King County Stadium.

As a manufacturer of paper handling equipment, Norfin, Inc. is one of the largest users of Seattle's highway transportation system. Norfin, Inc. requires that access be available along both First Avenue South and Occidental Avenue not only during regular business hours but also throughout the day, seven days a week, to meet the demand for its products.

The present activity at the stadium during the current construction phase has occasioned sufficient traffic congestion to adversely impact the ability of our client to conduct its business. As the stadium-generated traffic reaches the levels contemplated, the impact on Norfin, Inc.'s ability to conduct its business can be foreseen to be catastrophic. Furthermore, the actual commercial value of the premises for manufacturing purposes will be virtually destroyed under the circumstances. As if to exacerbate the problem, the various proposals of the City and County to condemn our client's premises are seriously affecting the premises' marketability for any purpose.

We are of the opinion that you should know that if the City and County do not prevent stadium-generated traffic and congestion from interfering with our client's established use of its

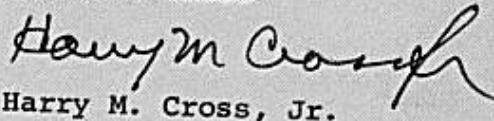


Mr. Randy Revelle  
October 28, 1975  
Page Two

property and of its easements of access thereto, our client will be forced to institute inverse condemnation and business interference suits against the City and County. One can anticipate that the interference with Norfin, Inc's. use and enjoyment of its property, the interference with the conduct of its business and the depreciation in the value of its property will be very substantial.

Yours very truly,

DOWREY & CROSS

A handwritten signature in cursive script, appearing to read "Harry M. Cross, Jr.", written in dark ink.

Harry M. Cross, Jr.

HMC/mjm

LAW OFFICES OF  
GEORGE CONSTABLE

4527 SEATTLE-FIRST NATIONAL BANK BUILDING  
SEATTLE, WASHINGTON 98154  
MA. 3-8088

October 17, 1975

Mr. Randall Revelle  
Public Safety & Health Committee  
Seattle City Council  
Seattle Municipal Building  
Seattle, Washington 98104

Mr. John Spellman  
King County Executive  
Room 400 King County Courthouse  
Third and James Street  
Seattle, Washington 98104

Mr. Wes Uhlman  
Mayor, City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Mr. Sam Smith, President  
City Council  
City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Re: King County Dome Stadium  
Access and Parking  
Chain Gear, Inc.  
820 First Avenue South

Gentlemen:

I represent Chain Gear, Inc. in connection with certain prospective pedestrian and automotive access and parking problems which will exist in the vicinity of the King County Dome Stadium when it commences operation.

Chain Gear, Inc. owns and operates in a building located directly across the street from the west side of the Stadium.

RECEIVED  
OCT 23 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN



It operates during normal business hours wherein there is considerable motor and pedestrian traffic near its building required for the conduct of its business.

I have reviewed the Mayor's proposed resolution to the City Council regarding the solution of parking and access problems for the Stadium. This proposed resolution was circulated by Randy Revelle in a memorandum dated September 4, 1975. I have also reviewed the resolution with my client and with the attorneys for 46 other businesses located in the Stadium area who have associated together as the Stadium Industrial Area Association to oppose the Mayor's proposed resolution.

It is my opinion that the resolution in its proposed form can only lead to extensive litigation involving condemnation suits and damage actions arising from business interference.

My client's business has already been injured by the congestion resulting from construction of the Stadium and it is obvious that the actual operation of the Stadium will cause many times more congestion. We can visualize the problems existing when Monday Night Football comes to Seattle to be televised at 5:00 P.M. to accommodate the Eastern Network.

The resolution in its present form is vague and indefinite and offers no solution to inevitable parking and access problems. It contains only general statements which do nothing more than define the problem without any solution. It states that "the highest priority will be given to the protection of the peripheral stadium area" and that "positive means will be found to mitigate unavoidable adverse impacts." These terms only define a problem but offer no solution. It further states that "the existing City social and economic functions will be maintained during Stadium events" and that "Stadium event needs will be accommodated only within that framework." Again this is but a restatement of the problem involved and there is no resolution of the problem in terms of a solution.

The above is only a few of the multitude of generalities which are included in the resolution and unless a specific definitive plan is formulated, there can only result a tangle of litigation involving condemnation and damages such as the Port of Seattle has frequently experienced. There is no mention in the resolution of any attempt to compensate business for the adverse effect of the inevitable damage to its property and

operation. My client is satisfied that it will be required to relocate once the Stadium commences operation so that there should be at least in the resolution a provision which would provide for compensation for the inevitable loss to be sustained upon relocating.

Very truly yours,

*George Constable*  
George Constable

jb



LAW OFFICES

KELLER, ROHRBACK, WALDO & HISCOCK

1220 IBM BUILDING

SEATTLE, WASHINGTON 98101

623-1900

GEORGE KAHN (1965)  
JOHN D. CARMODY (1966)

PINCKNEY M. ROHRBACK  
BURTON C. WALDO  
ROBERT K. KELLER  
FRED R. BUTTERWORTH  
HAROLD FARCAL  
MELVIN F. BUOL  
DAVID F. HISCOCK  
J. ANTHONY HOARE  
KENNETH L. CORNELL  
C. KENNETH GROSSE  
GLEN P. GARRISON  
LAURENCE R. WEATHERLY  
MARLIN L. VORTMAN

October 16, 1975

Mr. John Spellman  
King County Executive  
Room 400 King County Courthouse  
Third and James Street  
Seattle, Washington 98104

Mr. Wes Uhlman  
Mayor, City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Mr. Sam Smith, President  
City Council  
City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Mr. Randall Revelle  
Public Safety & Health Committee  
Seattle City Council  
Seattle Municipal Building  
Seattle, Washington 98104

Re: King County Dome Stadium - Parking and Access

Gentlemen:

We are the attorneys for William L. Huget who has asked us to contact you on his behalf in connection with problems concerning access to and parking at the King County Dome Stadium.

Mr. Huget is the sole owner and operator of Foremost Furniture Distributors presently located at 542 First Avenue South. This location is in the shadow of the stadium. The business consists of the sale at wholesale and distribution of various items of furniture and furnishings. Continuous convenient access to our client's property for both pick up and delivery of furniture is essential to the economic life of the business.

Because of the myriad of styles and colors of furniture, many

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OCT 20 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Mr. John Spellman  
Mr. Wes Uhlman  
Mr. Sam Smith  
Mr. Randall Revelle

smaller retail outlets are unable to display or warehouse a complete inventory of items which they make available to their customers. These outlets rely upon the rapid and convenient access to our client's premises for the fulfillment of the needs of themselves and their customers.

While it may be expected that local furniture retailers would anticipate traffic problems during stadium events, it would be too much to expect those retail dealers located out of Seattle or King County to include traffic delays incident to stadium events in planning their visits to our client's premises. These outlets will not tolerate tie ups of their trucks and employees in reaching or leaving our client's premises. Because of the competitive nature of the furniture distribution business, these retailers will seek other sources for their furniture inventory. Thus, it is imperative to our client that access to and from the premises be maintained at all times even during the immediate pre and post stadium events.

We are aware that a certain amount of planning to prevent congestion in the stadium area is presently being done. We have a copy of the resolution recently submitted to the City Council by the mayor and note phrases contained therein such as the following:

"Patrons will adapt to any system for regularly scheduled events after about two seasons of experience."

"Practical means exist to preserve parking for normal commercial demands."

"Adjacent merchants and businessmen will tolerate a reasonable amount of stadium congestion providing their access and parking is maintained."

The foregoing and similar expressions give us a great deal of concern. For example, if it will take two years for patrons to adapt to the system and in the interim traffic and parking are a continuous problem, most of the businesses in the area will be bankrupt before the "patrons" adapt. Phrases such as "practical means" and "reasonable amount of stadium congestion" lack definition and what might be reasonable or practical to the consultants retained by the county may be unreasonable and impractical to the neighborhood businesses.

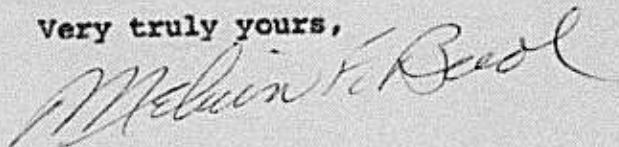


Mr. John Spellman  
Mr. Wes Uhlman  
Mr. Sam Smith  
Mr. Randall Revelle

Despite lip service paid to them in the mentioned resolution, we are apprehensive of the city and county's concern for local businesses. This apprehension stems in part from the specific mention and priority apparently given to Pioneer Square area and the International District without equally expressed concern for the local businesses. Secondly, we of course are aware of the lack of effective design and planning which was done in relation to the Seattle Center and which results in the condition frequently referred to in the local newspapers as the "Mercer Street mess." Our firm participated in the extensive litigation that resulted from the city's complete reversal of its initial position in regard to the Monorail and we can anticipate similar although much more extensive and expensive litigation in connection with the stadium.

The merchants and businesses in the area of the stadium have formed an informal association under the title "Stadium Industrial Area Association." This association has sought a voice in the planning of traffic in the area of the stadium but thus far has been given little or no consideration. We respectfully urge the City Council to seek and welcome the cooperation and advice of this association. Failure to do so and the resultant sacrifice of the interests of these businessmen to the interests of such as the Downtown Seattle Development Association, the International District and the Pioneer Square interests will most assuredly result most extensive expensive and unpleasant litigation between the business interests and the city. We certainly hope the city will make every effort to avoid this.

Very truly yours,



Melvin F. Buol

MPB:mb

cc: Mr. William Huget  
Mr. Tim Hill  
Mr. Wayne Larkin

MERLE D. COHN  
ADOLF D. KOCH

LAW OFFICES  
COHN AND KOCH  
1624 WASHINGTON BUILDING  
SEATTLE, WASHINGTON 98101

TELEPHONE  
624-6131

October 16, 1975

The Honorable John Spellman  
King County Executive  
Room 400 King County Court House  
Seattle, Washington 98104

The Honorable Wes Uhlman  
Mayor, City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

The Honorable Sam Smith  
President, City Council  
City of Seattle  
Seattle Municipal Bldg.  
Seattle, Washington 98104

Re: King County Dome Stadium -  
Parking and Access

Mr. Randy Revelle  
Councilman, Seattle City Council  
Seattle Municipal Bldg.  
Seattle, Washington 98104

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OCT 20 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Gentlemen:

I represent the owners and major lessee of the two buildings located at 1000 First Avenue South, and 1016 First Avenue South in Seattle. These two buildings are presently under lease to ABC Record & Tape Sales Corporation and sublet to 11 different tenants who operate businesses therein and require access to the building on a 24 hour a day basis and seven days per week for their employees and their customers.

The County and City have the duty to prevent congestion arising from the operation of the King Dome Stadium from interfering with our client's established use of these properties. My clients are concerned that your failure to prevent any such congestion will result in a loss of tenants in these two buildings and inability to rent them in the future, thus resulting in substantial monetary damage.

The purpose of this letter is to inform you that my clients expect that you will solve this problem and will prevent



October 16, 1975  
Page Two

interference with the use of my client's property by its tenants and customers. Our client hereby puts you on notice that if you fail in your duty to prevent traffic congestion arising from the King Dome Stadium use from interfering with the use of my client's property, you will be held strictly accountable in an inverse condemnation action which my clients will institute.

We sincerely hope that you are about to find a solution to the problem.

Very sincerely yours,

COHN AND KOCH

By:

A handwritten signature in dark ink, appearing to read 'Merle D. Cohn', written over a horizontal line.

Merle D. Cohn

MDC:go

ROY W. JOHNSON

Consulting Engineer  
2716 Fairview Avenue East  
Seattle, Washington 98102  
(206) 323-3150

October 15, 1975

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OCT 16 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Honorable Randy Revelle  
Councilman, City of Seattle  
Seattle Municipal Building  
Seattle, WA 98104

RE: Parking for Domed Stadium

Dear Councilman Revelle:

In the spirit of helpfulness, I <sup>submit</sup> ~~should let~~ the following suggestion ~~have~~ as a possible partial solution to the traffic and parking problems imposed by major events at the domed stadium.

The plan, in brief, is to prepare the Interbay garbage dump area for the parking of around 4,000 autos, and, in addition, a location for the discharge of stadium patrons using Metro busses. These would complete their trips to the stadium by Burlington Northern passenger train. The distance is 4-1/2 miles, the southerly mile consisting of the two-tracked tunnel under downtown Seattle. Assuming the availability of equipment, the trains might consist of a number of passenger cars fully loaded with standees, with a locomotive, perhaps, at each end. The trains would shuttle back and forth with one loading, another unloading, with one or two trains in transit. A novelty feature would be the use of one or more whistle-blowing, bell-ringing, steam locomotives.

The Interbay site is owned by the City and is reported to be under the jurisdiction of the Park Department. From aerial photography it is estimated that there is about 1,600,000 square feet of land (37 acres) suitable for parking on top of the fill. This area does not include the fill slopes and the commercial strip along 15th Avenue West. It does, though, include the golf driving course at the southerly end of the property, but not the athletic field at low level at the north end. At 400 square feet per parking space, this area can accommodate 4,000 autos. The athletic field at the north end is suggested as a site for unloading and loading stadium patrons using Metro busses.

It is too late this fall to prepare the surfaces for parking, but plans could be made this winter for construction as soon as weather permits next spring. In the meantime, temporary and shared use of the space leased by Auto Warehousing Co., immediately north of grain elevator Terminal 86 might be investigated. A portion of this property is owned by the Port of Seattle, and the balance by Burlington Northern. Within the fenced areas, and including parking for 200 vehicles on West Prospect Street, it is estimated the site could accommodate 2,000 autos. However, the number of import vehicles varies, so it might be assumed the site could serve but 1500 autos on an average.



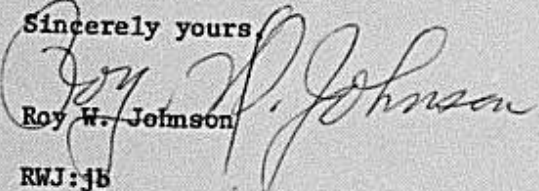
Honorable Randy Revelle  
Councilman, City of Seattle

Page Two

The ground has been surfaced, and there are plenty of railroad tracks available. On the other hand, stadium parking could interfere with the unloading of grain trucks and cars, but revenues to be derived by lessors and lessees of the facility from stadium patrons, may be sufficient to compensate for inconveniences. It is suggested as a possible temporary expedience until the Interbay site is ready. The Terminal 86 site is located three miles from the stadium.

There are many questions yet to be answered as investigations proceed in depth. If my office can be of assistance with any stage of investigation, planning, or designing, we would be delighted to cooperate.

Sincerely yours,

  
Roy W. Johnson

RWJ:jb



SEATTLE CITY COUNCIL

MEMORANDUM

DATE: October 10, 1975

TO: Members, Seattle City Council

FROM: Randy Revelle, Chairman  
Committee of the Whole (C/W) on King County Stadium

SUBJECT: Agenda for C/W Discussion of Mayor's Proposed Stadium Resolution

The following is a list of policies to be discussed and voted on by the Committee of the Whole. Based on the Committee's decisions, I will redraft the Mayor's proposed Resolution for final Council consideration and vote on Monday, October 20, 1975.

1. Four Basic Policies

The first discussion and decision should be on the four general policy statements in the Mayor's proposed Resolution in order to establish the City's priority considerations in the development of the stadium parking and access plan (hereafter, "the plan").

2. Pioneer Square and International Special Review Districts

- A. Stadium-related traffic (vehicles and/or pedestrians?) should be routed to avoid any adverse impacts on these sensitive districts. The plan should address all reasonable options to reroute traffic, such as directional signing and cordoning off sensitive areas before and after stadium events.
- B. Parking within these two districts needed as accessory to commercial and residential uses within the districts should not be used by stadium patrons. The plan should address all reasonable options to preserve available parking for these districts.

3. Commercial Areas

- A. Retail and wholesale businesses within the immediate stadium area should be protected from adverse impacts of traffic and parking.
- B. The plan should route traffic and direct stadium parking so as not to impact adversely the Central Business District and the Central Waterfront.
- C. Service, delivery, and customer access to commercial areas must be maintained and adequate enforcement of parking regulations must be provided.



4. Non-Stadium Traffic

In order to guide development of the plan, the following should be classified by the Council in terms of the permissible level of disruption by stadium access and parking.

- A. Alaska and Washington State Ferry access.
- B. Arrival and departure of AMTRAK passengers.
- C. Rail movements on the Burlington Northern tracks; the plan should address how motor vehicle/rail conflicts will be managed.
- D. Port of Seattle container terminal access (Piers 37-48).
- E. Non-stadium Metro transit.
- F. General goods movement, including industrial and manufacturing supply and distribution.
- G. Retail and wholesale customers of surrounding business establishments.
- H. Normal non-stadium through traffic.
- I. Emergency vehicles such as ambulances, fire apparatus, and vehicles. The plan should particularly provide for passage of fire vehicles responding to alarms from Fire Station 10. (The Fire Department has estimated it would cost about \$826,000 to relocate the combat operations now at Fire Station 10.)

Note

Perhaps the above should be tentatively classified as follows:

- No Disruption -- Preferential access provided for unobstructed passage.
- Minimal Delays -- Delays through stadium area not exceeding 5 minutes.
- Moderate Delays -- Delays through stadium area not exceeding 15 minutes.
- Extreme Delays -- Delays through stadium area exceeding 15 minutes.

5. Scheduling

- A. Special events (that is, events attracting patrons unfamiliar with access routes and parking) should be scheduled only on weekends and holidays (and mid-days?) to avoid peak traffic volume and hours when retail and other activities are more likely to be unreasonably disrupted.

- B. As much as possible (?) events should be scheduled to avoid conflicts between before/after stadium event traffic and normal peak traffic volume.
- C. Should ticket sales be restricted in number for events scheduled during specific periods when disruption of other activities is most likely?

6. Maximize Use of Transit

- A. The plan should make maximum use of all the park-ride bus service that can realistically be supplied by Metro.
- B. All reasonable means to encourage patrons to use transit should be included in the plan.
- C. The plan should include specific means to discourage use of low-occupancy private auto access to the stadium;

7. Public Information

The plan should include a fully developed public information campaign involving the available media and direct communication to patrons. The signing portion of the plan should be coordinated with this campaign. Should this be beyond the scope of the JHK contract, the City Council should obtain a commitment now that such a plan will be presented along with the parking and access plan.

8. Implementation Funds

The plan must be accompanied by funding recommendations that will assure immediate implementation. The recommendations must include revenue estimates from existing and potential sources, as well as options for earmarking such revenues for:

- A. Reimbursing the City of Seattle for all parking and access costs. (Stadium revenues should at least offset the operational costs of stadium events.)
- B. Offsetting negative impacts on the Pioneer Square and International Special Review Districts. (And the commercial areas?)

9. The plan must be consistent with Resolution 24957, the City's Downtown Parking Policies.



RESOLUTION \_\_\_\_\_

RECEIVED

OCT 10 1975

A RESOLUTION adopting assumptions, goals, objectives, and performance standards to be used in the development of the King County Stadium Parking and Access Plan.

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

WHEREAS, on September 11, 1972, the Seattle City Council (by Ordinance 101389) required King County to develop a Parking and Access Plan for the Stadium and have that Plan approved by the City Council prior to occupying the Stadium; and

OF KING COUNTY

WHEREAS, the Consultant, A contracted to develop the Plan, requires some guidance in his work; and AND LOSS TO THE CITY IF BUSINESSES ADJACENT TO THE STADIUM FACILITY CAN NOT SURVIVE THE STADIUM IMPACT.

WHEREAS, the Mayor and City Council [though realizing the Stadium will provide economic benefits to the City] feel it is absolutely essential that existing social and economic functions be maintained during the time periods affected by Stadium events; and TO PROVIDE A FORMULA OR DRAW ARTICLES TO COMPENSATE BUSINESSES TERMINATED IN THE AREA BECAUSE OF THE FAILURE OF A PLAN TO SUPPLEMENT THEIR NEEDS.

WHEREAS, the Mayor and City Council would like to see the development of a sound transportation, parking, and operational plan; and-SUPPORTED WITH ACCOMPANYING DRAWINGS (PLANS) SHOWING AREAS INVOLVED DIRECTION OF TRAFFIC, PEAK VOLUMIN AND CONTROL AND CHECKPOINTS.

WHEREAS, the Mayor and City Council have adopted goals and objectives pertaining to the City and Stadium; and

STADIUM INDUSTRIAL AREA ASSOCIATION

WHEREAS, the Pioneer Square and International District Special Review District Boards were established to protect these communities from adverse stadium impacts; and

WHEREAS, various community groups have adopted goals and objectives with regards to the Stadium; and

WHEREAS, the Mayor and City Council wish to insure that these concerns are heeded: Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING THAT:

- ① The highest priority will be given to the protection of the peripheral stadium area (Pioneer Square and International Special Review Districts) AND THE STADIUM INDUSTRIAL AREA) from adverse stadium related impacts. Positive means will be found to mitigate unavoidable adverse impacts; and
- ② That the existing City social and economic functions (i.e. transportation, commercial and industrial activity, residential and recreational uses, etc.) will be maintained during stadium events. Stadium event needs will be accommodated only within that framework; and
- ③ That stadium related activity should positively influence the development of Seattle. Adverse impacts shall be distributed to prevent concentration in any particular area; and
- ④ A serious effort should be directed toward development of sound transportation and parking strategies and operational plans giving special consideration to pedestrians, transit vehicles, and service and delivery vehicles; and

Charles Draper 10/10/75

That the following assumptions, goals, objectives and performance standards, be adopted for the development of King County's Parking and Access Plan for the Stadium:

ASSUMPTIONS  
THAT THOSE CERTAIN BUSINESSES, INDUSTRIES, AND REAL PROPERTY NOT ABLE TO PERFORM WITHIN THE STADIUM IMPACT AREA BECAUSE OF THE STADIUM IMPACT - BE FINANCIALLY ASSISTED IN LEGAL FORM SO AS TO RELOCATE OR DESOLVE AND THEIR PROPERTIES AND INTRINSIC VALUE COMPENSATED.

- \* The basic concept for Stadium access and parking is presented in the "Preliminary Parking and Access Plan" dated 9-19-72.
- \* The specific task for JHK & Associates, within the framework of the study agreement, is to confirm, refine and detail the access and parking management strategies with emphasis on the early seasons of Stadium operation (1976-1979).
- \* Long range improvements (1980 and beyond) will be outlined preliminarily by JHK and refined as experience is gained by the various agencies.
- \* The public will tolerate small amounts of increased delay.  
BUSINESS TRAFFIC CANNOT TOLERATE DELAY

#### Transportation

##### Short Range (1976-1979)

- \* Few Metro Transit Buses will be available during peak hours for stadium use.
- \* Additional buses will become available for off-peak periods for stadium events.
- \* No new arterials or other major transportation facilities will be built.
- \* Minor street channelization permitted.







SEATTLE CITY COUNCIL

MEMORANDUM

DATE: October 9, 1975

TO: Members, Seattle City Council

FROM: Randy Revelle, Chairman  
Committee of the Whole on King County Stadium

SUBJECT: King County Stadium Resolution

This is a reminder of our very important Committee of the Whole meeting on the Mayor's proposed Resolution setting forth goals, objectives, and policies to guide the development and adoption of the King County Stadium parking and access plan. The meeting will start at 9:00 a.m. tomorrow, Friday, October 10. I respectfully urge all of you to attend the meeting if at all possible, since we need to resolve the major issues raised about the Mayor's proposed Resolution.

Enclosed for your information and review as background for the Committee of the Whole meeting are copies of the comments we have received to date on the Mayor's proposed Resolution. You should have already received copies of most of these documents, but I am providing them again for your convenience:

- (1) A September 4, 1975 letter from J. L. Toland, President, Somerville Steel Company;
- (2) A September 5, 1975 letter from Calhoun Dickinson, attorney with Perkins, Coie, Stone, Olsen & Williams;
- (3) A September 9, 1975 letter from Leonard Gerber, President, Pioneer Square Association;
- (4) A September 9, 1975 letter from Peg L. Newman, Treasurer, Fisher Properties, Inc.;
- (5) A September 10, 1975 letter from Peg L. Newman, Treasurer, Fisher Properties, Inc.;
- (6) A September 9, 1975 letter from Robert N. Santos, Executive Director, International District Improvement Association;
- (7) Minutes of the September 9, 1975 Committee of the Whole meeting prepared by Florence Harrell, Acting Committee of the Whole Clerk;
- (8) A September 10, 1975 letter from Gerald R. Schlatter, Project Manager, King County Stadium;
- (9) A September 10, 1975 letter from Lawson A. Elliott, Executive Director, Historic Seattle Preservation and Development Authority;
- (10) A September 10, 1975 letter from W. C. Bogart, District Engineer, Washington State Department of Highways;



- (11) A September 11, 1975 report on the Committee of the Whole Meeting prepared by Patti Grant, former Legislative Assistant to Councilman Benson;
- (12) A September 11, 1975 letter from Cal M. McCune, attorney with McCune and Godfrey;
- (13) A September 11, 1975 letter from J. L. Cira, Superintendent, Northwest District, Amtrak;
- (14) A September 12, 1975 letter from Tomio Moriguchi, President, International District Economic Association;
- (15) A September 15, 1975 letter from Harry L. Requa;
- (16) A September 15, 1975 letter from Earl D. Layman, Historic Preservation Officer, Department of Community Development;
- (17) A September 15, 1975 letter from Earl D. Layman on behalf of the Pioneer Square Historic Preservation Board;
- (18) A September 16, 1975 letter from Frank R. Hanson, Chief, Seattle Fire Department;
- (19) A September 16, 1975 letter from William N. Snell, Hearing Examiner, enclosing two decisions related to parking in the King County Stadium area;
- (20) A September 17, 1975 letter from Ruth Barnhard, Fisher Properties, Inc.;
- (21) A September 17, 1975 telegram from Charles Draper, Chairman, Stadium Industrial Area Association;
- (22) A September 18, 1975 letter from Alice J. Kling, Public Affairs/Communication Planning;
- (23) A September 19, 1975 letter from Captain Vernon Bunch, Director, The Salvation Army;
- (24) A September 22, 1975 letter from Alice J. Kling, Public Affairs/Communication Planning;
- (25) A September 26, 1975 letter from Elaine Coe, Committee for Corrective Action Program in the International District;
- (26) A September 26, 1975 letter from Dale E. Kremer, attorney, with Ryan, Bush, Swanson & Hendel; and
- (27) An October 2, 1975 letter from Captain Vernon Bunch, Director, The Salvation Army.

Members, Seattle City Council  
October 9, 1975  
Page 3

cc: Wes Uhlman, Mayor of Seattle  
    Attention: Ed Wood, Deputy Mayor  
    John Spellman, King County Executive  
    Attention: Ted Bowsfield  
    Christopher T. Bayley, King County Prosecutor  
    Attention: John Keegan, Deputy Prosecutor  
    John Harris, Corporation Counsel  
    Attention: Jordan Bader, Assistant Corporation Counsel  
    William Reams, Chairman, King County Council  
    Woody Wilkinson, Director, Office of Policy Planning  
    Attention: Tony Puma, Transportation Planner  
    Paul Wiatrak, City Engineer  
    Attention: Ron Loewen  
    Paul Schell, Director, Department of Community Development  
    Attention: International District Project Manager  
    Al Petty, Superintendent of Buildings





SEATTLE CITY COUNCIL

MEMORANDUM

DATE: October 8, 1975

TO: John P. Harris, Corporation Counsel

FROM: Randy Revelle, Chairman, Public Safety ;add Health Committee

SUBJECT: Friday, October 10, 1975, 9:00 A.M., Committee of the Whole Meeting concerning the proposed resolution adopting goals, objectives, and performance to be used in the development of the King County Stadium Parking and Access Plan.

Would you please have a representative of the Law Department attend this meeting. Jorgen Bader, would be most appropriate as he has been involved in this project.

RR

*FLC*

6 October 1975

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OCT 7 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Seattle City Councilman, Randy Revelle  
Seattle Municipal Building  
600 - 4th Ave.  
Seattle, WA 98104

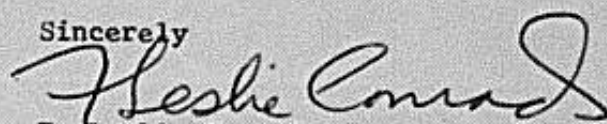
Dear Councilman:

I see in Herb Robinson's column in the "Times" last week that it is your problem in connection with the parking problem at KINGDOME. I don't envy your job.

I imagine you have all considered this, but I thought I would throw it on the table anyway. On the East Side, we have the railroad tracks, you also have the Stations and why not run a train each game day, which certainly would take care of having no East Side vehicles to bother about.

Good Luck.

Sincerely



F. Leslie Conrad  
3835 - 95th. Ave N.E.  
Bellevue, WA 98004

cc: County Executive John D. Spellman  
King County Court House  
3rd. & James  
Seattle, WA 98104



SEATTLE CITY COUNCIL

606 University Ave. #3  
Madison, Wisconsin 53715  
October 4, 1975

RECEIVED

OCT 8 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Seattle City Council  
Municipal Building  
600 4th Ave.  
Seattle, Washington 98104

Gentlemen:

I am preparing a research paper on the development of the King County Domed Stadium in Seattle. I would appreciate any information you could provide about the stadium from the planning stages to the present. Thank you.

Sincerely,

*Kathleen Dunn*

Kathleen Dunn

# **Seattle City Council NEWS RELEASE**

1106 Seattle Municipal Building  
Randy Revelle, Chairman  
Public Safety & Health Committee  
Tel: 583-2359

600 Fourth Avenue, Seattle, WA 98104  
October 3, 1975

Further Info: Lois Hauptli, 583-2609

FOR IMMEDIATE RELEASE

-----  
(City Council to Consider Kingdome Parking and Access Plan October 10)

The Mayor's proposed resolution setting forth goals, objectives, and policies to guide Council development and adoption of a parking and access plan for the King County Stadium will be the subject of a discussion and vote by the City Council's Committee of the Whole at 9:00 a.m. October 10, according to Councilman Randy Revelle, chairman.

The Seattle Zoning Ordinance mandates the development and approval by the City Council of a parking and access plan for stadiums containing 20,000 or more seats before an occupancy permit can be issued by the Superintendent of Buildings.

Revelle said the ordinance calls for a "final definitive workable parking plan describing the location of the available offstreet parking and the means by which persons shall commute between required parking and the stadium."

Revelle said in reviewing and voting on the proposed resolution, the Council will consider the impacts of the Kingdome on the Pioneer Square and International Special Review Districts and the industrial area south of the stadium, as well as on City Departments.

Copies of the Mayor's proposed resolution can be obtained from Ron Loewen, Seattle Engineering Department, by calling 583-2925. Copies are also available for public review in the Seattle Municipal Library, 3rd Floor, Seattle Municipal Building, 600 Fourth Avenue.

Since a public hearing on the resolution was held earlier, no further public testimony will be taken; however, Council members may ask questions of anyone present at the discussion. The meeting will be held in the Council Chambers, 11th Floor, Seattle Municipal Building. The matter is officially referenced as Comptroller File 282260.

# # #



CLARENCE WISEMAN  
GENERAL

WILLIAM BOOTH  
FOUNDER

RICHARD E. HOLZ  
TERRITORIAL COMMANDER



FOUNDED IN 1865

# The Salvation Army

CAPT. VERNON BUNCH  
DIRECTOR

MEN'S SOCIAL SERVICE DEPARTMENT  
1000-4TH AVENUE SOUTH  
TELEPHONE 624-0200 \* SEATTLE, WASHINGTON 98134

LT.-COLONEL A. L. CARL  
MEN'S SOCIAL SERVICE SECRETARY

October 2, 1975

RECEIVED  
OCT 3 1975

Mr. Randy Revelle, Seattle City Council  
1100 Municipal Building  
Seattle, Wa., 98104

Re: Kingdome Impact on Existing Community Services

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Dear Mr. Revelle:

The Salvation Army Men's Social is very concerned about the plans projected for lessening the impact of the Kingdome opening. We would like to be notified of any City Council meetings concerning the Kingdome.

We also need to meet with you to discuss any plans before they are presented to the City Council. In this meeting we can outline our specific problems in detail. Since we are located directly across from the Kingdome, we feel very threatened by any plans or lack of plans. Other interest groups have also expressed the need to meet with you soon.

Please consider our predicament. I will be calling you to make an appointment. Thank you.

Sincerely yours,

Vernon Bunch  
Capt./Dir.

# Seattle City Council

September 30, 1975



RECEIVED  
OCT 3 1975

Sam Smith  
President of the Council  
583-2357

George E. Benson  
Chairman  
Transportation  
Committee  
583-2357

Tim Hill  
Chairman  
Finance Committee  
583-2356

Paul Kraabel  
Chairman  
Planning & Urban  
Development Committee  
583-2354

Phyllis Lamphere  
Chairman  
Intergovernmental  
Relations Committee  
583-2355

Wayne D. Larkin  
Chairman  
Utilities Committee  
583-2358

John R. Miller  
Chairman  
Parks & Public  
Grounds Committee  
583-2355

Randy Revelle  
Chairman  
Public Safety &  
Health Committee  
583-2359

Jeanette Williams  
Chairman  
Human Resources &  
Judiciary Committee  
583-2366

Mr. Tomio Moriguchi, President  
International District Economic Association  
525 South Jackson Street  
Seattle, Washington 98104

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Dear Mr. Moriguchi: *Tomio*

Thank you for your letter suggesting funding sources for improvements to ameliorate the impact of the Domed Stadium on adjacent neighborhoods. I have forwarded a copy of your letter to the Engineering Department and the consultant team for their use during the study effort.

At the present time, the primary source of funds to initiate improvements is the Community Development Block Grant. Providing the Council approves the 1977 and 1978 allocation as proposed, approximately \$1 million will be available for use in the International District. I believe the possibilities you suggest may also have merit as funding sources to supplement the Block Grant.

I appreciate you taking the time to write me and hope that the International District Economic Association will continue to work with the City in solving problems caused by the Domed Stadium.

Sincerely, -

GEORGE E. BENSON, Chairman  
Transportation Committee

GEB:psb

cc: All Council Members  
Mr. Ron Loewen  
Mr. James Mason



JOHN E. RYAN, JR.  
WILLIAM D. ASKREN (1964)  
LAURANCE S. CARLSON (1968)  
RICHARD K. BUSH (1973)  
RAYMOND C. SWANSON  
DANIEL C. BLOM  
DOUGLAS R. HENDEL  
RICHARD L. CLEVELAND  
RICHARD J. HOWARD

RYAN, BUSH, SWANSON & HENDEL  
LAWYERS  
3201 THE BANK OF CALIFORNIA CENTER  
SEATTLE, WASHINGTON 98164  
AREA CODE 206  
464-4224

September 26, 1975

DALE E. KREVER  
EBEN B. CARLSON  
MICHAEL R. RAYTON  
JACK C. ALHADEFF  
JOHN E. IVERSON  
DAVID H. OSWALD  
JOEL H. PAGET  
WILLIAM R. FRIEDHOFF, JR.  
GORDON W. JACOBSON  
JERRY H. KINDINGER

John Spellman  
King County Executive  
Room 400 King County Courthouse  
3rd and James Street  
Seattle, Washington 98104

Wes Uhlman,  
Mayor, City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Sam Smith, President  
City Council  
City of Seattle  
Seattle Municipal Building  
Seattle, Washington 98104

Re: King County Dome Stadium -  
Parking and Access

Gentlemen:

Our client, Johnson Wholesale Plumbing, has asked us to contact you in connection with certain prospective King Dome problems.

Johnson Wholesale Plumbing's building is located at 590 First Avenue South directly across Occidental Avenue from the King Dome Stadium. The building is open for wholesale sales of plumbing supplies during normal business hours, i.e. 8:00 A.M. to 5:00 P.M., Monday through Friday. Access to the building is required on a 24 hour a day, seven day a week basis for special sales, shipping, receipts, etc.

During the course of construction of the stadium, our client has become aware that even slight congestion in the Occidental-First Avenue South traffic area occasioned by your contractor's operation has had a significant adverse impact on its ability to conduct its business. Little imagination is needed to visualize the impact caused by congestion

John Spellman  
Wes Uhlman  
Sam Smith

-2-

September 26, 1975

arising from actual use of the stadium. Without elaboration our client simply will not be able to conduct its business under those conditions.

As you are aware, both the county and the city have the responsibility for traffic and congestion arising from the operation of the King Dome Stadium. That responsibility includes the duty to prevent any such congestion from interfering with our client's established use of its property. Failure on your part to adequately perform your duties in this regard constitutes inverse condemnation of our client's property and will subject the city and county to damages for business interference.

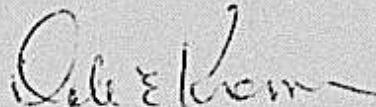
Recently attempts have been made to involve our client in the formulation of solutions to the coming traffic congestion problems.

The purpose of this letter is to inform you that the formulation and implementation of solutions to this coming traffic congestion problem are those of the city and county and not our client.

Our client hereby puts you on notice that if you fail in your duty to prevent traffic congestion arising from King Dome Stadium use from interfering with Johnson Wholesale Plumbing's use of its property in the conduct of its business affairs, you will be held strictly accountable in an inverse condemnation action which Johnson Wholesale Plumbing will institute. You will also be held liable for general damages arising from business interference.

We are sure you are sufficiently aware of the Port of Seattle inverse condemnation damage litigation that we need not restate the principles set forth in those cases and which are applicable here.

Very truly yours,



Dale E. Kremer

DEK/sll



Committee for Corrective Action Program  
in the International District  
416-8th Avenue South  
682-0690

Randy Revelle, Chairman  
Public Safety and Health Committee  
Seattle City Council

RECEIVED  
SEP 26 1975

Re: Resolution on King County Stadium

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Dear Mr. Revelle:

We would like to re-emphasize our serious concerns from the Committee for the Corrective Action Program (CCAPID) in relationship to the inevitable impacts of the stadium upon the International District (ID). Specifically, we strongly urge you and the rest of the City Council to include our concerns in the resolution for traffic and parking plans.

As an organization committed to work for the social improvement and preservation of the area, we feel that it is imperative that there is always a conscious concern for the residents. CCAPID has consistently negotiated with city and county governments to respond to the critical social needs of the people; community concerns which have been repeatedly raised over recent years.

We view the stadium as part of redevelopment spreading from the central downtown area and backed by big business interests. These forces behind redevelopment serve outside interests at the expense of the people who are grossly affected in the surrounding communities. We view the stadium as one more attack upon the residents' rights--particularly their right to live in a place of their choice and in the environment they wish.

The Mayor's traffic and parking plan guidelines are intended to mitigate the inevitable problems caused by the stadium. These are the same problems which the ID community foresaw back in 1971 when we protested its construction at the King Street site.

We feel these guidelines are written in total disregard for the ID and Pioneer Square residents. As stated at the hearing, we will restate our suggested changes:

First, we strongly support Bob Santos, Interim Director, and his demand to re-prioritize the ID for housing funds through concrete actions.

1) In the section, "Assumptions" under short and long range--nowhere is there any reference or consideration given that there will indeed be residents still living in the ID. We suggest you include in these assumptions the presence of residents and their needs.

2) In the socio-economic section, page nine--"PRESERVE COMMUNITY INTEGRITY"--again there is no mention of residents. a) we would like to see a specific plan on how you will "prevent vehicular intrusion of stadium patrons to or through the PS or ID area." We suggest you block off the ten-block area of the ID from stadium traffic.

Randy Revelle  
page 2

b) under "MAINTAIN SECURITY AND SAFETY"--add "Maintain security and safety for the residents from any noise, traffic and air pollution." Also, add a safeguard to maintain their permanent residency.

c) Under "SECURITY AND SAFETY"--we disagree strongly with your philosophy of how to preserve our community integrity. In response to "PROVIDE POLICE SECURITY IN HIGH RISK AREAS"--we feel there is not a need for any more police in this area. We will need them to re-direct traffic and tourists completely around the ID.

While the City governments spends time working on these guidelines, we suggest they begin here to serve the people. CAPID is working to meet the housing, health and nutritional needs of the residents--that is what community integrity means to us. Community integrity also means respecting the right of the residents to live where they wish and we expect the City Council to ensure these right in the guidelines.

We suggest that the City Council and JHK & Associates set up periodic community meetings to allow more community participation in the drafting of their plans. We hope to hear from you soon.

Sincerely,

*Elaine Ko*

Elaine Ko for CCAPID

cc: JHK & Associates  
Bob Santos, Inter\*im  
James Mason, ID Manager's Office



September 22, 1975

RECEIVED  
SEP 23 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

The Honorable Randy Revelle  
City Councilman  
Seattle Municipal Building  
Seattle, Washington 98104

cc: Mike Phifer Design

Dear Randy:

I've read over the materials you gave me on stadium traffic and circulation, and I have to agree that the draft proposal leaves a great deal to be desired. My own focus, of course, is on communication planning--or the lack of it--and I'm especially concerned; first, that any Resolution establishing goals et. al. for the Stadium include a statement acknowledging the need for communication planning to provide the public with information about alternative transportation; and second, that the Resolution commit the City, not simply to plan for, but also to implement a public information program.

Directional and informational signage and coordination with the various agencies and governments will be critical to smooth operation of the final plan. Because so many institutions are involved, the decision-making process is bound to be slow, and yet a bare six months remain until the Stadium opens for business.

My fears are that "planning" will still be going on when the cars converge for Billy Graham, Bicentennial ceremonies, or even football, and that those thousands of Stadium-goers will establish an early driving habit which will be difficult if not impossible to change. Right now campaigns should be underway--for instance--to contact every Seahawk season ticket holder with various kinds of park-and-ride and transit information, possibly even develop a specially priced "season ticket" book of transit tickets for football games; to work with the Council of Churches and related groups to

---

Alice J. Kling  
Public Affairs | Communication Planning  
1802 Bellevue Avenue  
Seattle, Washington 98122  
(206) 322-3220

September 22, 1975

The Honorable Randy Revelle  
Page Two

make every effort to reach the Billy Graham audience well in advance of the May Crusade; and to work with groups in Pioneer Square and the International District, individual merchants, Metro, and the media to disseminate as much information as possible, as early as possible, about transportation alternatives.

Whether these kinds of activities are or should be part of the JHK contract or whether the City will handle them separately is something I haven't yet discovered, but as I mentioned to you, I would be extremely interested in working on the project as part of a graphic/communication joint venture team with Mike Phiifer Design. We don't want to do more studies, but we do think we can help coordinate the information already available and translate it into tangible kinds of communication which can effectively reach the public.

Thanks for putting me on the Stadium mailing list, and I will look forward to hearing more about the progress of the project.

Sincerely,



---

Alice J. Kling  
Public Affairs | Communication Planning  
1802 Bellevue Avenue  
Seattle, Washington 98122  
(206) 322-3220



CLARENCE WISEMAN  
GENERAL

WILLIAM BOOTH  
FOUNDER

RICHARD E. HOLZ  
TERRITORIAL COMMANDER



FOUNDED IN 1865

# The Salvation Army

CAPT. VERNON BUNCH  
DIRECTOR

MEN'S SOCIAL SERVICE DEPARTMENT  
1000-4TH AVENUE SOUTH  
TELEPHONE 624-0200 • SEATTLE, WASHINGTON 98134

LT.-COLONEL A. L. CARL  
MEN'S SOCIAL SERVICE SECRETARY

September 19, 1975

RECEIVED  
SEP 22 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Randy Revelle  
Seattle City Council  
1100 Municipal Building  
Seattle, Washington

Dear Mr. Revelle:

Re: PARKING AND ACCESS TO THE KINGDOME

The Salvation Army Men's Social Service Center is very concerned about the impact the Kingdome opening will have on our two Thrift Stores and sorting plant located on 4th Avenue South, directly across from the Stadium. We require easy access to 4th Avenue South and surrounding roads so that our twenty-five trucks and vans are able to load and unload at our plant dock; and so that our Thrift Store customers are able to park in our lot and shop at our stores. More than one-hundred and fifty Salvation Army employees need access to their jobs Monday through Saturday. How will our existing program function when the Kingdome is in use?

The revenue received from the stores supports a one-hundred and nineteen bed residence and rehabilitation program for socially handicapped men. The services provided to the men in our program are free of charge because our program is supported by Thrift Store revenue. The Main Store and As Is Store on 4th Avenue South provide a large portion of this revenue. Who will want to shop at these stores when the Kingdome is in use? Our program for homeless men is threatened.

Randy Revelle

-2-

September 19, 1975

Our stores sell low cost clothing and furniture, allowing many citizens on a limited income to meet their basic needs. The vehicle traffic anticipated when the Kingdome is in use will greatly affect our ability to operate the stores and continue truck mobility. Our service to Seattle's low income community is threatened.

We have received no parking scheme, no invitation from the Seattle City Council to discuss these pending problems, and no response from the City Department of Transportation to deal with the number of cars that will be attracted to the vicinity of the Kingdome.

We need a plan of action immediately so that we may continue our services to the people of Seattle. It is eminent that we meet with the City Council and or Mayor at this crucial time. A meeting before October 1st is necessary in order to avoid an interruption of services. Your response is vital to our program.

Sincerely,

*Vernon Bunch*

Vernon Bunch  
Capt./Director

VB:ed



September 18, 1975

CF  
copy

RECEIVED  
SEP 19 1975

The Honorable Randy Revelle  
City Councilman  
Seattle Municipal Building  
Seattle, Washington 98104

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

cc: Mike Phifer  
Enclosure

Dear Randy:

I have done some work lately with a graphic designer named Mike Phifer who is now developing the graphic identification signage program for the Freeway Park parking garage. As a result of this and other projects, we have spent a fair amount of time discussing the obvious traffic problems involved with opening of the domed stadium, and we have begun to develop ideas for a comprehensive public communication program which can support transportation systems that present and encourage alternatives to the use of private automobiles.

I am enclosing a copy of a very preliminary draft of our ideas as an indication of our interest in participating in the program as a joint venture team.

We also intend to review the proposed goals and objectives developed by JHK and should soon be prepared to make a realistic proposal for communication services. Should the opportunity arise, we will appreciate being considered for work on the project.

Sincerely,



---

Alice J. Kling  
Public Affairs | Communication Planning  
1802 Bellevue Avenue  
Seattle, Washington 98122  
(206) 322-3220

## PEOPLE OR PARKING: A PERPETUAL PROBLEM

The American love affair with the automobile and the American driver's insistence on independently traveling from his own door directly to his destination in a high-powered, gas-guzzling machine are not just social myths. During the Eisenhower administration they became public policy and were expressed through a national highway system designed to serve the mileage mania of a mobile public. Instead of a chicken in every pot, we set our sights on two cars in every double garage. Today we are paying for our own success with city and highway congestion, deteriorating air quality, a dangerous drain on limited fossil fuels, and inflationary fuel costs.

The struggle to find solutions ranges from feeble pleas for commuters to "Pool It" to Buck Rogers technology. In the long run, new technology and energy sources may provide permanent answers, but in this transitional era we need effective responses to immediate needs.

In Seattle and King County, completion of the domed stadium threatens to make normal problems of traffic congestion pale by comparison. This and other new recreational facilities are designed to draw people--the challenge is to do so without drawing an equal number of automobiles.

## WHO DRIVES AND WHY

A first step in analyzing the driving public is to identify and categorize those who use various modes of transportation and why. Without reference--at this point--to the driver studies that have been

---

Alice J. Kling  
Public Affairs / Communication Planning  
1802 Bellevue Avenue  
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done, some general comments can be made. (These remarks deal only with private driving, not public conveyances or delivery systems.)

Commuters form perhaps the major user group. Some rely on public transportation; others would rather fight than switch. A direct mail campaign to encourage ridership on certain bus routes in Seattle appears to have achieved initial results, but an intensive, two-county effort to encourage car-pooling has not had a significant impact. Even partial closure of the Lake Washington Floating Bridge and the offer of reduced toll on the Evergreen Point Bridge for those cars carrying three or more people, failed to increase commuter car-poolers. (Said a state highway department official: "It is apparent that most people don't give a damn about pooling.") Old habits are hard to change.

#### OTHER DRIVERS

---

Another and potentially more flexible source of downtown traffic is the occasional visitor who moves in and out or through the Central Business District during the day, either shopping, touring, or conducting business from a point out of or across town.

An offshoot of this category is the entertainment-seeker who enters the CBD, primarily during evenings or weekends, to visit restaurants, hotels, theaters, parades, sports events, or the Seattle Center. A dramatic increase in this type of traffic can be expected on completion of the domed stadium and to a lesser degree on completion of the Waterfront Park, Aquarium, Freeway Park, and other public facilities.

These user groups appear to be potentially the most responsive to appeals designed to encourage new

transportation habits. They are not committed to a regular driving and parking routine, and with the exception of shoppers, they have not been targets of major campaigns in the past. Moreover, their numbers can be expected to grow and their impact increase with the development of new in-city recreational opportunities.

### DRIVER PROBLEMS

---

For occasional visitors, two major problems surface immediately: First is the driver's lack of awareness of many available transportation options, e.g. parking facilities on the periphery of the CBD, where he can park, often at lower cost than in the city center, then take advantage of Magic Carpet free bus service. Confusion about the availability of parking is general and particularly evident in certain areas of the city such as the Pike Place Market.

Construction of the new Freeway Park parking garage vividly illustrates the second problem. Not only are many lots and garages unknown, but access to them is often awkward and confusing. Especially for drivers who do not pass through the city regularly or frequently, one-way streets, freeway on-and off-ramps, details of bus service, and the like are as mysterious--and as impossible to deal with--as the New York subway system.

### SOLUTIONS

---

If the city and cooperating agencies wish to change driving habits to reduce the use of private automobiles in the CBD, it is clear that alternatives must be provided which, in themselves, are attractive enough to overcome the universal resistance to change--even when change is an improvement. Drivers will reject transportation



techniques which, in fact, complicate their lives even more readily than they will identify useful options. Their built-in skepticism can only be overcome with genuine service.

### COMMUNICATION NEEDS

---

The challenge of providing attractive transportation alternatives met, the next step is to provide information which is both informative and persuasive. As important as content is the method of presentation. Are headlines and artwork eye-catching and appealing? Is copy readable and informative? Is the message perceived as believable and useful to the citizen rather than bureaucratically self-serving? Effective communication, especially persuasive communication, must compete with hundreds of other stimuli in the public environment. It must be well-planned and well-executed, both verbally and visually.

Another critical factor is the element of time. Less than a year remains until the opening of the domed stadium. Once audiences have established driving habits, it will be difficult to change their expectations. The opportunity that exists today to tie stadium-related travel to public transportation will not last long and can only be successfully carried out if efforts are based on thorough research into transportation needs and convenient, available alternatives.

The communication program proposed below does not suggest new studies be undertaken but calls for a comprehensive review of available transportation and driver attitude reports, coordination among relevant government agencies, and development of a communication program which responds creatively to problems which are referred to generally above and would be more clearly defined during program

development. Communication tasks are expressed in context of overall goals and objectives.

DEVELOPMENT OF COMMUNICATION PLAN: SCOPE OF WORK

GOALS:

- A. Identify and encourage use of public transportation and supportive facilities, including major parking lots and garages on the fringe of the CBD and in suburban areas served by transportation facilities with emphasis on the occasional visitor as opposed to the daily commuter;
- B. Involve City, County, and Metro in joint communication planning;
- C. Lay the groundwork for acceptance of new modes of in-city transportation in the future, e.g. the elimination of internal combustion engines from the city core, exclusive use of battery driven cars downtown, etc.

OBJECTIVES:

- A. Identify user groups most likely to respond to alternative transportation;
- B. Identify available alternatives;
- C. Communicate the availability of alternatives to target audiences, emphasizing the convenience of public transportation to and from the CBD, with special attention to those areas affected by Stadium traffic;
- D. Tie information into continuing car-pooling and other projects.



**TASKS:**

- A. Review available parking studies, relevant Environmental Impact Statements, and other reports;
- B. Review existing studies of public attitudes toward mass transit, with special attention to concerns for personal safety, convenience, and other attitudinal factors (which appear to be more significant than tangible concerns for cost);
- C. Identify major park-and-lock lots and garages to be included in a comprehensive transportation program;
- D. Identify any major areas not served or inadequately served by park-and-lock stations, garages, lots, or connections to public transportation;
- E. Coordinate the above information in a presentation of transportation alternatives for public use;
- F. Develop a communication plan for utilization of available media in a public information campaign;
  - 1. Develop a lively and attractive information piece (or pieces) describing and locating lots and garages, describing access, providing information on charges, etc.; describing Metro bus routes, frequency of schedules, etc.; and describing special services including Magic Carpet, Fun Run shuttles, special runs to major events, etc.
  - 2. Provide related communication information services such as public service announcements, news releases, press conferences, maps for use by print media, special stories for community papers, etc.

3. Develop a variety of distribution systems for transportation information. Consider direct mail, transit advertising, insertions in utility bills, counter-top distribution through public centers, etc.
4. Develop graphic signage and information system for identification and directional purposes.
5. Relate graphic treatment of all printed and other materials.





Telegram

SEC182(1735)(1-0336580260)PD 09/17/75 1728

TWX NORFIN SEA

001 SEATTLE WA 9-17-75

PMS THE HONORABLE SAM SMITH, PRESIDENT

CITY COUNCIL

CITY OF SEATTLE

12TH FLOOR MUNICIPAL BLDG, SEATTLE WA 98104

RECEIVED

SEP 22 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

SUBJECT: THE STADIUM IMPACT AND THE FINAL PARKING AND ACCESS  
PLAN FOR THE SEATTLE-KING COUNTY STADIUM.

THE MAYOR'S PROPOSED RESOLUTION PRESENTED TO THE PUBLIC BY  
COUNCIL MEMBER RANDY REVELLE AND UNDER THE COVER LETTER FROM  
THE MAYOR, INDICATES THAT THE GOALS, OBJECTIVES, AND PERFORMANCE  
STANDARDS WERE FORMULATED BY SOLICITING COMMENTS FROM SEVERAL  
COMMUNITY GROUPS. THE ABSENCE OF INPUT FROM CERTAIN BUSINESS

SF-1201 (R5-69)



Telegram

INTERESTS IN THE IMMEDIATE

AREA OF THE STADIUM IS OBVIOUSLY  
APPEARANT. I REFER TO THE INTERESTS OF APPROXIMATELY TWENTY-  
TWO INDUSTRIAL COMPLEXES ABSOLUTELY ADJACENT TO THE STADIUM  
SITE AND UP TO NOW FUNCTIONING ON A "BUSINESS AS USUAL" BASIS.

IN ORDER THAT THE ECONOMIC VALUE CONTINUE TO BE MAINTAINED  
FOR THESE BUSINESSES, THEIR IDEAS AND NEEDS SHOULD HAVE BEEN  
SOLICITED ALONG WITH THE COMMUNITY GROUPS.

BECAUSE THE FORMULATED ASSUMPTIONS, GOALS, OBJECTIVES AND  
PERFORMANCE STANDARDS SET FORTH BY THE MAYOR PLAY SUCH AN  
IMPORTANT PART IN WHETHER THE ADJACENT BUSINESSES CAN SURVIVE  
THE STADIUM IMPACT, IT IS RATHER PREMATURE FOR THE COUNCIL TO

SF-1201 (R5-69)



Telegram

ADOPT THEM BY RESOLUTION KNOWING THAT THE ADJACENT BUSINESSMEN HAVE NOT BEEN GIVEN THE OPPORTUNITY TO GIVE THEIR INPUT.

TO THIS END THE ADJACENT PROPERTY OWNERS AND BUSINESSMEN HAVE ORGANIZED. THIS GROUP OF BUSINESS EXECUTIVES WILL BE KNOWN

P  
AS THE "STADIUM INDUSTRIAL AREA ASSOCIATION";(S.I.A.A.).

BUSINESS TODAY CANNOT OPERATE ON AN ASSUMED PROGRAM. BUSINESS OPERATION TODAY HAS COMMITMENTS THAT MUST CONSTANTLY BE MET. COMMITMENTS INCLUDE EMPLOYMENT, CUSTOMER SATISFACTION, TAX, INCOME, INSURANCE, COMMERCE, TRANSPORTATION, PRODUCTION, PROCURMENT, ETC, ETC., THE LIST GOES ON.

SF-1201 (R5-69)



Telegram

IT IS OBVIOUS THAT CERTAIN OF OUR MEMBERSHIP WILL NEED MORE ATTENTION THAN OTHERS. THEY MAY NOT SURVIVE THE IMPACT. RATHER THAN FURTHER DELAY THE ULTIMATE, THESE CERTAIN BUSINESS NEEDS MUST BE STUDIED AND SATISFIED IMMEDIATELY. TIMING IS ALSO AN IMPORTANT INGREDIENT OF TODAYS' BUSINESS ACTIVITY.

THE MAYOR STATES THAT THE RESOLUTION HAS THREE PRIMARY CONCERNS.

FIRST, THAT THE INTEGRITY OF THE AREAS PERIPHERAL TO THE STADIUM MUST BE MAINTAINED: AND

SECOND, THAT THE EXISTING SOCIAL AND ECONOMIC FUNCTIONS MUST BE MAINTAINED DURING STADIUM EVENTS: AND

SF-1201 (R5-69)





Telegram

THIRD, THAT THE STADIUM SHOULD PROVIDE A POSITIVE INFLUENCE ON THE DEVELOPMENT OF SEATTLE'S DOWNTOWN.

THE MAYOR CONCLUDES, "I HOPE YOU AGREE WITH ME ON THIS MATTER AND THAT THE COUNCIL BY ADOPTING THIS RESOLUTION CAN GIVE US SOME FAIRLY DEFINITIVE DIRECTION."

THUS THE MAYOR ENDORCES THE RESOLUTION.

WE AGREE WITH HIS COMMENTS. HIS STATEMENTS OF INTEGRITY, SOCIAL AND ECONOMIC FUNCTION "MUST BE MAINTAINED" IS EXACTLY WHAT WE EXPECT ALONG WITH THE "POSITIVE INFLUENCE TO SEATTLE'S DOWNTOWN." HOWEVER HE WEAKENS THE ADAPTABILITY OF SUCH COMMENTS BY FURTHER STATING "THIS RESOLUTION CAN GIVE US SOME FAIRLY

SF-1201 (RS-69)



Telegram

DEFINITIVE DIRECTION". I TAKE EXCEPTION TO THE TERM DEFINITIVE.

BUSINESS TODAY CANNOT OPERATE ON FAIRLY GOOD MEASURES, "FAIRLY" IS NOT STABLE OR DIRECT ENOUGH.

THE SEATTLE STADIUM AREA HAS WITHIN IT EXCELLENT BUSINESS OPERATIONS, AND SUCCESSFUL BUSINESSMEN. THE CITY NEEDS THEIR ECONOMIC INPUT. EACH INDEPENDANT BUSINESS ALSO HAS GOALS. COLLECTIVELY, ANNUALLY, THE STADIUM INDUSTRIAL AREA BUSINESSES MAY BE A GREATER BENEFIT TO THE CITY AND ITS ECONOMIC NEEDS THAN EXPECTED ANNUAL STADIUM INPUT.

SUCH BUSINESSES MUST BE DEALT WITH WITH POSITIVE PLANNING. THE STADIUM BUSINESSMEN DESERVE BETTER RECOGNITION THAN TO HAVE

SF-1201 (RS-69)



Telegram

TO FACE AN ASSUMED PROJECTED RESOLUTION WITH FAIRLY GOOD  
DIRECTION.

RESPECTFULLY YOURS,  
THE STADIUM INDUSTRIAL AREA ASSOCIATION  
CHARLES DRAPER: CHAIRMAN  
820 FIRST AVENUE SOUTH  
SEATTLE WA 98104  
NNNN





September 17, 1975

RECEIVED  
SEP 18 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

CITY COUNCIL  
Seattle Municipal Building  
Seattle, WA 98104

re: the enclosed comments  
on Mayors Resolution on  
parking and access to the  
domed stadium

Dear Councilmen and Women:

I am taking the liberty of putting these comments into the mail, although I know Mrs. Newman has further comments on both the 1972 Plan and Attachment A. She is home ill and I think there is some deadline for issuing these comments.

Sincerely,

FISHER PROPERTIES INC.

Ruth Barnhard

RTB:tbr  
encls.



September 15, 1975

COMMENTS RE MAYOR'S RESOLUTION DATED SEPTEMBER 3, 1975.

- 1) In all paragraphs protecting the Pioneer Square and International Special Review Districts, the C4B (Connecticut street-4th Avenue South Business District) should have equal priority.
- 2) Although service and delivery vehicles are specifically considered, the customer of these businesses is considered nowhere in this resolution.
- 3) I believe the Lamphere plan regarding parking lots has a clause in it prohibiting the towing away of trespassing/violating/abandoned vehicles for a 24-hour period: i.e., the Meatmarket South restaurant located one-half block from Connecticut Street, is liable to have a myriad of offenders. How does he maintain his transient business?
- 4) The basic concept for Stadium access and parking is taken from the 9-19-72 study, which purports to preempt many private parking spots that are non-existent (D9, Block 288, shows 420 parking spaces on top of totally inaccessible railroad tracks, among others.)
- 5) The rest of the 1972 Plan will be taken up upon the conclusion of the Mayor's Resolution comments.
- 6) The presumption under the heading "General" is to worry about the short term and perhaps the long term will solve itself in the process. This is unsound reasoning.
- 7) Statements like "the public will tolerate small amounts of increased delay" are a masterpiece of vague redundancy.
- 8) Rather than say few Metro Transit buses will be available during peak hours, and additional buses will become available for off-peak hours...wouldn't it be more rational to schedule events at the Stadium so as to avoid peak hours? Make it a requisite?
- 9) Minor street channelization permitted. What does this mean? Minor to whom? Arbitrarily picked or discussed and decided by those properties affected?
- 10) You correctly assume patrons by auto will attempt to park as close to the Stadium as they can. For this reason, we inject the C4B, those businesses closest to the main (Connecticut) entrance, as being an acute problem area.
- 11) "Patrons will adapt to any system for regularly scheduled events after two seasons of experience." If this presumption were true, there would be no need for meter maids!
- 12) "The need for special controls and police personnel will diminish with time"... What an idiotic presumption. We believe the opposite will be true, as more and more people become involved in Stadium enterprises, more and more controls will be needed for traffic.



- 13) Under assumptions and sub-heading "parking": "The access and parking plan should be adaptable to new supplies of parking." Under Resolution #24957 presently in front of the Council, parking as a principal use is prohibited.
- 14) "Practical means exist to preserve parking for normal commercial demands." That is the whole reason for this treatise...we need this spelled out to us in words of one syllable...how?
- 15) Again, under Socio-economic Assumptions: "Adverse effects on adjacent retail sales will not be tolerated." How will this be prevented?
- 16) The adjacent economic base will expand. Our projections are if the above questions cannot be efficiently and expeditiously handled, the opposite will be true.
- 17) Adjacent merchants and businessmen will tolerate a reasonable amount of Stadium congestion PROVIDING their access and parking is maintained. We agree, but we want to know how?
- 18) "Service and delivery function are vital to the existence of the neighboring businesses"-----again, what about the customer?
- 19) Under environment...again a vague generalization..."Practical means exist to preserve neighborhood integrity." What?
- 20) Under Goals/Objectives-- "Reverse lanes or streets where capacity is needed for peak directions." Is this to be arbitrary? Will it "preserve neighborhood integrity"?
- 21) Still under Goals/Objectives...same old thing. "Assure service and delivery vehicles of access and parking space." Again, no customer included.
- 22) And further down the same statement in reverse..."Maintain access to local businesses by service and delivery vehicles." Again, no mention of the poor customer.
- 23) As we stated before, finally under G/O appears "Schedule Stadium events to avoid normal traffic peaks." Good.
- 24) "Emphasize off-street parking" and "Encourage joint-use of facilities." These presumably are those private parking spots arbitrarily picked in the 1972 study which are completely erroneous. Also, if there were to be joint use, who pays for the blacktopping and the striping of these private parking spaces.. The City surely doesn't expect private enterprise to support this gratis.
- 25) Minimize adverse impacts on adjacent districts (PS & ID)....AND C4B.
- 26) "Keep special loading zones available for their intended use"...this surely requires continued, not lessened, personnel.
- 27) "Reserve selected streets for local access only." Is this arbitrary and will it be discussed with the affected businesses?
- 28) We do not know what Service Level "D" means, under Performance Standards.
- 29) Under Performance Standards, "Parking"...in the PS and ID, none of the available parking shall be allocated to Stadium use." DEFINITELY, the C4B belongs in this elite category as well.
- 30) On page 14-- the C4B should be included in all places that contain PS and ID.
- 31) We still wish to know how "retail sales and other measures of business activity throughout the Stadium area will not decline as a result of Stadium operations."

# The City of Seattle

## OFFICE OF HEARING EXAMINER

204 Lyon Building • SEATTLE, WASHINGTON 98104

September 16,

**RECEIVED**  
SEP 18 1975

Councilman Revelle  
City Council  
11th Floor, Municipal Building  
Seattle, Washington 98104

**RANDY REVELLE**  
SEATTLE CITY COUNCILMAN

Dear Councilman Revelle:

As chairman of the committee that is studying the parking problem in the area of the King County Domes Stadium, I want to bring your attention to two decisions of this office relating to parking in the subject area.

An application filed by Richard Sundberg (file no. X-74-113) proposed to establish a restaurant and discotheque at 400-02 First Avenue. The requested variance for 68 parking spaces was denied on December 12, 1974.


An application filed by S. R. Gallup (file no. X-75-136) proposed to establish a restaurant and cocktail lounge at 538 First Avenue. The requested variance for 65 parking spaces was denied on September 15, 1975. This latter case is subject to review by the Board of Adjustment, if a timely appeal is filed.

Both of the above properties are located in the Pioneer Special Review District and in the Gallup case the District Board recommended approval of the variance. Copies of both decisions are enclosed.

The two applications cited above are indicative of some of the problems faced by persons seeking to establish businesses in the subject area that are related to the stadium use and require substantial parking. Some form of legislative relief, taking into consideration the overall parking requirements of the area, may be needed.

I am not recommending any specific legislative relief, but I do believe that it is important to bring this matter to your attention.

Sincerely,

  
William N. Snell  
Hearing Examiner

WNS:ras

Enclosure

cc: Councilman Paul Kraabel, Earl D. Layman, Robert Hintz



FINDINGS AND DECISION  
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

In the Matter of the Application of

S. R. GALLUP

FILE NO. X-75-136

for a variance from the provisions  
of Title 26, Seattle Code

Application for the variance is DENIED.

Introduction

The applicant, S. R. Gallup, filed an application for a variance with regard to property located at 538 1st Avenue South in a General Industrial (IG) Zone. The applicant proposes to establish a restaurant and cocktail lounge on the subject property without providing any off-street parking.

No correspondence or testimony was received in opposition to the application.

The Director's Report, submitted by the director of the Department of Community Development pursuant to Section 26.54.050, Seattle Code, recommended that the variance be granted.

This matter was heard before the Hearing Examiner on September 5, 1975.

After due consideration of the evidence presented by the applicant, the information provided by the Director's Report, all evidence elicited during the public hearing, and as a result of the personal inspection of the subject property and surrounding area by the Hearing Examiner, the following findings of fact and conclusions shall constitute the decision of the Hearing Examiner on this application.

Findings of Fact

1. The applicant proposes to alter an existing building and occupy it with a restaurant and cocktail lounge. Although 46 off-street parking spaces are required pursuant to Section 26.46.110, Seattle Code, the applicant does not plan to provide any off-street parking spaces.

2. The subject property has only a 17½ foot frontage on 1st Avenue South but extends 150 feet in depth for an area of 2625 square feet. The property is developed from lot line to lot line with a building presently occupied by an electric motor company. The building has three floors which contain 2625 square feet in floor area apiece for a total floor area of 7825 square feet. The structure extends from 1st Avenue South on the west to Occidental Avenue South on the east.

3. The area surrounding the subject property to the east, west, and south is zoned IG while properties to the north are zoned Metropolitan Commercial (CM). With the exception of the area to the north, most properties in the vicinity and for a substantial distance to the south are developed with industrial uses. Nearly all of the properties in the immediate vicinity are developed from lot line to lot line with no available areas on-site to provide off-street parking. Immediately adjacent to the east and southeast, across Occidental Avenue South, is the site of the soon to be completed King County Domed Stadium. Much of the property which is not occupied by the stadium will be available for off-street parking and it is foreseeable that these spaces may be made available for public use when there are no events occurring in the stadium.

4. To the north of the subject property is the Pioneer Square Historic District and the Pioneer Square Special Review District, in the latter of which is located the subject property. Much of this area to the north is zoned CM, which zone exempts uses from having to provide off-street parking spaces.

5. The Pioneer Square Special Review District Board, in a letter dated September 5, 1975, recommended granting this variance and expressed the opinion that a rezoning of the immediate area to CM was not desirable because of the number of nonconforming uses which would result. Nonetheless, if the subject property were in a CM zone, as are properties immediately to the north, no off-street parking spaces would be required and this variance would not be required.

6. A similar variance (case # X-74-113) to that which is proposed in this application was denied in September, 1974. This application pertained to property in the same block front as the subject property and concerned the introduction of a restaurant to the site without providing the required 68 off-street parking spaces. Although this property was not as narrow as the subject property, it too was developed from lot line to lot line with no available area for off-street parking.

7. The applicant has considered the possibility of using the stadium parking areas or other parking areas away from the site, but does not have a covenant or other legal assurance that patrons of the restaurant will have a specific area where they may park.

#### Conclusions

1. Although the subject property is unusually narrow and is therefore uniquely shaped, this condition is not controlling and is not the factor which prevents off-street parking spaces from being provided on the subject property. This property, like most others in the vicinity, is 100% developed with there being no available area where off-street parking spaces might be located. This situation is not unique to the subject property, but is, rather, common to properties in this area. This application is not significantly distinguishable from case No. X-74-113, and therefore the authorization of this variance would be a special privilege which is not commonly enjoyed by others in the vicinity. Further, the applicant has the alternative of obtaining a parking covenant relating to property removed from the subject site.



2. Supporters of the applicant suggest that the off-street parking requirements for this zone could be avoided on a case-by-case method through the variance procedure, rather than by rezoning which would restrict the expansion of some of the existing uses. This would, however, be an unlawful method of relieving the property owners of the burden of parking requirements. Where the regulations do not fit a specific piece of property because of conditions general in the neighborhood, rather than peculiar to the specific property, the appropriate remedy is not a variance, but is rather a change of the zoning.1 NORMAN WILLIAMS, AMERICAN PLANNING LAW, p. 83, § 3.02 (1974); Callaghan & Co.

3. Since all property owners are in the same situation, a granting of this application would set a precedent for the area which could have serious repercussions once events begin taking place at the nearby stadium and the parking needs of the area are substantially multiplied.

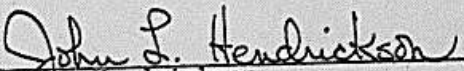
4. It is unfair to grant an exemption from a general condition to one property owner, while the rest remain subject to the prevailing zoning restrictions, the appropriate relief being rather a change of the zoning. Young Women's Hebrew Association v. Board of Standards & Appeals of the City of New York, 266 N.Y. 270, 194 NE 751 (1935). Therefore the proper course of action for this applicant, and other property owners in the area, is to seek legislative relief through a change in the zoning or a general exemption from off-street parking requirements for all properties in this area.

5. The relief sought by this application is not considered a major action having significant environmental impact.

#### Decision

For each of the above reasons, the application for a variance is DENIED.

Entered this 15<sup>th</sup> day of September, 1975 pursuant to the authority granted under Ordinance 102290.

  
John L. Hendrickson  
Deputy Hearing Examiner

#### Notice of Right to Appeal

Pursuant to Section 26.1 of Zoning Ordinance 86300 as amended by Ordinances 102290 and 103333, written notice of appeal must be filed with the secretary of the Board of Adjustment within a period extending to 5:00 p.m. of the seventeenth (17th) day following the date of the decision. The written appeal must state explicitly exceptions and objections to the Hearing Examiner's decision and should be addressed to: Secretary, Board of Adjustment, Arctic Building, 306 Cherry Street, Seattle, Washington 98104.

FINDINGS AND DECISION  
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

In the Matter of the Application of

RICHARD SUNDBERG

FILE NO. X-74-113

for a variance from the provisions  
of Title 26, Seattle Code

Application for the variance is DENIED

Introduction

The applicant, Richard Sundberg, filed an application for a variance with regard to property located at 400-02 First Avenue South in a General Industrial (IG) Zone. The applicant proposes to alter an existing building and occupy it as a restaurant without providing the required off-street parking spaces.

No correspondence or testimony was received in opposition to the application.

The Director's Report, submitted by the director of the Department of Community Development pursuant to Section 26.54.050, Seattle Code, recommended that the variance be denied.

This matter was initially heard before the Hearing Examiner on September 6, 1974 and was continued to December 6, 1974.

After due consideration of the evidence presented by the applicant, the information provided by the Director's Report, all evidence elicited during the public hearing, and as a result of the personal inspection of the subject property and surrounding area by the Hearing Examiner, the following findings of fact and conclusions shall constitute the decision of the Hearing Examiner on this application.

Findings of Fact

1. The applicant proposes to remodel the first floor of an existing warehouse and convert it to a restaurant and discotheque use. This alteration and change of use would require 73 off-street parking spaces to be provided, pursuant to Section 26.46.10, Seattle Code. However, there is a credit for 5 parking spaces so that a total of 68 are required. The applicant does not propose any off-street parking spaces.

2. The subject property is developed with a 4-story structure which completely covers the property from lot line to lot line. The building is currently vacant although an office and cafe occupy a small portion of the first floor.



3. The area surrounding the subject property is IG zoned and developed primarily with older warehouse or manufacturing buildings. Many of these uses do not provide off-street parking. The subject property is within the Pioneer Square Special Review District and is located just south of the Pioneer Square Historic District. These districts were created to protect this area from any adverse impact which may be generated by the King County Domed Stadium located nearby to the east.

4. The applicant, in a letter dated, July 8, 1974, stated that off-street parking is not available on the subject property nor on adjacent properties but that a lease for parking privileges might be obtained from King County. However, the county is apparently not in a position at this time to commit itself and no such agreement has been reached. The initial hearing on this application on September 6, 1974 was continued until December 6, 1974 so that the applicant could present some means of providing the off-street parking. During this interim period the applicant did not present any new proposals nor did he appear at the second scheduled hearing. Therefore, this decision is based on the original application for a variance of 68 off-street parking spaces.

#### Conclusions

1. Although the subject property is developed from lot line to lot line so that no off-street parking on the property may be practical, nor apparently is there property available nearby for such use, these conditions are common to this area and are not unique to the subject property. Therefore, authorization of this variance would undoubtedly lead towards similar proposals with the result being that the contemplated parking "crunch" in this area due to the use of the domed stadium would be magnified. There is nothing relating to the subject property which would distinguish it from others in the area, and although other uses do not provide off-street parking in the vicinity, they also do not generate the automobile traffic that this restaurant and discotheque use is expected to produce.


2. The variance sought is clearly excessive, since a use which will produce substantial automobile traffic cannot be permitted to locate in such an area without providing parking when the parking situation is very difficult and is expected to become much worse when the domed stadium is completed. Therefore, to grant such an excessive variance would amount to a special privilege and others could be expected to seek a similar privilege in the future, further threatening the parking situation in the Pioneer Square District.

3. The relief sought by this application is not considered a major action having significant environmental impact.

#### Decision

For each of the above reasons, the application for a variance is DENIED.

Entered this 15th day of December, 1974  
pursuant to the authority granted under Ordinance 102290.

  
William N. Shell  
Hearing Examiner  
Hearing Examiner

Notice of Right to Appeal

Pursuant to Section 26.1 of Zoning Ordinance 86300 as amended by Ordinances 102290 and 103333, written notice of appeal must be filed with the secretary of the Board of Adjustment within a period extending to 5:00 p.m. of the seventeenth (17th) day following the date of the decision. The written appeal must state explicit exceptions and objections to the Hearing Examiner's decision and should be addressed to: Secretary, Board of Adjustment, Arctic Building, Seattle, Washington 98104.



Frank R. Hanson, Chief

September 16, 1975

RECEIVED

SEP 18 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

E.O. Ted Bowsfield, Director  
Office of Stadium Management  
King Co. Administration Building  
4th and James  
Seattle, Washington 98104

Dear Mr. Bowsfield:

With the opening of the Stadium approaching at a rapid pace, there is an over abundance of work to be accomplished for our individual departments.

I am sure your Department is aware of the many perplexities which will present themselves prior to and after the opening of the Stadium.

I am concerned at this time about the planning which is going on for the Trade Shows, etc. The placing of temporary seating on the playing surface of the Dome, and the safe exiting that will be required for different types of attractions.

With this in mind, I feel a representative from our Department should be included in your meetings so that you and your personnel will be aware of our present requirements. Hopefully, a set of requirements can be drawn up, with input from our Department, to cover the many different shows which we can expect to use this facility.

Expecting to hear from you in the near future on this matter.

Yours truly,

sgd. FRANK R. HANSON

Frank R. Hanson, Chief  
Seattle Fire Department

FRH:cl  
WAH/MA

CC: Randy Revelle, Chairman  
Public Safety Committee  
Seattle City Council

City of Seattle  
PIONEER SQUARE HISTORIC DISTRICT PRESERVATION BOARD  
Suite 919 - ARCTIC BUILDING - Seattle, Washington 98104  
583-6054

PSB-172/75

September 15, 1975

RECEIVED  
SEP 17 1975

The Honorable Randy Revelle, Chairman  
Public Safety & Health Committee  
Seattle City Council

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

RE: King County Stadium Parking & Access Plan

Dear Councilman Revelle:

The Pioneer Square Historic District Preservation Board has become increasingly concerned with the present direction of parking and access planning for the stadium. From the documents and presentations made since the planning process began, Seattle Engineering and the County have not convinced the Board that they are truly aware of the problems that face Pioneer Square. The greatest concern centers on the time necessary to implement some permanent parking and access plans. In the two or three years that implementation might require, a hundred or more businesses could be lost. It is these businesses which have really built Pioneer Square and it is their economic base upon which the preservation and restoration of the area depends. Although the opening of the stadium can be viewed as a "shot in the arm" to the area, it is the day to day continuance of its existing businesses that are its life blood. It is vital that these businesses can continue to operate during stadium events.

The Board urges you not to consider any plan that does not permit Pioneer Square to continue to function. Solutions should be directed to bus loading outside the District; District side-streets should not be used to channel traffic to the stadium; businesses should be able to operate even during peak transit periods; and most importantly, an educational program should begin to insure that the plan works.

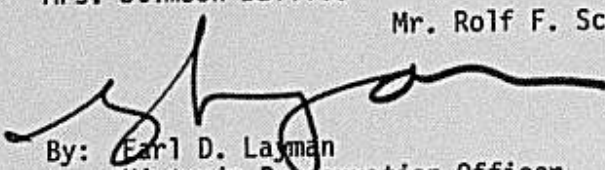
Thank you for this opportunity to respond to the goals of the Plan.

Sincerely,  
PIONEER SQUARE HISTORIC DISTRICT PRESERVATION BOARD

Mrs. William G. Lucks, Chairman  
Mr. Ben Masin  
Mrs. Stimson Bullitt

Mr. Marvin E. Burke  
Mr. Ralph D. Anderson  
Mr. Blair F. Paul

Mr. Rolf F. Schlosser

By:   
Earl D. Layman  
Historic Preservation Officer

EDL:jjg

cc: Paul E.S. Schell  
Michael Sullivan



City of Seattle  
OFFICE OF URBAN CONSERVATION/HISTORIC PRESERVATION  
Suite 919 - ARCTIC BUILDING - Seattle, Washington 98104  
583-6054

PSB----171/75  
PSSRDB-57/75

September 15, 1975.

RECEIVED  
SEP 17 1975

The Honorable Randy Revelle, Chairman  
Public Safety & Health Committee  
Seattle City Council

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

SUBJECT: Parking & Access Plan for King County Stadium/Resolution  
RE: Ltr. PSB-172/75, dated September 15, 1975

Dear Mr. Revelle:

Subsequent to the hearing held on Tuesday, September 9, 1975, and supplementing the referenced letter from the Pioneer Square Historic District Preservation Board, I would like to add the following brief comments concerning certain aspects of the resolution.

I'm particularly concerned with some of the short range assumptions (1976-1979) which would appear as somewhat vague and could lead to inestimable problems in the Pioneer Square and International Districts.

In particular the item "minor street channelization permitted" needs further explanation and definition because it is possible that this could cause closure or constriction of streets, preventing adequate operation of businesses in these areas (this is not to preclude the same situation happening in other areas); such closures for a period of three to four years could cause the failing of many businesses within the area.

The item "patrons by auto will attempt to park as close as they can to the stadium" . . . needs to be expanded to indicate that such attempts will be discouraged and prevented thru adequate advertising of parking procedures and policies for stadium functions. Again this could throttle business, especially in the districts immediately adjacent to the stadium site.

The item "one time or special events will pose unique problems" . . . could also cause a throttling of business, since most of the events at the stadium will be special events and many one time; and the degree of care provided needs to be defined for early consideration.

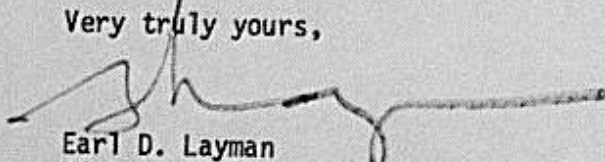
MORE---

The Honorable Randy Revelle  
September 15, 1975  
Page Two

PSB---171/75  
PSSRDB-57/75

Again it is to be emphasized that inadequate planning of the problems inherent in the stadium operation could within the short range period ruin or negate the great advances that have been made in recent years in the areas peripheral to the stadium, and particularly Pioneer Square and International Districts.

Very truly yours,



Earl D. Layman  
Historic Preservation Officer

EDL:hg

cc: Paul E.S. Schell  
Michael Sullivan  
Mrs. William G. Lucks



RECEIVED

SEP 16 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Harry L. Regua  
9024 Sylvan Place. N.W.,  
Seattle, Wash. 98117

To Councilman Sam Smith & Seattle City Council  
Seattle, Wash.

Dear Sir:

I am writing this letter in regards to the  
Parking Problem that appears to be developing  
in connection with parking for the Dome Stadium.

I believe I may have a partial solution  
to the problem, as you & I know if you  
go South you are in a high priced  
Commercial property. If you go west or  
north, you have a similar problem. It  
would seem logical to me that the only  
other possible place where there is ample  
property at a fairly reasonable price is  
East, & by east I mean straight up  
Hearborn St., past Rainier Ave. on the  
side hill where there is ample vacant  
property or property that could be acquired  
at a sum substantially lower than any  
other property. I would suggest that  
busses could be used for transportation  
from there to the stadium & at a price

that would include Parking & Bus fare in one package. If you & the Council would look at the map or maybe a personal inspection of the area, I have suggested, you might give it serious consideration. It

It seems to me that some times the Council shows a very marked lack of common sense per the garbage rate increase. I don't suppose that any of the Council had ever considered garbage pick-up every week & a half or two weeks instead of raising prices to the home owner who is already overburdened with taxes, sewer fees, etc.

Sincerely,  
Harry L. Regua



**International  
District  
Economic  
Association**

525 SOUTH JACKSON  
SEATTLE, WA 98104



**OFFICERS**

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DON CHIN  
VICE PRESIDENT  
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SHIGEKU UNO  
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The Honorable Randy Revelle, Chairman  
Public Safety & Health Committee  
Seattle City Council  
Municipal Building  
Seattle, Washington 98104

*Dr. copy*

**RECEIVED**

SEP 16 1975

**RANDY REVELLE**  
SEATTLE CITY COUNCILMAN

Re: Resolution on King County Stadium

Dear Councilman Revelle:

First of all, I wish to compliment you and the City Council on your efforts to address head-on the inevitable impact the King County Stadium will have on the surrounding areas. At the hearing on September 9, many legitimate, honest and genuine concerns were presented before the Council members. The resolution drafted by the Mayor's Office adopting assumptions, goals and objectives outlined many of the problems that we have repeatedly expressed to the Council as a concerned organization representing the interests of the International Business District.

After all that has been said and said again, it is unfortunate that all good intentions ultimately require concern, commitment, dedication and funds. It is obvious that the dedication, commitment and concern are present; but the stumbling block, as I see it, will be the funds to implement any meaningful plan to combat the emerging impacts. Consequently, the Council must take full and bold action to assure that funds will be available to effectively address your recommendations resulting from the input of citizens, the Engineering Department, other departments within the City, and the consultant team. It would indeed be a hollow effort to have a stack of recommendations on paper and no funds to implement them.

Without delay, we urge the City Council to explore various means to assure that funds will be available on an ongoing basis to achieve the goals to which you have been committed.

There are a number of ways that ongoing funds for these concerns can be accumulated. The possibilities very briefly are:

- 1) A tax on gross receipts earmarked for the Stadium impact.
- 2) A certain percentage of the B & O tax collected from the Stadium.
- 3) A certain percentage of the hotel tax.

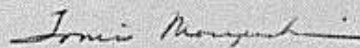
September 12, 1975

The various citizen council groups surrounding the Stadium could then meet to determine how best to utilize these fixed funds to best ameliorate the adverse impacts of the Stadium.

The personal concern that you, the Council, and the Mayor have expressed is most appreciated, and encourages me to believe that your committee and the full Council will seriously consider this concept and take decisive action.

Sincerely,

INTERNATIONAL DISTRICT  
ECONOMIC ASSOCIATION



Tomio Moriguchi  
President

TM:ck

cc: King County Exec. John D. Spellman  
Robert Santos, INTERIM



*Rec'd copy to Mr. JLC*

RECEIVED

SEP 15 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMANSeptember 11, 1975  
File: 97-4Mr. R. Revelle, Chairman  
Public Safety and Health Committee  
Seattle City Council  
Seattle Municipal Building  
Seattle, Washington 98104

Dear Mr. Revelle:

We attended the Public Hearing held at 7:30 p.m., September 9, 1975, with reference to the impacts of the King County Stadium and are sympathetic toward the many hurdles which have to be crossed in the near future.

We have a public interest in this matter and have been attending the City and County planning meetings as they are scheduled. In contrast, however, we have another interest which includes our concern for the manner in which our non-stadium event passengers will be handled as they arrive and depart the King Street Passenger Station in private vehicles or taxis. Naturally, the availability of public parking, both short term and long term, is important. Also, the foot and vehicular traffic on Connecticut Street as it relates to the track crossing should be directed and controlled so as to provide adequate and safe train operations with no passenger train delays.

Please include these items as areas for consideration and make them a part of any future guidelines.

Respectfully,

A handwritten signature in dark ink, appearing to read "J. L. Cira", written over a circular stamp.  
J. L. Cira  
Superintendent  
Northwest District

JLC/bl

C. M. McCUNE  
JOHN A. GODFREY  
EDWIN EMERICK, JR.

LAW OFFICES OF  
**MCCUNE & GODFREY**  
4516 UNIVERSITY WAY, N.E.  
SEATTLE, WASHINGTON 98105

TELEPHONE  
(206) 632-0575

September 11, 1975

Randy Revelle  
Chairman, Public Safety and Health Committee  
Seattle City Council  
Municipal Building  
Seattle, WA 98104

Dear Randy:

I appreciate your sending me the information relative to the resolution of the King County stadium.


While I am sure that you have all information that is available, I did want to call your attention to the fact that there was a study made on the parking problem before the construction of the stadium and at that time there was a presentation made to the Planning Commission.

At that time it was emphasized that the number of occasions when the stadium would be substantially full was extremely limited and would occur only on Sunday unless the University of Washington were to switch its games to the stadium.

As far as the Planning Commission could determine, there would be adequate parking in view of the times of usage and the extent of the use which was forecast.

If you do not have this information, it should be available at the DCD as it was in written form and included as I recall a chart indicating anticipated parking requirements and the manner in which the parking would be made available. The assertion was made that on the basis of a survey there would be adequate parking for Sunday usage, with a full stadium, within a radius as I recall of one mile, and that the limited uses at other times would cause no parking difficulty.

Sincerely,

  
C. M. McCune

CMM:jdj

RECEIVED  
SEP 12 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

RANDY REVELLE  
SEATTLE CITY COUNCILMAN





SEATTLE CITY COUNCIL

MEMORANDUM

DATE: September 11, 1975

TO: Randy Revelle and George Benson

FROM: Patti Grant

SUBJECT: Summary of September 9 Hearing Re Parking and Access Plan for King County Domed Stadium

The Committee of the Whole was called to order at 7:37 p.m. on September 9, 1975. Present were Councilmembers Benson, Larkin, Smith, Revelle, Miller, Williams, and Lamphere. Mr. Revelle was elected as Chairman of the Committee of the Whole to consider C.F. 282260, communication from the Mayor transmitting "A resolution adopting assumptions, goals, objectives, and performance standards to be used in the development of the King County Stadium Parking and Access Plan." Mr. Revelle made introductory comments noting that the purpose of a hearing was to focus on the Parking and Access Plan; the public may submit additional written comments to his office by September 16, 1975, and that no action would be taken at the hearing. He stated that another meeting would be scheduled within the next several weeks to take some action.

Tony Puma from the Office of Policy Planning stated the Executive Branch position. He noted that the resolution before the Council would provide direction to the consultant, the Technical Committee composed of representatives from affected jurisdictions, and to the Seattle Engineering Department, which is the Project Director for the Parking and Access Plan. He reiterated that the goals of the Plan are to maintain the integrity of the peripheral stadium area, to insure that existing social and economic functions will be maintained during stadium events, to see that stadium related activity positively influences the development of Seattle, and to develop sound transportation and parking strategies and operational plans to move people and vehicles safely, comfortably, and expeditiously.

Ron Loewen from the Seattle Engineering Department stated that the main output of the study currently underway through the J. H. K. & Associates Consulting Firm would be a detailed operational and traffic plan for the Stadium and CBD area that would be similar to the plan developed for Husky Stadium. He reviewed the process and time schedule being used by the consultant to develop the plan and described the ongoing public review process. Councilman Miller asked if one of the basic issues was still to get people to park in downtown or outlying parking facilities and walk or use public transportation to the Stadium, and Mr. Loewen responded that it was.

Mr. James Mason, International District Manager, representing the Department of Community Development stated that the prime concern of DCD was to protect

the International District and Pioneer Square Special Review District.

Public testimony

1. Bob Santos, International District Improvement Association, 627 South Jackson.

Mr. Santos stated that the City has made commitments for preservation of the International District which must be met. Specifically, the International District needs housing improvement and social services. The King County Domed Stadium could result in unplanned, over-commercialized development of the International District; the City must prevent this from happening by reprioritizing the needs of the International District.

2. Douglas Chin, Chinese for Affirmative Action, 703 South King Street.

Mr. Chin stated that the primary way to mitigate the impact of the King County Domed Stadium on the International District is to improve the housing and residential character of the District. He said that by Resolution 23844 the City had made a commitment to the District, which has not been followed through. Specifically, he recommended that:

- a. The areas from Fifth Avenue to Eighth Avenue from Jackson to Weller and from Jackson to Washington from Fifth Avenue to Maynard be blocked to traffic on stadium game days;
- b. Parking lots should be allowed only as accessory uses to hotels and businesses in the International District;
- c. Park and ride lots to the stadium should be encouraged;
- d. Revenues received from stadium events should be appropriated to offset negative impacts on the International District.

3. Nemesio Domingo, Alaska Cannery Workers Association, 416 Eighth Avenue South.

Mr. Domingo stated that the stadium is geared to short-term profits, which might make the International District a plastic, commercial area. Specific recommendations included:

- a. A special admissions tax on stadium events to be allocated to the International District;
- b. No available parking in the International District should be allocated to Stadium parking;
- c. No new arterials or transportation facilities should be built around the stadium;
- d. The City should maintain strict traffic, noise, and air controls to protect the District.



4. Jackie Lum, Asian Planners Association, 410 Gould Hall, University of Washington, Department of Urban Planning.

Mr. Lum stated that more citizen input to the Parking and Access Plan is essential. He noted that the proposed resolution does not define what is meant by goals, objectives, etc., and doesn't give a full explanation of how the assumptions, goals, objectives, and performance standards relate to each other. Specifically, he was concerned that the performance standards proposed applied mainly to Stadium users rather than to residents of areas adjacent to the Stadium. Performance standards for the Stadium are more numerous and more specific than those that could be applied to peripheral areas.

5. Dicky Bergano, International District Youth Council, 310 Sixth Avenue South.

Mr. Bergano stated that the City has not met its promises to the International District and that there is a great disparity in the assistance given to the International District and other areas of the City.

6. Glenn Chinn, International District Special Review Board, 526 South Jackson.

Mr. Chinn stated that the proposed resolution has not been reviewed by the entire Special Review District Board and that other comments would be forthcoming. The Special Review District Board wants to be continued to be consulted, especially on an informal basis. He noted that social and environmental standards need to be stressed and related to goals of the adjacent areas. The International District may benefit economically from the Stadium; however, steps should be taken to assure that the International District is not negatively impacted.

7. Elaine Ko, Committee for Corrective Action Program, 416 Eighth Avenue South.

Ms. Ko stated that the housing and service needs of the International District should be met, and that the proposed standards are not sensitive to the needs of the residents. Specifically, she noted that:

- a. The short and long range assumptions do not acknowledge the needs of the residents;
- b. Residents are not mentioned in the social economic goals and objectives;

- c. The security and safety of the residents must be insured against noise, traffic, and other types of pollution;
- d. The residential character of the District should be maintained;
- e. Additional police are necessary only for traffic control, not security of the District. She concluded by saying that the City must meet its health, housing, and safety responsibilities to the District, and that more community meetings should be set up to implement these goals. Ms. Ko will provide a copy of her statement.

8. Mr. Vincent, 605 1/2 South Main.

Mr. Vincent stated that the City should fulfill its promises to the International District by providing better housing and other services.

9. Mayumi Tsutakawa, 310 Sixth Avenue South.

Ms. Tsutakawa stated that the Council should be aware of the general concerns of the Neighborhood. She also stated that the goals as proposed should be related to the District in terms of implementation. She also questioned how the success of the goals would be measured.

10. Neil Asaba, Committee for Corrective Action Program.

Mr. Asaba stated that the impact of the Stadium should be offset in the International District by allocating some revenues received from the stadium to the District, diverting all stadium traffic around the International District, and preserving all offstreet parking in the International District for residents and business uses. He noted that the proposed resolution was aimed at stadium users, not residents of the International District.

11. Mitsue Doniego, Union of Democratic Philipinos, 1649 South King Street.

Ms. Doniego stated that third world communities are victims of re-developments such as the Stadium. The resolution as proposed only points to the need for more assistance to the International District.

12. Leonard Gerber, Pioneer Square Association, 108 South Jackson.

Mr. Gerber stated that it was the goal of the Pioneer Square Association for Pioneer Square not to become primarily a Stadium parking facility. The plan being developed needs to address sufficient means of ingress and egress to the stadium as well as a public transportation program. This plan should be implemented prior to opening day of the stadium and be well publicized. While the Board basically accepted the proposed resolution, it desired several specific protections outlined in a letter presented to Mr. Revelle. A copy of that letter is attached to this summary.



13. Paul Locke, 500 Melrose East.

Mr. Locke stated that the Preliminary Parking and Access Plan developed in 1972 should be used as the one to be implemented. He felt that a too specific plan would prevent necessary changes as conditions around the stadium changed.

14. Michael Sullivan, Pioneer Square Special Review District Board, 919 Arctic Building.

Mr. Sullivan noted that Pioneer Square goals are different from the International District. He stated that all citizen input should be considered in developing the Parking Plan.

15. Peg Newman, Fisher Properties, 3130 Bank of California Building.

Ms. Newman submitted a letter to Mr. Revelle outlining her concerns that businesses in the Fourth Avenue South and Connecticut Street area will be negatively impacted by the Stadium. She will submit additional comments before the next meeting. Generally, she was concerned that the businesses on Fourth Avenue deserve the same consideration as the Pioneer Square and International District areas. Consideration should be given to these businesses and their customers.

16. Mrs. Walter Greathouse, Post Office Box 3005, International District.

Mrs. Greathouse noted that the businesses on Sixth Avenue South should be protected from Stadium impact.

17. Dave Dines, 558 First Avenue South.

Mr. Dines stated that he owned two buildings within 100 feet of the Stadium and is very concerned about the impact stadium traffic will have on his businesses.

18. Tom McQuaid, 548 First Avenue South, Nordic Cold Storage.

Mr. McQuaid stated that the Council made a mistake in expanding the Pioneer Square Special Review District to include businesses south of Jackson. He stated that if business access is blocked by Stadium traffic, all businesses in the area will suffer financially and should be compensated for their losses.

Mrs. Williams noted that Mr. McQuaid's comments and others made it essential for all views to be considered in planning for the stadium. Mr. Revelle stated that he was trying to do a full job of publication of stadium issues and would be making recommendations for the next meeting.

19. Charles Draper, Chain Gear, Inc., 820 First Avenue South.

Mr. Draper echoed Mr. McQuaid's comments and stated that businesses in the area were very concerned about the impact of the stadium traffic

Randy Revelle and George Benson  
September 11, 1975  
Page 6

on them. He also noted that businesses had not organized to insure their protection because they thought they were going to be bought out by the Stadium. He felt a meeting with all businessmen in the area would be productive in addressing their needs and that some compensation should be provided for any economic loss.

Mr. Revelle adjourned the meeting at 9:37 p.m.

PG:vc



THE CITY OF SEATTLE  
LAW DEPARTMENT

10TH FLOOR SEATTLE MUNICIPAL BUILDING

~~SEATTLE CITY COUNCIL~~ CORPORATION COUNSEL  
JOHN P. HARRIS

RECEIVED  
SEP 10 1975  
RANDY REVELLE  
SEATTLE CITY COUNCILMAN

September 10, 1975

The Honorable Wes Uhlman  
Mayor, The City of Seattle

Dear Mayor Uhlman:

By letter dated September 4, 1975, you state that the City, King County, and Metro have retained a professional traffic consultant, J. H. Kell and Associates, to prepare a final parking and access plan for the King County Dored Stadium, as contemplated by Section 23.3 of the Zoning Ordinance (86300), and asked several questions about application of the State Environmental Policy Act (RCW Chapter 43.21C; "SEPA" herein) to the City Council's adoption of the Final Parking and Access Plan.

Section 23.3 of Ordinance 86300 (Seattle City Code § 26.46.110) requires that a workable parking plan be approved by the city council by resolution prior to issuance of a certificate of occupancy for a stadium or other place of assemblage containing 20,000 or more seats. It provides in part as follows:

"... the applicant shall submit to the city council prior to the issuance of a building permit, a workable preliminary parking plan describing the location of available offstreet parking and the means by which persons will commute between the required parking areas and the principal use. The council shall not approve such workable preliminary plan until at least one public hearing has been held. No building permit shall issue until the workable preliminary parking plan has been approved by the city council by resolution. Prior to the issuance of an occupancy permit by the superintendent of buildings, the applicant shall submit to the council a final definitive workable parking plan describing the location of the available offstreet parking and the means by which persons shall commute between required parking and the principal use. The

director of the department of community development shall advise the council as to the adequacy and workability of the plan as submitted. The council shall not approve such plan until at least one public hearing has been held. No certificate of occupancy shall issue until the workable parking plan has been approved by the city council by resolution. Any workable parking plan approved shall also be implemented prior to issuance of an occupancy permit by the superintendent of buildings"

As outlined by the goals, objectives, and performance standards forwarded by your letter to the City Council, dated September 3, 1975, the final parking and access plan will encompass such subjects as parking in the vicinity; traffic signals and controls; circulation patterns; exclusive lanes, preferences, and other accommodations to assist public transportation; policing; and related matters.

-----

Your first question is: In light of the decisions made to date concerning the King County Stadium, is the City Council's approval of the final parking and access plan a major action under SEPA?

According to information supplied to this office the final parking and access plan will be substantially more refined, detailed and up to date than the earlier planning and traffic analysis contained in the Final Environmental Impact Statement for the King County Multi-purpose Stadium dated August 15, 1972 prepared by the King County Design Commission/Office of Architecture in conjunction with The City of Seattle (cf. pages I-41 to I-47 inclusive; II-38 to II-58 inclusive; II-74 to II-90 inclusive; A-38), which was ancillary to the project, itself.

The parking and access plan represents a successive stage in developing the project. In Eastlake Community Council v. Roanoke Associates, Inc., 82 Wn.2d 475, 489 (1973), the Supreme Court stated: "There may exist several phases or stages of decision making for any one project and each stage, if 'major', requires an environmental impact statement." In Lovell v. Yantis, 82 Wn.2d 754, 765 (1973), the Supreme Court further stated: "Each stage of governmental action may focus on distinct environmental concerns, thus providing for a more narrow evaluation." The



The Honorable Wes Uhlman  
September 10, 1975  
Page 3

environmental analysis at each stage should be appropriate to the decisions to be made at that stage.

In our opinion, the State Environmental Policy Act, RCW 43.21C.030, therefore requires the preparation of an environmental impact statement, or alternatively, a supplemental environmental impact statement, directed to the parking and access plan, and covering changes, refinements and other traffic matters that were not set forth in detail on the environmental impact statement upon the project, cf. Environmental Defense Fund, Inc. v. Armstrong, 352 F. Supp. 50, 56 (1972).

We recommend that the document prepared satisfy the guidelines to interpret and implement SEPA now being prepared by the State of Washington, Council on Environmental Policy pursuant to RCW 43.21C.110, including particularly WAC 197-10-585 and WAC 197-10-652 et seq., a copy of which is forwarded herewith. By doing so the statement could meet either of these two contingencies that may reasonably occur: (1) the SEPA guidelines may become effective before the document and its circulation process had been completed; or (2) in the event of judicial review, the courts may refer to the SEPA guidelines as a reasonable standard by which to measure compliance with SEPA.

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The next part of your first question is: Should the environmental review process be initiated before the City Council approves a resolution setting forth goals, policies, objectives, and performance standards for the plan?

On September 8, 1975, the Honorable Randy Ravelle of the City Council informed us that the City Council's resolution contemplated by the inquiry would respond to the consultant's request for guidance and would declare the City Council's current thinking as a starting point, but that the resolution was not intended to constrict the ensuing environmental analysis or the City's ability to respond thereto or to limit or bind the City and other agencies in evaluating the final parking and access plan, when submitted. To accomplish that objective, we recommend that the Draft Resolution submitted by you to the City Council by letter dated September 3, 1975 be revised by deleting phrases that might be misinterpreted as deciding issues prior to completion of the environmental analysis, by adding language to indicate that

the City Council's action represents tentative guidance only, and by using the more appropriate subjective mode in place of the indicative form for verbs. A sample redraft is attached; the format restates the primary concerns only for the purpose of illustrating the use of the subjective "should" in place of the indicative "will." The asterisks in the text represent assumptions, goals, objectives and performance standards that are to be supplied by the City Council.

In Scientists' Institute for Public Information, Inc. v. Atomic Energy Commission, 481 F.2d 1079, 1094 (D.C. Cir. 1973), the United States Circuit Court of Appeals for the District of Columbia provided this general working rule to assist in the timing of preparing environmental impact statements:

"Statements must be written late enough in the development process to contain meaningful information, but they must be written early enough so that whatever information is contained can practically serve as an input into the decision making process."

The second draft of the proposed SEPA guidelines discusses the timing of the EIS process as follows:

"The primary purpose of the EIS process is to provide environmental information to governmental decision makers to be considered prior to making their decision. The process should thus be completed before the decisions of an agency commit it to a particular course of action. The actual decision to proceed with many actions may involve a series of individual approvals or decisions. . . . In many cases, however, preliminary decisions must be made upon a proposal before the proposal is sufficiently detailed to be submitted to environmental analysis. . . . The lead agency should require completion of the threshold determination and EIS (if required) at the earliest point in the planning and decision making process when the principal features of a proposal and its impacts upon the environment can be reliably identified."

This accords with the guidelines promulgated by the Council on Environmental Quality for implementation of the National Environmental Policy Act, 42 USC § 4321 et seq. The CEQ guidelines contemplate that a draft statement on administrative actions should be prepared and circulated for comment prior to the "first significant point of decision" in the agency review process (40 CFR § 1500.7(a)).



In our opinion, a City Council resolution providing tentative guidance to the consultant, as contemplated by the comments of Councilman Revelle and reflected in a resolution with the revisions recommended above, could be passed on the basis of the Environmental Impact Statement dated August 15, 1972, with the anticipation that an environmental impact statement, or supplemental environmental impact statement, will be prepared upon and accompany the final parking and access plan through the plan adoption process. The City Council's action by the resolution is not intended, would not purport to be, -- and would not be -- a significant point of decision in the process leading to the adoption of the final parking and access plan.

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Your next inquiry is: Who should prepare the environmental impact statement, or supplemental environmental impact statement?

King County, as the owner-developer of the King County Domed Stadium, is the applicant for the certificate of occupancy under Ordinance 86300 § 23.3, and is responsible for developing and submitting a final parking and access plan. The City of Seattle is responsible for final adoption and implementation of the plan.

Under these circumstances, either governmental agency individually, or both acting in conjunction with each other, may be the lead agency in preparing the environmental analysis. The second draft SEPA guidelines in WAC 197-10-205 provides for designation of the lead agency in part as follows:

"LEAD AGENCY --- DESIGNATION --- GOVERNMENTAL PROPOSALS. The lead agency for all proposals initiated by an agency, whether of a project or non-project nature, shall be the agency making the proposal. In the event that two or more agencies share in the implementation of a proposal, the agencies by agreement determine which agency will assume the status of lead agency . . ."

The Final Environmental Impact Statement for the King County Multi-purpose Stadium was prepared by King County in conjunction with The City of Seattle.

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The Honorable Wes Ualman  
September 10, 1975  
Page 6

The foregoing answers to these three questions answer the other inquiries contained in your letter.

Yours very truly,

JOHN P. HARRIS  
Corporation Counsel

By  
JORGEN G. BADER  
Assistant

JGB:sg  
Enc.  
cc: City Council  
Prosecuting Attorney



RESOLUTION \_\_\_\_\_

A RESOLUTION providing interim guidance for the development of a Parking and Access Plan for the King County Domed Stadium.

WHEREAS, City ordinances require King County to develop a Parking and Access Plan for the King County Domed Stadium, and the approval of such a plan by the City Council prior to issuance of a certificate of occupancy;

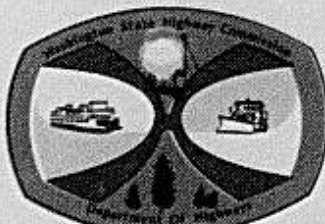
WHEREAS, the consultant retained to develop the Parking and Access Plan, J. H. Kell and Associates, has requested guidance in developing the same; and in response thereto, pending preparation of such further environmental analysis and other materials as may be appropriate, the Mayor and City Council feel that a resolution declaring their primary concerns, and identifying certain assumptions, goals, objectives and performance standards would provide appropriate tentative guidance;

WHEREAS, this resolution is not intended to impair the City and other agencies in making such further environmental analysis of the plan as may be appropriate nor to limit or bind the City or other agencies in its consideration of the formal parking and access plan when submitted; Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING:

To assist the consultant in the development of the Parking and Access Plan for the King County Domed Stadium, the following primary concerns are hereby declared and the following assumptions, goals, objectives, and performance standards are hereby identified: provided, that this action shall not impair the City and other agencies in making such further environmental analysis of the plan as may be appropriate, nor limit or bind the City or other agencies in its consideration of the formal parking and access plan when submitted.

WASHINGTON STATE  
**HIGHWAY COMMISSION**  
DEPARTMENT OF HIGHWAYS

Office of District Engineer  
District 1  
6431 Corson Avenue South  
Seattle, Washington 98108



*Copy to RR*  
Daniel J. Evans - Governor  
G.H. Andrews - Director

September 10, 1975

Mr. Randy Revelle, Chairman  
Public Safety and Health Committee  
Seattle City Council  
Seattle Municipal Building  
Seattle, Washington

Dear Mr. Revelle:

Resolution on King County Stadium

The Department of Highways has received a copy of your memorandum to all Interested Persons, dated September 4, 1975, concerning your requested review and comments on Mayor Uhlman's proposed resolution setting forth goals, objectives, policies and performance standards as guidance in the development of a final parking and access plan for the King County Stadium.

The Department was unable to have a representative at the City Council Meeting on September 9, 1975. However, I believe the Department has very little addition to offer to that which is proposed in the resolution. About the only comments we have relate to the assumptions in the short and long range transportation aspects of the resolution. In the short range, the assumption concerning I-5 and Dearborn Street connections being maintained, is satisfactory. In the long range, the two items concerning Interstate 90 and the improvements within the I-5 and Connecticut Street Interchange have a good deal of uncertainties. However, I believe they are reasonable assumptions.

The one correction I would like to make relates to the assumption that a surveillance control and driver information system will be operational by 1980 on I-5. It would be appropriate to change that assumption to a statement that some portions of a surveillance control and driver information system will be operational by 1980 since, under the Department's present program, it is doubtful that the entire system would be in effect. This is the only recommended change that we would suggest.

Very truly yours,

W. C. BOGART, P. E.  
District Engineer

WCB:fc

cc: Director Andrews

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SEP 11 1975

**RANDY REVELLE**  
SEATTLE CITY COUNCILMAN

A. H. Parker Chairman  
Bremerton

Harold Walsh  
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Baker Ferguson  
Walla Walla

Virginia K. Gunby  
Seattle

Howard Sorensen  
Ellensburg

Harold L. Boulac  
secretary





# Historic Seattle Preservation and Development Authority

Smith Tower Seattle, Washington 98104 (206) 622-6952

## Council:

Ralph Anderson  
Mrs. Stimson Bullitt  
James P. Crutcher  
Polly Friedlander

Victor O. Gray  
Paul Hayden Kirk  
Mrs. William G. Lucks  
Louis Michaelson

Mrs. William G. Reed, Jr.  
Ben J. Smith  
Frank Soderling, chairman  
Bruce Zielsdorf

Lawson A. Elliott, Executive Director

September 10, 1975

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SEP 12 1975

Randy Revelle, Chairperson  
Public Safety and Health Committee  
Municipal Building  
Seattle, Washington

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Dear Chairperson Revelle:

The Council of Historic Seattle Preservation and Development Authority has directed me to respond to your memorandum and the Mayor's proposed Resolution on goals, objectives, policies, and performance standards for a final parking and access plan for the King County Stadium.

Historic Seattle Preservation and Development Authority is a public corporation organized pursuant to State enabling legislation and chartered by the City of Seattle for the preservation and enhancement of the historic heritage of the City of Seattle and the creation of a more livable environment within the historic areas of the city. Historic Seattle Authority is charged with helping to insure the fulfillment of the aims and objectives of Seattle Historic District Ordinances Nos. 98852 and 99846 and the Seattle Landmark Preservation Ordinance No. 102229. As stated in the charter, the initial focus of the Authority shall be on the Pioneer Square Historic District and the immediate surrounding area.

The proposed Resolution recognizes the need to insure the protection of the Historic District but has not adopted either the stringent assumptions or positive goals especially in the short range by which preservation and enhancement may be insured. Additional assumptions must be included, which clearly define that:

- (1) the current parking supply in the Historic District will not be available for stadium related events;
- (2) stadium operations will not interfere with daily activities within the Historic District; and
- (3) stadium operations will not interfere with the social or physical environment of the Historic District.

A public corporation established by the City of Seattle pursuant to state law for the preservation and enhancement of the city's heritage and the creation of a more livable environment within the historic areas of the city.

Randy Revelle, Chairperson  
9/10/75  
Page -2-

More positive goals must reflect the need for protection of the Historic District and insure cooperation between stadium events and the environment of the District:


- (1) the development of parking spaces which are easily accessible to the Pioneer Square Historic District and available during non-event hours;
- (2) stadium useage will not interfere with the normal functioning of the Pioneer Square Historic District;
- (3) stadium useage will not infringe upon the social or physical environment of the Pioneer Square Historic District.

The Planning and Design Standards must establish positive methods by which Pioneer Square will benefit, rather than suffer through stadium construction:

- (1) on-site stadium parking will be available to visitors of the Historic District during non-event hours.

Thank you for the opportunity to comment upon this very important matter.

Very truly yours,

  
Lawson A. Elliott  
Executive Director

LAE:dma



King County State of Washington  
John D. Spellman, County Executive  
Department of Community and  
Environmental Development  
Thomas M. Ryan, Director



*Copy to RR*  
Stadium Construction Management  
201 South King Street  
Seattle, Washington 98104  
Gerald R. Schlatter, AIA/AIP  
Project Manager  
206-624-8940

September 10, 1975

City Councilman Randy Revelle  
Chairman, Public Safety & Health Committee  
Room 1106 Seattle Municipal Building  
600 Fourth Avenue  
Seattle, Washington 98104

Re: Landscape Treatment for the King County Domed Stadium

Dear Councilman Revelle:

In response to your request forwarded through Ted Bowsfield, the following information on the landscaping plan for the Stadium is submitted:

1. Immediately north and south of and surrounding the Stadium emergency lane is a circle of four berms, "earth mounds" separating the structure from the parking lot. The berms are 8 feet high and will be covered with approximately 85,000 ivy plants. Between the berms are planted sycamore trees at 24-foot centers.
2. Along South Connecticut Street are planted sycamore trees at 24-foot centers.
3. Along Occidental Avenue South from the north parking lot are planted sweet gum trees at 24-foot centers.
4. Along South King Street are planted a row of sweet gum and a row of sycamore trees at 24-foot centers.

In total, we plan to plant approximately 100 trees.

I hope you find this information satisfactory. If you need anything further, please call.

Sincerely,

COMMUNITY DEVELOPMENT/ARCHITECTURE DIVISION  
STADIUM CONSTRUCTION MANAGEMENT

*Gerald R. Schlatter*  
Gerald R. Schlatter, AIA/AIP  
Project Manager

GRS:dc

cc: John D. Spellman, County Executive  
E. O. Ted Bowsfield, Director, Stadium Administration

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SEP 12 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Revelle

Minutes  
Committee of the Whole  
7:40 p.m. to 9:38 p.m.  
Parking and Access Plan for  
King County Domed Stadium

The recessed meeting of the City Council was called to order by the President, Sam Smith.

On motion duly seconded and carried, the Council resolved itself into the Committee of the Whole.

On motion duly seconded and carried, Mr. Revelle was elected Chairman, five members were present, Mr. Smith, Mr. Benson, Mr. Larkin, Mr. Revelle, Mr. Miller. Mrs. Williams arrived at 7:41 p.m., Mrs. Lamphere at 7:53 p.m. Mr. Hill and Mr. Kraabel were excused.

The Committee of the Whole considered Comptroller's file 282260, Transmittal by mayor of proposed Resolution adopting Goals, Objectives, and performance to be used in the Development of the King County Stadium parking and Access plan.

Mr. Revelle called the meeting to order:

"Thank you very much Mr. President. Good Evening Ladies and Gentlemen. We are here this evening to concentrate public comment and impute upon City Departments on the problems facing the City of Seattle with respect to the opening and use of the King County Domed Stadium. We have this as a C/W because it was felt that it is an item that cuts across so many of the Council Committees that it would not be appropriate to have it just in Planning & Urban Development and just in Public Safety or whatever.

In advance of this meeting, we put out about 900 notices, 600 to our normal mailing list and another 300 to a list we developed of individuals and organizations, community groups, etc. who we feel have a particular interest to the impacts and use of the Domed Stadium. Let the record show we have been joined by Councilman Williams.

What we have before us is consideration for the Mayor's proposed resolution setting forth goals, objectives, policies and performance standards for the use of the King County Domed Stadium. Basically, about 3 years ago an ordinance was passed that revised in essence that before the Stadium could be opened there has to be a final definitive, workable implemented parking and access plan. That plan has to be adopted by the City Council by resolution.

Current plans call for trying to open the Stadium by the end of March 1976. Like it or not, plans are being made to have upwards of 65,000 people come to the Stadium beginning that time and we have a relatively short time to get ready for it.

What we are trying to do this evening is through the means of a resolution, Council Resolution, which expresses Council intent but does not have the full force of law, develop a document that will provide guidance for the various



Minute  
Committee of the Whole  
Page 2

City departments, Metro, Amtrack, Burlington Northern, etc. to flush out the details and come up with a parking and access plan that can be implemented and serve as the basis for the Council approving in effect the issuance of an occupancy permit to the Domed Stadium. The issue of whether or not to build the Stadium is not before us this evening. That has been decided. The issue of whether or not to open the Stadium is not really before us this evening. It is going to open! Now there may be some questions as to when and there are thousands of questions as to what precise circumstances. But I would appreciate when we get to the public comment, we focus on reality and focus on parking and access plan and steps that need to be taken to alleviate impacts on the neighboring communities of downtown etc. and not whether or not it was a good idea to build the Domed Stadium. That decision was made before at least some of us and George and myself were on the Council and we have to move along to other decisions and responsibilities. I have asked representatives of the Mayor specifically from the Office of Policy Planning and Engineering Department to briefly describe the decision process between now and next March that we are hoping to follow in order to develop a workable, definitive parking and access and impact plan and also to set forth some ideas of what such a plan will look like and finally summarize the document that is before us. If you don't have it, I have left up by the microphone additional copies of the Mayor's proposed resolution which were sent out, about 300 copies, to a variety of individuals and organizations. There are also a few of the news releases left and the largest stack is attachment A which is the rest of the resolution so that those of you who have received the resolution in the mail do not have attachment A and in the next couple of minutes you may want to get it. It is an integral part of the document that is going to be discussed with us this evening.

I have got one sign up sheet done is there another one out there Duane?  
Yes. Good!

Present we have Florence Harrell of Councilman Smith's staff who is serving as Committee for the C/W and Duane Woods, my Legislative Assistant the Public Safety Clerk and Patti Grant who is Councilman Benson's Assistant and Committee Clerk for the Transportation Committee.

When we do get to the public comment, we will ask you to try and summarize your comments if you're an individual representing yourself to 3 minutes and if you're speaking on behalf of an organization, in 5 minutes. Also please be advised that these proceedings are taped and pursuant to State Law, by speaking to us, you are giving us consent to tape you and basically we are keeping public record of these proceedings. So if you have additional comments which you do not have time to make, or someone says something after you have spoken that you would like to rebutt, or you think of something else or whatever, you are welcome to submit comments to my office in writing by no later than a week from today, that's Tuesday the 16th of Sept., and I will make sure that all members of the City Council have copies of your comments and so far up to this period of time, I received about 2 or 3 letters so we have not as of yet received a great amount of written input over and above the resolution. Okay, I would like to turn the meeting over to the Executive Branch to give us the brief presentation of the Mayor's proposal first are there any questions of any Council member pertaining to tonight's format?"

Mrs. Williams where does the document stop? Mr Revelle Page 14 this is a fourteen page resolution.

Tony Puma from the Office of Policy Planning stated the Executive Branch position. He noted that the resolution before the Council would provide direction to the consultant, the Technical Committee composed of representatives from affected jurisdictions, and to the Seattle Engineering Department, which is the Project Director for the Parking and Access Plan. He reiterated that the goals of the Plan are to maintain the integrity of the peripheral stadium area, to insure that existing social and economic functions will be maintained during stadium events, to see that stadium related activity positively influences the development of Seattle, and to develop sound transportation and parking strategies and operational plans to move people and vehicles safely, comfortably, and expeditiously.

Ron Loewen from the Seattle Engineering Department stated that the main output of the study currently underway through the J. H. K. & Associates Consulting Firm would be a detailed operational and traffic plan for the Stadium and CBD area that would be similar to the plan developed for Husky Stadium. He reviewed the process and time schedule being used by the consultant to develop the plan and described the ongoing public review process. Councilman Miller asked if one of the basic issues was still to get people to park in downtown or outlying parking facilities and walk or use public transportation to the Stadium, and Mr. Loewen responded that it was.

Mr. James Mason, International District Manager, representing the Department of Community Development stated that the prime concern of DCD was to protect the International District and Pioneer Square Special Review District.

#### Public testimony

1. Bob Santos, International District Improvement Association, 627 South Jackson.

Mr. Santos stated that the City has made commitments for preservation of the International District which must be met. Specifically, the International District needs housing improvement and social services. The King County Domed Stadium could result in unplanned, over-commercialized development of the International District; the City must prevent this from happening by reprioritizing the needs of the International District.

2. Douglas Chin, Chinese for Affirmative Action, 703 South King Street.

Mr. Chin stated that the primary way to mitigate the impact of the King County Domed Stadium on the International District is to improve the housing and residential character of the District. He said that by Resolution 23844 the City had made a commitment to the District,



which has not been followed through. Specifically, he recommended that:

- a. The areas from Fifth Avenue to Eight Avenue from Jackson to Weller and from Jackson to Washington from Fifth Avenue to Maynard be blocked to traffic on stadium game days;
- b. Parking lots should be allowed only as accessory uses to hotels and businesses in the International District;
- c. Park and ride lots to the stadium should be encouraged;
- d. Revenues received from stadium events should be appropriated to offset negative impacts on the International District.

3. Nemesio Domingo, Alaska Cannery Workers Association, 416 Eighth Avenue South.

Mr. Domingo stated that the stadium is geared to short-term profits, which might make the International District a plastic, commercial area. Specific recommendations included:

- a. A special admissions tax on stadium events to be allocated to the International District;
  - b. No available parking in the International District should be allocated to Stadium parking;
  - c. No new arterials or transportation facilities should be built around the stadium;
  - d. The City should maintain strict traffic, noise, and air controls to protect the District.
4. Jackie Lum, Asian Planners Association, 410 Gould Hall, University of Washington, Department of Urban Planning.

Mr. Lum stated that more citizen input to the Parking and Access Plan is essential. He noted that the proposed resolution does not define what is meant by goals, objectives, etc., and doesn't give a full explanation of how the assumptions, goals, objectives, and performance standards relate to each other. Specifically, he was concerned that the performance standards proposed applied mainly to Stadium users rather than to residents of areas adjacent to the Stadium. Performance standards for the Stadium are more numerous and more specific than those that could be applied to peripheral areas.

5. Dicky Bergano, International District Youth Council, 310 Sixth Avenue South.

Mr. Bergano stated that the City has not met its promises to the International District and that there is a great disparity in the assistance given to the International District and other areas of the City.

6. Glenn Chinn, International District Special Review Board, 526 South Jackson.

Mr. Chinn stated that the proposed resolution has not been reviewed by the entire Special Review District Board and that other comments would be forthcoming. The Special Review District Board wants to be continued to be consulted, especially on an informal basis. He noted that social and environmental standards need to be stressed and related to goals of the adjacent areas. The International District may benefit economically from the Stadium; however, steps should be taken to assure that the International District is not negatively impacted.

7. Elaine Ko, Committee for Corrective Action Program, 416 Eighth Avenue South.

Ms. Ko stated that the housing and service needs of the International District should be met, and that the proposed standards are not sensitive to the needs of the residents. Specifically, she noted that:

- a. The short and long range assumptions do not acknowledge the needs of the residents;
- b. Residents are not mentioned in the social economic goals and objectives;
- c. The security and safety of the residents must be insured against noise, traffic, and other types of pollution;
- d. The residential character of the District should be maintained;
- e. Additional police are necessary only for traffic control, not security of the District. She concluded by saying that the City must meet its health, housing, and safety responsibilities to the District, and that more community meetings should be set up to implement these goals. Ms. Ko will provide a copy of her statement.

8. Mr. Vincent, 605 ½ South Main.

Mr. Vincent stated that the City should fulfill its promises to the International District by providing better housing and other services.



9. Mayumi Tsutakawa, 310 sixth Avenue South.

Ms. Tsutakawa stated that the Council should be aware of the general concerns of the Neighborhood. She also stated that the goals as proposed should be related to the District in terms of implementation. She also questioned how the success of the goals would be measured.

10. Neil Asaba, Committee for Corrective Action Program.

Mr. Asaba stated that the impact of the Stadium should be offset in the International District by allocating some revenues received from the stadium to the District, diverting all stadium traffic around the International District, and preserving all offstreet parking in the International District for residents and business uses. He noted that the proposed resolution was aimed at stadium users, not residents of the International District.

11. Mitsue Doniego, Union of Democratic Philipinos, 1649 South King Street.

Ms. Doniego stated that third world communities are victims of re-developments such as the Stadium. The resolution as proposed only points to the need for more assistance to the International District.

12. Leonard Gerber, Pioneer Square Association, 108 South Jackson.

Mr. Gerber stated that it was the goal of the Pioneer Square Association for Pioneer Square not to become primarily a Stadium parking facility. The plan being developed needs to address sufficient means of ingress and egress to the stadium as well as a public transportation program. This plan should be implemented prior to opening day of the stadium and be well publicized. While the Board basically accepted the proposed resolution, it desired several specific protections outlined in a letter presented to Mr. Revelle. A copy of that letter is attached to this summary.

13. Paul Locke, 500 Melrose East.

Mr. Locke stated that the Preliminary Parking and Access Plan developed in 1972 should be used as the one to be implemented. He felt that a too specific plan would prevent necessary changes as conditions around the stadium changed.

14. Michael Sullivan, Pioneer Square Special Review District Board, 919 Arctic Building.

Mr. Sullivan noted that Pioneer Square goals are different from the International District. He stated that all citizen input should be considered in developing the Parking Plan.

15. Peg Newman, Fisher Properties, 3130 Bank of California Building.

Ms. Newman submitted a letter to Mr. Revelle outlining her concerns that businesses in the Fourth Avenue South and Connecticut Street area will be negatively impacted by the Stadium. She will submit additional comments before the next meeting. Generally, she was concerned that the businesses on Fourth Avenue deserve the same consideration as the Pioneer Square and International District areas. Consideration should be given to these businesses and their customers.

16. Mrs. Walter Greathouse, Post Office Box 3005, International District.

Mrs. Greathouse noted that the businesses on Sixth Avenue South should be protected from Stadium impact.

17. Dave Dines, 558 First Avenue South.

Mr. Dines stated that he owned two buildings within 100 feet of the Stadium and is very concerned about the impact stadium traffic will have on his businesses.

18. Tom McQuaid, 548 First Avenue South, Nordic Cold Storage.

Mr. McQuaid stated that the Council made a mistake in expanding the Pioneer Square Special Review District to include businesses south of Jackson. He stated that if business access is blocked by Stadium traffic, all businesses in the area will suffer financially and should be compensated for their losses.

Mrs. Williams noted that Mr. McQuaid's comments and others made it essential for all views to be considered in planning for the stadium. Mr. Revelle stated that he was trying to do a full job of publication of stadium issues and would be making recommendations for the next meeting.

19. Charles Draper, Chain Gear, Inc., 820 First Avenue South.

Mr. Draper echoed Mr. McQuaid's comments and stated that businesses in the area were very concerned about the impact of the stadium traffic on them. He also noted that businesses had not organized to insure their protection because they thought they were going to be bought out by the Stadium. He felt a meeting with all businessmen in the area would be productive in addressing their needs and that some compensation should be provided for any economic loss.

Thereafter, at 9:38 p.m. the Committee of the Whole arose and reported to the Council as set forth above, and the Council, five members present, adopted said report of the Committee of the Whole, Mr. Benson, Mrs. Lamphere, Mrs. Williams, Mr. Revelle, and Mr. Smith.

Thereafter, the Council adjourned.



RECEIVED

SEP 11 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Presented to :  
Public Safety and Health Committee  
September 9, 1975  
By : Robert N. Santos

City Council Member :

On behalf of the residents of the International District (I.D.) I would like to address these comments to the City Council. In the Mayor's proposed resolution on the King County Stadium, the administration of the City once again reaffirms its commitment to preserving the I.D.. But without adequate planning sensitive to the realities of life and business in the I.D., this commitment rings hollow.

Preservation of the I.D. can be achieved only through a plan that ensures the residents of the district improved housing at a rental cost within the means of elderly Asians and other pensioners. The integrity of the I.D. lies in its unique residential population and the various ethnic business and other community services which attract regular customers and clients to the district.

There has been, as you know, continued discussion of upgrading the housing and living conditions in the I.D.. At this time, priority for projects to upgrade housing have been given to the Pike Place Area and the Denny Regrade Commercial Area. This relegates the housing program of the I.D. to no priority at all. A condition which the I.D. has experience for too long.

The City may be anticipating that the means for district renovation will be provided by revenues brought to the I.D. through increased business, as a result of the opening of the King Dome : This course of action should be understood to contain the deathstroke for the I.D.. Unplanned development in the district would surely result in blatant commercialization, which would in turn change the flavor of the I.D. and drive away its long term residents. For example, it could become a huge tourist attraction, with the commercial flavor, but without the people themselves who made the district unique. Among the best examples in the western states, as far as Asians are concerned, is the ill-fated Nihon-Machi development in San Francisco. Another is the Chavez Ravine Stadium development of L.A. County, which resulted in the displacement of thousands of families.

Over the past years, both written and verbal commitments have been made regarding, for example :

- 1) Including the I.D. in the operation of parking concessions at the stadium.
- 2) Two years ago the I.D. was designated the top priority area for housing renovation funds by the mayor and top HUD officials.
- 3) Recent monies originally allocated for a pilot program to assess cost of hotel renovation in the district were reallocated to the Pike Place Market Project.

- 4) As a last example, the multi-million development of Union Station, and the proposed convention center raise the prospect of a vulnerable I.D. subject to the commercial encroachments of such developments due to the lack of a viable development plan of its own.

As you all know, none of these commitments have been met.

For too long the I.D. has been relegated to a position of a politically expedient football with a history of insincere commitments for its improvement and preservation. Long overdue for assistance in meeting the health and social service needs of the district, the area has finally received an allocation of monies which will permit the partial development of programs: but without additional support to preserve the community or residents in the district, the proposed programs will lose the very clientele for whom they were designed.

At present, as has been true of inner city after inner city across the U.S., the residents of the I.D. face displacement due to increased cost of housing should private hotel owners seek unassisted bank loans. To permit both renovation and the preservation of the residential community in the district, reprioritization must occur. reprioritization of the I.D. by the City of Seattle will in turn permit the I.D. to recieve HUD monies toward renovation of existing residences.

Currently there are three proposals for the section 8, rent supplement program, submitted by I.D. property owners to HUD. With existing prioritization, these proposals have little chance of being considered. Reprioritization is essential to the future of the district. The I.D. is a fragile but important part of the City of Seattle. In a pluralistic society, steps must be taken to ensure the preservation of each culturally distinct community. If we fall victim once again to blind racist economics, the opportunity to preserve this unique part of the city will be lost to all of us forever.



Copy to R.P.



September 10, 1975

CITY COUNCIL COMMITTEE OF THE WHOLE

Attention:  
COUNCILMAN RANDY REVELLE

re: Resolution of King County  
Stadium

I see I made a serious "typo" in my letter of September 9, 1975, addressed to you and submitted to the members of the Committee of the Whole.

Page one, Paragraph 1, line 2, the date should read 1972, rather than the 1975 listed in error.

Sincerely apologetic.

FISHER PROPERTIES INC.

P. L. Newman  
Treasurer

PLN:thp

RECEIVED  
SEP 12 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN



September 9, 1975

COUNCILMAN RANDY REVELLE  
Chairman, Public Safety and Health Committee

Subject: Resolution on King County Stadium

Dear Councilman Revelle:

The copy of the September 3, <sup>1972</sup>1975, Mayor's resolution regarding parking and access plans for the King County Domed Stadium has been received. Several pertinent questions immediately come to mind regarding properties owned by FISHER PROPERTIES INC., on Connecticut Street and Fourth Avenue South. (See attached color-cued map.)

1. Throughout the entirety of this resolution and the re-revised September 26, 1975, Parking and Access Plan prepared by the King County Design Commission, upon which this resolution is based, the protection of Pioneer Square (PS) and International (ID) Special Review Districts are rightfully paramount. However, we hereby petition the Connecticut-Fourth Avenue South Business area (C4B) is a viable business community liable to be damaged to an equal, if not more, degree. We would like to see these properties treated with equal concern.

2. Likewise throughout both the resolution and the plan it states existing social and economic features will be maintained during stadium events (and, in this, paranthetically includes commercial and business activity.)

a. How can these properties function economically during these functions. The resolution notes specifically that provision must be maintained for service and delivery vehicles...but in no case mentions the customers from which these businesses derive their livelihood.

b. How will these businesses directly adjacent to the stadium protect their own PRIVATE parking? The assumption is "patrons by auto will attempt to park as close as they can to the stadium." How can the business man protect himself from parking encroachment? The average lot size in this area is 60 x 150' and a random call to Cyclone Fencing elicited a "ball park" (if I may) figure of \$2,000 for a 7' fence with barbed wire and ONE (only) gate. Clearly this isn't the answer.

c. The city plan ASSUMES the use of this private property (see D9, D6, D2). In the case of Block 287, four of those lots are occupied by the Meatmarket South restaurant, and the others by other businesses equally short of parking, and yet the plan calls for 136 spaces in ~~D9~~ alone.

FISHER PROPERTIES INC. 3130 Bank of California Center / Seattle, Washington 98164 / (206) 682-7733

Block 287



None of these businesses, particularly the restaurant, have enough parking spaces WITHOUT the stadium.

d. The Resolution says "adverse effects on adjacent retail sales will not be tolerated" under assumptions. I can see not basis in fact for implementing this idealism.

e. "The need for special controls and police personnel will diminish with time" ....why assume this?

f. "Reverse lanes or streets where capacity is needed for peak directions". Again, how can ingress/egress to these businesses be protected.

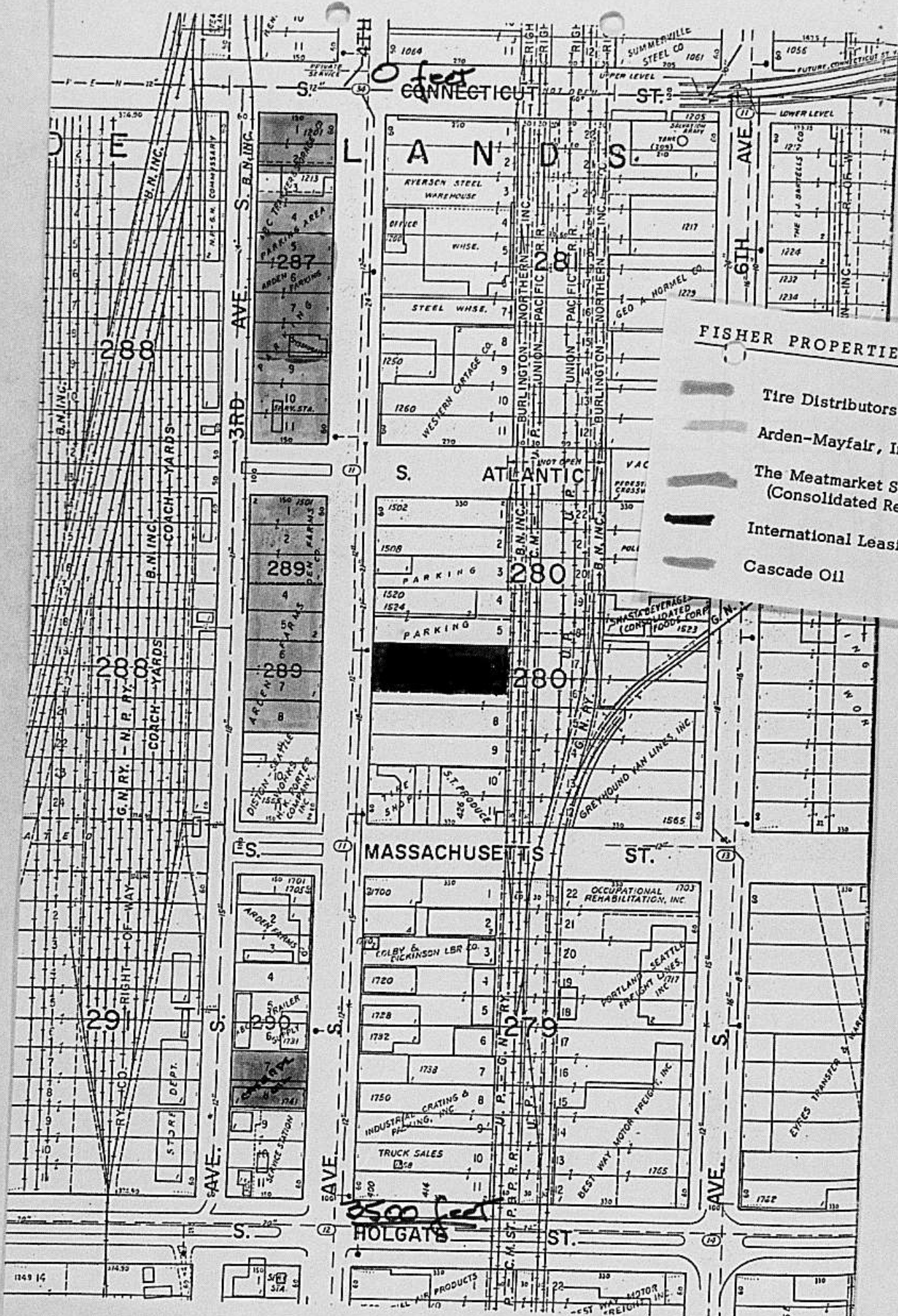
Having only received the Parking and Access Plan (on which the Resolution is admittedly based..(page 2, Assumptions, General, #\*(1)...time does not allow covering the rest of the questions in point. However, you will receive same by Friday, September 12, as permitted by your Memo of September 4, 1975.

Sincerely,

FISHER PROPERTIES INC.

  
P. L. Newman  
Treasurer

PLN:tbp  
encl.



**FISHER PROPERTIES INC.**

- Tire Distributors, Inc.
- Arden-Mayfair, Inc.
- The Meatmarket South  
(Consolidated Restaurants Inc)
- International Leasing, Inc.
- Cascade Oil



PIONEER SQUARE ASSOCIATION

POST OFFICE BOX 4008 — SEATTLE, WASHINGTON 98104

(206) 523-1162

September 9, 1975

Mr. Randy Revelle, Chairman  
Public Safety and Health Commission  
Seattle City Council

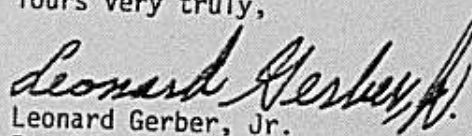
Dear Mr. Revelle:

The Board of the Pioneer Square Association discussed the resolution concerning assumptions, goals, objectives, and performance standards to be used in the development of the King County Stadium Parking and Access Plan. The Board felt the draft resolution covered most concerns adequately except specific protections for Pioneer Square.

We ask that specific wording be inserted into the resolution stating very clearly that Pioneer Square will in no way provide parking for stadium related activities. Attached is a copy of the resolution with our recommended amendments.

Thank you for the opportunity to present our concerns in this matter.

Yours very truly,



Leonard Gerber, Jr.  
President, Pioneer Square  
Association

LG:mh

RESOLUTION \_\_\_\_\_

A RESOLUTION adopting assumptions, goals, objectives, and performance standards to be used in the development of the King County Stadium Parking and Access Plan.

WHEREAS, on September 11, 1972, the Seattle City Council (by Ordinance 101389) required King County to develop a Parking and Access Plan for the Stadium and have that Plan approved by the City Council prior to occupying the Stadium; and

WHEREAS, the Consultant, contracted to develop the Plan, requires some guidance in his work; and

WHEREAS, the Mayor and City Council though realizing the Stadium will provide economic benefits to the City, feel it is absolutely essential that existing social and economic functions be maintained during the time periods affected by Stadium events; and

WHEREAS, the Mayor and City Council would like to see the development of a sound transportation, parking, and operational plan; and

WHEREAS, the Mayor and City Council have adopted goals and objectives pertaining to the City and Stadium; and

WHEREAS, the Pioneer Square and International District Special Review District Boards were established to protect these communities from adverse stadium impacts; and

WHEREAS, various community groups have adopted goals and objectives with regards to the Stadium; and

WHEREAS, the Mayor and City Council wish to insure that these concerns are heeded: Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING THAT:

The highest priority will be given to the protection of the peripheral stadium area (Pioneer Square and International Special Review Districts) from adverse stadium related impacts. Positive means will be found to mitigate unavoidable adverse impacts; and

That the existing City social and economic functions (i.e. transportation, commercial and industrial activity, residential and recreational uses, etc.) will be maintained during stadium events. Stadium event needs will be accommodated only within that framework; and

That stadium related activity should positively influence the development of Seattle. Adverse impacts shall be distributed to prevent concentration in any particular area; and

A serious effort should be directed toward development of sound transportation and parking strategies and operational plans giving special consideration to pedestrians, transit vehicles, and service and delivery vehicles; and



That the following assumptions, goals, objectives and performance standards, be adopted for the development of King County's Parking and Access Plan for the Stadium:

ASSUMPTIONS

General

- \* The basic concept for Stadium access and parking is presented in the "Preliminary Parking and Access Plan" dated 9-19-72.
- \* The specific task for JHK & Associates, within the framework of the study agreement, is to confirm, refine and detail the access and parking management strategies with emphasis on the early seasons of Stadium operation (1976-1979).
- \* Long range improvements (1980 and beyond) will be outlined preliminarily by JHK and refined as experience is gained by the various agencies.
- \* The public will tolerate small amounts of increased delay.

Transportation

Short Range

(1976-1979)

- \* Few Metro Transit Buses will be available during peak hours for stadium use.
- \* Additional buses will become available for off-peak periods for stadium events.
- \* No new arterials or other major transportation facilities will be built.
- \* Minor street channelization permitted.
- \* PARKING SPACES IN THE PIONEER SQUARE HISTORIC DISTRICT WILL NOT BE AVAILABLE FOR STADIUM RELATED EVENTS.

Assumptions (continued)

\*I-5 and Dearborn Street connections will be maintained.

\*Local funding for traffic and transit plans is limited.

\*The local and State operating agencies will cooperate in traffic, transit and parking management.

\*Patrons by auto will attempt to park as close as they can to the Stadium.

\*Patrons will adapt to any system for regularly scheduled events after about two seasons of experience.

\*The need for special controls and police personnel will diminish with time.

\*One-time or special events will pose unique problems necessitating special care with access and parking or scheduling.

Long Range  
(1980 and beyond)

\* Improvements within the I-5 and Connecticut Street Interchange will be completed by 1990.

\* I-90 will be improved by 1990 but the form is unknown.

\* A surveillance control and driver information system will be operational by 1980 on I-5.



Assumptions (continued)

\* Development of Pioneer Square and International District plans will restrict arterial street capacities.

\* Constraints of energy supply and price will continue to influence transportation decisions.

Parking

\* Additional bus storage will be available nearby the stadium before 1980.

\* The access and parking plan should be adaptable to new supplies of parking.

\* Practical means exist to preserve parking for normal commercial demands.

\* The number of CBD spaces will not increase significantly.

\* In the CBD less than 20 percent of available parking will be available for Stadium use during weekday business hours.

\* PARKING SPACES IN THE PIONEER SQUARE HISTORIC DISTRICT SHALL NOT BE USED FOR STADIUM RELATED EVENTS.

\* Areas around the Stadium will continue to contain residential uses.

\* Adverse effects on adjacent retail sales will not be tolerated.

\* The adjacent economic base will expand.

Socio/Economic

Assumptions (continued)

\* Adjacent merchants and businessmen will tolerate a reasonable amount of Stadium congestion providing their access and parking is maintained.

\* Service and delivery functions are vital to the existence of the neighboring businesses.

\* Stadium operating costs will be borne by the users.

\* STADIUM OPERATIONS WILL NOT INTERFERE WITH DAILY ACTIVITIES WITHIN THE HISTORIC DISTRICT.

\* Practical means exist to preserve neighborhood integrity.

\* Concern with air quality and noise levels will continue.

\* STADIUM OPERATIONS WILL NOT INTERFERE WITH THE SOCIAL OR PHYSICAL ENVIRONMENT OF THE HISTORIC DISTRICT.

Environment

GOALS/OBJECTIVES

Transportation

\*\* Maximize the use of bus transit systems and high occupancy vehicles.

- Maintain separate and/or preferential access to the Stadium for buses, high-occupancy vehicles and taxis.

- Provide short-headway shuttle and express bus service to Park-Ride Lots.

\*\* Maximize use of existing transportation system.



Goals/Objectives (continued)

- Maintain existing transport functions and user equity during Stadium events.
- Minimize reliance on manual control.
- Reverse lanes or streets where capacity is needed for peak directions.
- Reduce incidence key intersection blockages.
- Provide exclusive lanes for transit vehicles.
- Utilize existing surveillance and traffic control systems to fullest extent.
- Detect and remove disabled and illegally parked vehicles.
- Give priority to key high capacity arterials.
- Establish radio communication net for auto and bus control.
- Enforce existing parking and traffic regulations.
- \*\* Minimize congestion
- Facilitate the uniform continuous flow of vehicles on access streets and freeways.

Goals/Objectives (continued)

- Establish specific peak-event traffic control plans.

\*\* Maintain a high level of safety and convenience.

- Assign traffic control personnel to key locations to separate vehicles pedestrians in space and in time.

- Give high priority to emergency vehicle access and circulation.

- Reduce accidents.

- Assure service and delivery vehicles of access and parking space.

\*\* Optimize pedestrian access

- Provide separate facilities for pedestrians.

- Reduce vehicle/pedestrian conflicts.

\*\* Minimize the adverse impacts of Stadium operations

- Maintain access to local businesses by service and delivery vehicles.

- Spread pre-and post-event traffic over time to reduce magnitude of impact.



Goals/Objectives (continued)

- Schedule Stadium events to avoid normal traffic peaks.

Parking

- \*\* Reduce travel to and from Stadium parking.

- Divert traffic circulation when parking areas are full.

- Prevent blockages (by entering or exiting parkers) to adjacent streets.

- Direct drivers via most direct routes.

- \*\* Maximize utility of existing parking facilities.

- Emphasize off-street parking.

- Encourage joint use of facilities.

- Encourage higher occupancies in private autos.

- Encourage maximum use of regional parking facilities.

- \*\* Minimize adverse impacts on adjacent districts (PS & ID)

- Keep special loading zones available for their intended uses.

- Reserve selected streets for local access only.

Goals/Objectives (continued)

Socio/Economic

- Orient parking supply toward non-stadium uses.
- \*\* DEVELOP ~~PARKING~~ SPACES ~~WHICH~~ <sup>are</sup> EASILY ACCESSIBLE TO THE PIONEER SQUARE HISTORIC DISTRICT AND AVAILABLE DURING NON-EVENT HOURS.
- \*\* Preserve community integrity

- Prevent vehicular intrusion of Stadium patrons to or through the PS or ID areas.

\*\* Maintain security and safety

- Do not allow loitering of post-event patrons.

- Institute vandalism surveillance.

- Provide police security in high risk areas.

\*\* Access and parking plans will be cost-effective.

\*\* STADIUM USEAGE WILL NOT INTERFERE WITH THE NORMAL FUNCTIONING OF THE PIONEER SQUARE HISTORIC DISTRICT.

\*\* Minimize air and noise pollution.

Environment

- Strive for uniform flow of vehicular traffic.

- Discourage excessive idling of vehicle engines.

\*\* Minimize the proliferation of litter after Stadium events.

- Assign street cleaning personnel and equipment for post-event cleanup.

\*\* STADIUM USEAGE WILL NOT INFRINGE UPON THE SOCIAL OR PHYSICAL ENVIRONMENT OF THE PIONEER SQUARE HISTORIC DISTRICT.



PERFORMANCE STANDARDS

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CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
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Transportation

Pedestrians

Pedestrian systems will be designed for Service Level "D".

Pedestrian queues will not be held at any one location for more than one minute

Pedestrians will not walk in unprotected street areas.

Bus Transit

Transit transfer delays should not exceed 5 minutes on the average

Bus patron delay at park-ride lots and at stadium loading points shall not exceed 5 minutes

Express and charter transit vehicles shall operate at average travel speeds of over 15 mph

Check point times at selected one and two mile distances shall be no more than four and eight minutes after the vehicles begin their trips

Performance Standards (continued)

Shuttle and regular  
transit vehicles shall  
average no less than  
4 mph

Check point times shall  
not exceed 15 minutes  
one mile from the Stadium

No transit patron  
will be involved in  
an accident while  
boarding or alighting

Buses on-site and at  
nearby storage lots  
will not be interrupted  
and delayed in reaching  
patron pick-up points  
at the stadium post-  
event - a continuous  
backlog of buses is  
required at the pick-up  
points

Non-stadium bound public  
transit (all carriers)  
delays should not exceed  
5 minutes



PERFORMANCE STANDARDS

(continued)

CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
All Modes	Inter-modal transfer times should not exceed 10 minutes on the average	-
	-	All key intersections are not allowed to become blocked
Mixed Traffic Flow	-	Disabled or illegally parked vehicles will be removed from the traveled way within 15 minutes
	Service level "D" is permitted for up to one hour on arterials	Streets adjacent to Stadium will be free-flowing (Service level "C") within one hour after capacity events at the study boundary
	Vehicles will maintain average travel speeds of over 6 mph on major arterials	Vehicles will reach selected check points one mile from the Stadium within 10 minutes
	Fire and ambulance routes shall not be unduly delayed by event traffic	Response times shall not be increased by more than 10 percent

PERFORMANCE STANDARDS

(continued)

---

CATEGORY

PLANNING/DESIGN

ACTUAL OPERATION

---

Accidents shall be less  
than 2/10 VMT on Freeways  
and 25/10 VMT in the  
CBD

Service and goods  
movement delays  
should not exceed  
10 minutes for  
normal workday  
activities

Parking

In the PS & ID, none  
of the available park-  
ing shall be allocated  
to Stadium use

On-site Stadium parking  
will be 90 percent cleared  
within 20-30 minutes after  
the end of capacity events

No pre-event queues into  
off-street stadium parking  
will be allowed to block  
major arterials or exclusive  
transit lanes

ON-SITE STADIUM PARKING  
WILL BE ACCESSIBLE AND  
AVAILABLE TO VISITORS OF  
THE HISTORIC DISTRICT DURING  
NON-EVENT HOURS.



PERFORMANCE STANDARDS

(continued)

CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
	-	Once loaded, express and charter buses will not be obstructed in their exit from the Stadium lot
<u>Socio/Economic</u>	-	Retail sales and other measures of business activity throughout the Stadium impact area will not decline as a result of Stadium operations
<u>Environment</u>	Selected local streets will be reserved for PS and ID activities only	-
	-	Physical damage to local PS and ID fragile areas will not occur
	-	Local neighborhood areas and districts will be cleared of excessive litter within 12 hours after an event

File/Bill: CF 282260**-1-**Date: Sept 9, 1975  
7:30 p.m.Issue: King County Dome StadiumAgenda Item: 4

## ROSTER OF SPEAKERS FOR PUBLIC HEARING

703 So. King St.  
98104

NAME	ORGANIZATION	ADDRESS	PHONE	PRO	CON
✓ <del>Bob Santos</del>	Interim	627 S. Jackson	624-1802		
✓ Doug Chin ①	Chinese for Affirmative Action	6327 Seward Pl Ave So.	723-9296		
✓ Nemesio Domingo	Alaska Cannery Worker Association	416-8th Ave So.	682-0690		
✓ Jackie Lum	Asian Planner Association	410 - Gould Hall - U. W.	98188		
✓ <del>Neil Asaba</del>		Dept. of Urb. Planning			
✓ Dicky Bergano	International District Youth Council	310-6th Ave So.	623-2990		
✓ <del>Mayumi Tsutakawa</del>					
✓ Glenn Chin	Special Review Board	526 South Jackson Street	98104		
✓ Elaine Ko ②	Committee for Correctional Program	Adm. Bldg. U.W.	98195	543-5900	
✓ Vincent	Resident (C.A.P.)	416-8th South	98104	682-0690	
✓ Mayumi Tsutakawa	IDYC.	605 1/2 S Main		223-9242	
✓ Neil Asaba	C.A.P.	310-6th So		623-2990	
✓ Mitsue Domingo ③	Union of Democratic Filipinos (K.D.P.)	3 1649 So. King Street		98104	
✓ Leonard Garber	Pioneer Square Assn.	108 So. Jackson St		623 1162	
✓ Paul W. Locke	Myself	500 Me/Rose East		98102	
✓ Michael J. Sullivan	PIONEER SQUARE SPECIAL REVIEW BOARD	400 Occidental So		622-9111	

919 Arctic Bldg.







SEATTLE CITY COUNCIL

MEMORANDUM

DATE: September 8, 1975

TO: Randy Revelle

FROM: Tim Hill *TH*

SUBJECT: Public Hearing before the Committee of the Whole  
Tuesday evening, September 9, 1975 at 7:30 p.m.

This is to advise that because of a commitment made some time ago for the evening of September 9, I will be unable to attend the public hearing on the King County Stadium scheduled for that date at 7:30 p.m.

TH:rd

cc: Council President Sam Smith  
& Council Members

RECEIVED

SEP 9 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN



TOM A. ALBERG  
BURROUGHS B. ANDERSON  
J. DAVID ANDREWS  
DOUGLAS P. BEIGHLE  
LUCIUS H. BIGLOW, JR.  
JOHN H. BINNS, JR.  
WAYNE C. BOOTH, JR.  
J. PAUL COIE  
THEODORE J. COLLINS  
BRUCE MICHAEL CROSS  
CALHOUN DICKINSON  
WALTER W. EYER  
GRAHAM H. FERNALD  
H. WESTON FOSS  
KEITH GERRARD  
JAMES H. HILTON  
EDWARD W. KUHRAU  
ROBERT S. MUCKLESTONE  
J. SHAN NULLEN  
HAROLD F. OLSEN  
DE FOREST PERKINS  
CHARLES I. STONE  
F. THEODORE THOMSEN  
DAVID E. WAGONER  
RICHARD E. WALKER  
WILLIAM S. WEAVER  
ANDREW M. WILLIAMS  
RICHARD E. WILLIAMS

PERKINS, COIE, STONE, OLSEN & WILLIAMS  
1900 WASHINGTON BUILDING  
SEATTLE, WASHINGTON 98101

AREA CODE 206-682-8770  
CABLE ADDRESS "PERKINS SEATTLE"  
TELEX 32-0319

WENDELL W. BLACK  
JOHN P. BOYD  
LUCIEN F. MARION  
LOWELL P. MICKELWAIT  
COUNSEL

JOHN F. ASLIN  
WILLIAM F. BARN  
DENNIS L. BEREMeyer  
STEVEN SCOTT BELL  
STANLEY BIRNBAUM  
JOHN M. GARY  
LYNN LELAND COE  
BRUCE D. CORKER  
PHILIP E. CUTLER  
JOHN G. DILLON  
PABLO J. DROBNY  
ROBERT E. GILES  
CHARLES C. GORDON  
WILLIAM A. GOULD  
MATTHEW W. HALL  
LAWRENCE B. HANNAH  
JOAN E. HENBIONER  
RAMER B. HOLTAN, JR.  
DONALD G. KARRI  
DOUGLAS S. LITTLE  
TIMOTHY A. MARRING  
STEVEN C. MARSHALL  
STEPHEN A. MCKEON  
OMAR S. PARKER, JR.  
A. PETER PARSONS  
RICHARD OTTESEN PRENTKE  
MELVIN J. SIMBURG  
GARY J. STRAUSS  
RICHARD S. TWISS

September 5, 1975

RECEIVED  
SEP 8 1975

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

Councilman Randy Revelle  
Municipal Building  
Seattle, Washington 98104

Re: Kingdome Access Hearing

Dear Randy:

In publicity concerning the upcoming hearing on parking and access for the domed stadium, I note mention of concern over impact on the Pioneer Square and International Special Review Districts as well as on the police, fire, parks and health departments. Although this listing may be unintentionally abbreviated, I have noted for some time past a possible lack of concern with the potential impact of stadium traffic on the waterfront.

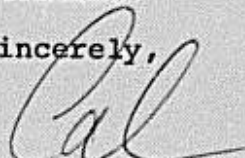
As you know, the City's long range plans for the waterfront include gradual expansion of the waterfront Park -- aquarium complex to embrace a substantial portion of the waterfront, with widened sidewalks and other amenities. Since Alaskan Way traffic is one of the main obstacles to really full scale development, various analyses of the future of the waterfront have considered alternatives for eliminating or reducing the highly undesirable impact of Alaskan Way traffic. Alternatives considered included moving the roadway over to the east or rerouting the traffic entirely via Western Avenue.

It should be obvious that any plan which will utilize Alaskan Way as a main artery for stadium traffic will seriously impair the potential development of the waterfront as well as adversely impact its present recreational use.

Councilman Randy Revelle  
September 5, 1975  
Page Two

I trust the council will consider in its deliberations this problem and will bear in mind the fact that the Seattle waterfront is among our most priceless possessions with an almost unlimited development potential.

Sincerely,



Calhoun Dickinson

CD:ck





# Summerville Steel Company

A Dependable Source of Supply

1061 6th AVENUE SOUTH ♦ MUTual 2-6490 ♦ SEATTLE, WASHINGTON 98134

SEPTEMBER 4, 1975

RECEIVED

SEP 5 1975

COUNCILMAN RANDY REVELLE  
SEATTLE CITY COUNCIL  
MUNICIPAL BUILDING  
600 - 4TH AVENUE  
SEATTLE, WASHINGTON 98104

RANDY REVELLE  
SEATTLE CITY COUNCILMAN

DEAR COUNCILMAN REVELLE,

I'M HAPPY THAT YOU HAVE BEEN CHOSEN TO OVERSEE THE CITY COUNCIL'S PARTICIPATION IN DOMED STADIUM DECISIONS, BECAUSE I THINK YOU CAN BALANCE THE VARIOUS INTERESTS INVOLVED. MY BUSINESS IS LOCATED AT 6TH SOUTH AND CONNECTICUT STREETS, AND I'M CONCERNED ABOUT PARKING AND TRAFFIC FLOW PATTERNS RESULTING FROM THE STADIUM. PLEASE KEEP IN MIND THAT THOUSANDS OF JOBS IN THE INDUSTRIAL AREA SURROUNDING THE STADIUM DEPEND ON CONVENIENT PARKING FOR EMPLOYEES AND AUTO AND TRUCK ACCESS TO BUSINESSES BETWEEN 7:30 A.M. AND 5:00 P.M. EVERY WEEK DAY.

WHEN STADIUM EVENTS TAKE PLACE DURING THESE HOURS, THE PROBLEM IS OBVIOUS. BUT I'M ALSO CONCERNED THAT DECISIONS MADE TO FACILITATE PEAK TRAFFIC FLOW AND PARKING FOR STADIUM EVENTS MAY INTERFERE UNNECESSARILY WITH BUSINESSES AND THEIR EMPLOYEES DURING MOST WORKING HOURS WHEN NOTHING AT ALL IS HAPPENING AT THE STADIUM. PLEASE REMEMBER THAT THE STADIUM IS AN INTRUSION AS WELL AS A POTENTIAL DELIGHT.

SINCERELY,

SUMMERVILLE STEEL COMPANY

*J. T. Toland*  
J. T. TOLAND  
PRESIDENT

JTT/afC

cc: MR. RON LOEWEN/ SEATTLE ENGINEERING DEPARTMENT

# Seattle City Council



Sam Smith  
President of the Council  
583-2357

George E. Benson  
Chairman  
Transportation  
Committee  
583-2357

Tim Hill  
Chairman  
Finance Committee  
583-2356

Paul Kraabel  
Chairman  
Planning & Urban  
Development Committee  
583-2354

Phyllis Lamphere  
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Wayne D. Larkin  
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Utilities Committee  
583-2358

John R. Miller  
Chairman  
Parks & Public  
Grounds Committee  
583-2355

Randy Revelle  
Chairman  
Public Safety &  
Health Committee  
583-2359

Jeanette Williams  
Chairman  
Human Resources &  
Judiciary Committee  
583-2356

September 4, 1975

Honorable John P. Harris  
Corporation Counsel  
1000 Seattle Municipal Building  
Seattle, Washington 98104

Re: King County Stadium

Dear John:

The Seattle Zoning Ordinance (86300, as amended) requires that before the Superintendent of Buildings can issue a certificate of occupancy for stadiums containing 20,000 or more seats, the applicant must submit to the City Council, for approval by resolution, a "final definitive workable parking plan describing the location of the available offstreet parking and the means by which persons shall commute between required parking and the principal use."

Due to the broad impacts of the use of the King County Stadium, King County has joined with the City of Seattle and Metro to contract with a professional traffic consultant (J. H. Kell and Associates) to prepare the final parking and access plan. In reviewing and approving the final parking and access plan, the Council will consider the impacts of the stadium on the Pioneer Square and International Special Review Districts, as well as on the Seattle Police, Fire, Parks, Engineering, and Health Departments.

Several questions have been raised about the Council's review and approval of the final parking and access plan in light of the State Environmental Policy Act (SEPA). As soon as possible, we would appreciate your legal opinion on the following questions:

- (1) In light of the decisions made to date concerning the King County Stadium, is the City Council's approval of the final parking and access plan a major action under SEPA? If so, does the August 15, 1972 Final Environmental Impact Statement (EIS) on the King County Multipurpose Stadium (1972 Final EIS on Stadium) adequately cover the final parking and access plan, or is



another EIS required? If another EIS is required, should the environmental review process be initiated before the City Council approves a resolution setting forth goals, policies, objectives, and performance standards for the plan?

- (2) If Council approval of the final parking and access plan is not considered a major action under SEPA, would a supplemental EIS be required if the final parking and access plan addresses new areas of concern which were neither anticipated by nor addressed in the 1972 Final EIS on the Stadium? If a supplemental EIS is required, what, if any, requirements exist for circulation and review prior to the Council approving the plan and a certificate of occupancy being issued for the opening and use of the Stadium?
- (3) The 1972 Final EIS on the Stadium lists six objectives to be served by new transportation improvements. If the City wants to adopt additional objectives, goals, policies, and performance standards to use as planning guidelines, would a supplemental EIS be required? Would it be required prior to the adoption of the parking plan and the issuance of the certificate of occupancy?
- (4) In reviewing the 1972 Final EIS on the Stadium, the Existing Conditions section incorrectly describes current transportation access conditions in the Stadium area. Must this section be updated before any final parking and access plan is adopted by the City Council?
- (5) How will the final State Guidelines for the Implementation of SEPA, expected to be adopted in October or November, 1975, affect the legislative and administrative process required for the opening of the Stadium? In other words, must an environmental assessment, if required, follow the new SEPA Guidelines?
- (6) Section 23.3 of the City's Zoning Code states:

"Prior to the issuance of an occupancy permit by the Superintendent of Buildings the applicant shall submit to the Council a final definitive workable parking plan describing the location of the available offstreet parking and the means by which persons shall commute between required parking and the principal use." (Emphasis added.)

Honorable John P. Harris  
September 4, 1975  
Page 3

Who is the "applicant" for the occupancy permit for the Stadium? If King County is the applicant, who (and by what process) must apply for the certificate of occupancy and submit the final parking and access plan to the City? Does the fact that the City is largely responsible for the development and implementation of the final parking and access plan affect the application process?

A letter identical to this one is being sent to Christopher T. Bayley, the King County Prosecutor.

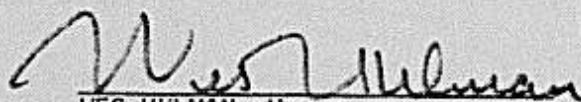
Since King County and the City of Seattle are vitally interested in the timely and effective opening and operation of the King County Stadium, we hope you will cooperate with Mr. Bayley to provide a thorough and consistent legal analysis of the foregoing questions.

The City Council will be holding a public hearing to begin considering the Mayor's proposed goals, objectives, policies, and performance standards for the final parking and access plan on September 9, 1975. Copies of the Mayor's proposal and the Council News Release on the hearing are enclosed for your information in preparing your legal opinion on our questions.

Due to the critical timing involved in this process, we would appreciate your written response by Friday, September 12, 1975.

If you have any questions about this request, please contact Councilman Revelle at 583-2359. If you have questions regarding the development of the final parking and access plan, please contact Ron Loewen, Seattle Engineering Department, at 583-2925, or Tony Puma, Transportation Coordinator, Office of Policy Planning, at 583-6845.

Respectfully yours,



WES UHLMAN, Mayor  
City of Seattle



RANDY REVELLE  
Seattle City Councilman

WU:RR:yh

cc: John Spellman, King County Executive  
Members, King County Council



Honorable John P. Harris  
September 4, 1975  
Page 4

Members, Seattle City Council  
Christopher T. Bayley, King County Prosecutor  
Woody Wilkinson, Director, Office of Policy Planning  
Paul Wiatrak, City Engineer  
Paul Schell, Director, Department of Community Development  
Alfred Petty, Superintendent of Buildings  
Robert L. Hanson, Chief of Police  
Frank R. Hanson, Fire Chief

# Seattle City Council



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Public Safety &  
Health Committee  
583-2359

Jeanette Williams  
Chairman  
Human Resources &  
Judiciary Committee  
583-2366

September 4, 1975

Honorable Christopher T. Bayley  
King County Prosecutor Attorney  
W-554 King County Courthouse  
Seattle, Washington 98104

Re: King County Stadium

Dear Chris:

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Honorable Christopher T. Bayley  
September 4, 1975  
Page 3

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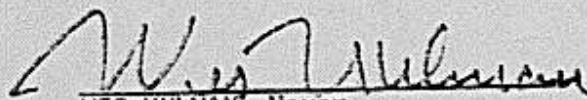
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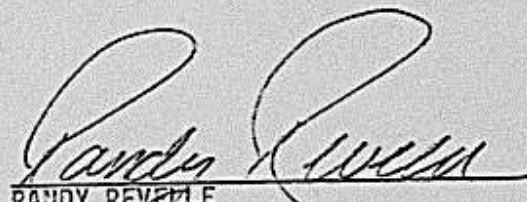
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Respectfully yours,

  
WES UHLMAN, Mayor  
City of Seattle

  
RANDY REVELLE  
Seattle City Councilman

WU:RR:yh

cc: John Spellman, King County Executive  
Members, King County Council



Honorable Christopher T. Bayley  
September 4, 1975  
Page 4

Members, Seattle City Council  
John P. Harris, Corporation Counsel  
Woody Wilkinson, Director, Office of Policy Planning  
Paul Wiatrak, City Engineer  
Paul Schell, Director, Department of Community Development  
Alfred Petty, Superintendent of Buildings  
Robert L. Hanson, Chief of Police  
Frank R. Hanson, Fire Chief



SEATTLE CITY COUNCIL

MEMORANDUM

DATE: September 4, 1975

TO: Interested Persons

FROM: Randy Revella, Chairman  
Public Safety and Health Committee

SUBJECT: Resolution on King County Stadium

Enclosed for your review and comment is the Mayor's proposed Resolution setting forth goals, objectives, policies, and performance standards to guide the City of Seattle in the development of a final parking and access plan for the King County Stadium.

As previously announced, there will be a public hearing before the City Council Committee of the Whole on Tuesday, September 9, 1975 at 7:30 p.m. in the City Council Chambers to allow public comment on the Mayor's proposed Resolution. If you cannot attend the hearing, please submit your written comments to my office by no later than Friday, September 12, 1975.

We look forward to seeing you at next Tuesday's hearing on the opening and use of the King County Stadium -- a subject of vital importance to Seattle and King County.

RR/yh

cc: Mayor Wes Uhlman  
Members, Seattle City Council  
King County Executive John D. Spellman  
Members, King County Council



# Your City, Seattle

Office of the Mayor  
Wes Uhlman, Mayor

SEATTLE CITY COUNCIL

'75 SEP 4 AM 9:50



September 3, 1975

The Honorable Sam Smith, President  
City Council  
City of Seattle

Dear Councilman Smith:

By ordinance the Seattle City Council must approve the final Parking and Access Plan for the King County Domed Stadium prior to its opening. The County, Metro Transit and City have combined to develop this plan and hope to have it completed for your review and approval during November of this year.

In order to give guidance and ensure the public's concerns are heeded during the development of the plan, we have developed a set of Assumptions, Goals, Objectives and Performance Standards, which are attached. These statements were formulated after reviewing previous documents (e.g., Seattle 2000 Commission) and soliciting comments from several community groups (e.g., Downtown Seattle Development Association [DSDA], International District Special Review District Board). Together they form an effective tool by which we can evaluate alternative strategies for parking and access to the stadium.

Because these Assumptions, Goals, Objectives, and Performance Standards play such an important part in the development of the plan, I believe the City Council should adopt them by resolution. In general, they outline three primary concerns:

First, that the integrity of the areas peripheral to the stadium must be maintained; and

Second, that existing social and economic functions must be maintained during stadium events; and

Third, that the stadium should provide a positive influence on the development of Seattle's downtown.



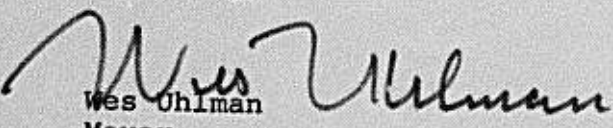
Hon. Sam Smith

-2-

September 3, 1975

I believe these concerns are so important that they have been broken out and stated at the beginning of the Resolution. I hope you agree with me on this matter and that the Council by adopting this Resolution can give us some fairly definitive direction.

Sincerely,

  
Wes Ohlman  
Mayor

WU:rlk  
Enc.



RESOLUTION ~~101389~~

A RESOLUTION adopting assumptions, goals, objectives, and performance standards to be used in the development of the King County Stadium Parking and Access Plan.

WHEREAS, on September 11, 1972, the Seattle City Council (by Ordinance 101389) required King County to develop a Parking and Access Plan for the Stadium and have that Plan approved by the City Council prior to occupying the Stadium; and

WHEREAS, the Consultant, contracted to develop the Plan, requires some guidance in his work; and

WHEREAS, the Mayor and City Council though realizing the Stadium will provide economic benefits to the City, feel it is absolutely essential that existing social and economic functions be maintained during the time periods affected by Stadium events; and

WHEREAS, the Mayor and City Council would like to see the development of a sound transportation, parking, and operational plan; and

WHEREAS, the Mayor and City Council have adopted goals and objectives pertaining to the City and Stadium; and

WHEREAS, the Pioneer Square and International District Special Review District Boards were established to protect these communities from adverse stadium impacts; and

WHEREAS, various community groups have adopted goals and objectives with regards to the Stadium; and

WHEREAS, the Mayor and City Council wish to insure that these concerns are heeded: Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING THAT:

The highest priority will be given to the protection of the peripheral stadium area (Pioneer Square and International Special Review Districts) from adverse stadium related impacts. Positive means will be found to mitigate unavoidable adverse impacts; and

That the existing City social and economic functions (i.e. transportation, commercial and industrial activity, residential and recreational uses, etc.) will be maintained during stadium events. Stadium event needs will be accommodated only within that framework; and

That stadium related activity should positively influence the development of Seattle. Adverse impacts shall be distributed to prevent concentration in any particular area; and

A serious effort should be directed toward development of sound transportation and parking strategies and operational plans giving special consideration to pedestrians, transit vehicles, and service and delivery vehicles; and

That the following assumptions, goals, objectives and performance standards, be adopted for the development of King County's Parking and Access Plan for the Stadium:

#### ASSUMPTIONS

##### General

- \* The basic concept for Stadium access and parking is presented in the "Preliminary Parking and Access Plan" dated 9-19-72.
- \* The specific task for JHK & Associates, within the framework of the study agreement, is to confirm, refine and detail the access and parking management strategies with emphasis on the early seasons of Stadium operation (1976-1979).
- \* Long range improvements (1980 and beyond) will be outlined preliminarily by JHK and refined as experience is gained by the various agencies.
- \* The public will tolerate small amounts of increased delay.

##### Transportation

###### Short Range (1976-1979)

- \* Few Metro Transit Buses will be available during peak hours for stadium use.
- \* Additional buses will become available for off-peak periods for stadium events.
- \* No new arterials or other major transportation facilities will be built.
- \* Minor street channelization permitted.



Assumptions (continued)

\*I-5 and Dearborn Street connections will be maintained.

\*Local funding for traffic and transit plans is limited.

\*The local and State operating agencies will cooperate in traffic, transit and parking management.

\*Patrons by auto will attempt to park as close as they can to the Stadium.

\*Patrons will adapt to any system for regularly scheduled events after about two seasons of experience.

\*The need for special controls and police personnel will diminish with time.

\*One-time or special events will pose unique problems necessitating special care with access and parking or scheduling.

Long Range

(1980 and beyond)

\* Improvements within the I-5 and Connecticut Street Interchange will be completed by 1990.

\* I-90 will be improved by 1990 but the form is unknown.

\* A surveillance control and driver information system will be operational by 1980 on I-5.

Assumptions (continued)

\* Development of Pioneer Square and International District plans will restrict arterial street capacities.

\* Constraints of energy supply and price will continue to influence transportation decisions.

Parking

\* Additional bus storage will be available nearby the stadium before 1980.

\* The access and parking plan should be adaptable to new supplies of parking.

\* Practical means exist to preserve parking for normal commercial demands.

\* The number of CBD spaces will not increase significantly.

\* In the CBD less than 20 percent of available parking will be available for Stadium use during weekday business hours.

Socio/Economic

\* Areas around the Stadium will continue to contain residential uses.

\* Adverse effects on adjacent retail sales will not be tolerated.

\* The adjacent economic base will expand.



Assumptions (continued)

\* Adjacent merchants and businessmen will tolerate a reasonable amount of Stadium congestion providing their access and parking is maintained.

\* Service and delivery functions are vital to the existence of the neighboring businesses.

\* Stadium operating costs will be borne by the users.

Environment

\* Practical means exist to preserve neighborhood integrity.

\* Concern with air quality and noise levels will continue.

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GOALS/OBJECTIVES

Transportation

\*\* Maximize the use of bus transit systems and high occupancy vehicles.

- Maintain separate and/or preferential access to the Stadium for buses, high-occupancy vehicles and taxis.

- Provide short-headway shuttle and express bus service to Park-Ride Lots.

\*\* Maximize use of existing transportation system.

Goals/Objectives (continued)

- Maintain existing transport functions and user equity during Stadium events.
- Minimize reliance on manual control.
- Reverse lanes or streets where capacity is needed for peak directions.
- Reduce incidence key intersection blockages.
- Provide exclusive lanes for transit vehicles.
- Utilize existing surveillance and traffic control systems to fullest extent.
- Detect and remove disabled and illegally parked vehicles.
- Give priority to key high capacity arterials.
- Establish radio communication net for auto and bus control.
- Enforce existing parking and traffic regulations.

\*\* Minimize congestion

- Facilitate the uniform continuous flow of vehicles on access streets and freeways.



Goals/Objectives (continued)

- Establish specific peak-event traffic control plans.

\*\* Maintain a high level of safety and convenience.

- Assign traffic control personnel to key locations to separate vehicles pedestrians in space and in time.

- Give high priority to emergency vehicle access and circulation.

- Reduce accidents.

- Assure service and delivery vehicles of access and parking space.

\*\* Optimize pedestrian access

- Provide separate facilities for pedestrians.

- Reduce vehicle/pedestrian conflicts.

\*\* Minimize the adverse impacts of Stadium operations

- Maintain access to local businesses by service and delivery vehicles.

- Spread pre-and post-event traffic over time to reduce magnitude of impact.

Goals/Objectives (continued)

- Schedule Stadium events to avoid normal traffic peaks.

Parking

- \*\* Reduce travel to and from Stadium parking.

- Divert traffic circulation when parking areas are full.

- Prevent blockages (by entering or exiting parkers) to adjacent streets.

- Direct drivers via most direct routes.

- \*\* Maximize utility of existing parking facilities.

- Emphasize off-street parking.

- Encourage joint use of facilities.

- Encourage higher occupancies in private autos.

- Encourage maximum use of regional parking facilities.

- \*\* Minimize adverse impacts on adjacent districts (PS & ID)

- Keep special loading zones available for their intended uses.

- Reserve selected streets for local access only.



Goals/Objectives (continued)

- Orient parking supply toward non-stadium uses.

Socio/Economic

\*\* Preserve community integrity

- Prevent vehicular intrusion of Stadium patrons to or through the PS or ID areas.

\*\* Maintain security and safety

- Do not allow loitering of post-event patrons.
- Institute vandalism surveillance.
- Provide police security in high risk areas.

\*\* Access and parking plans will be cost-effective.

Environment

\*\* Minimize air and noise pollution.

- Strive for uniform flow of vehicular traffic.
- Discourage excessive idling of vehicle engines.

\*\* Minimize the proliferation of litter after Stadium events.

- Assign street cleaning personnel and equipment for post-event cleanup.

PERFORMANCE STANDARDS

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CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
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Transportation

Pedestrians

Pedestrian systems will be designed for Service Level "D".

Pedestrian queues will not be held at any one location for more than one minute

-  
Pedestrians will not walk in unprotected street areas.

Bus Transit

Transit transfer delays should not exceed 5 minutes on the average

-  
Bus patron delay at park-ride lots and at stadium loading points shall not exceed 5 minutes

Express and charter transit vehicles shall operate at average travel speeds of over 15 mph

Check point times at selected one and two mile distances shall be no more than four and eight minutes after the vehicles begin their trips



Performance Standards (continued)

Shuttle and regular  
transit vehicles shall  
average no less than  
4 mph

Check point times shall  
not exceed 15 minutes  
one mile from the Stadium

-

No transit patron  
will be involved in  
an accident while  
boarding or alighting

-

Buses on-site and at  
nearby storage lots  
will not be interrupted  
and delayed in reaching  
patron pick-up points  
at the stadium post-  
event - a continuous  
backlog of buses is  
required at the pick-up  
points

Non-stadium bound public  
transit (all carriers)  
delays should not exceed  
5 minutes

PERFORMANCE STANDARDS

(continued)

CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
All Modes	Inter-modal transfer times should not exceed 10 minutes on the average	-
	-	All key intersections are not allowed to become blocked
		Disabled or illegally parked vehicles will be removed from the traveled way within 15 minutes
Mixed Traffic Flow	Service level "D" is permitted for up to one hour on arterials	Streets adjacent to Stadium will be free-flowing (Service level "C") within one hour after capacity events at the study boundary
	Vehicles will maintain average travel speeds of over 6 mph on major arterials	Vehicles will reach selected check points one mile from the Stadium within 10 minutes
	Fire and ambulance routes shall not be unduly delayed by event traffic	Response times shall not be increased by more than 10 percent



PERFORMANCE STANDARDS

(continued)

CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
		Accidents shall be less than 2/10 VMT on Freeways and 25/10 VMT in the CBD
	Service and goods movement delays should not exceed 10 minutes for normal workday activities	
<u>Parking</u>	In the PS & ID, none of the available parking shall be allocated to Stadium use	
	-	On-site Stadium parking will be 90 percent cleared within 20-30 minutes after the end of capacity events
	-	No pre-event queues into off-street stadium parking will be allowed to block major arterials or exclusive transit lanes

PERFORMANCE STANDARDS

(continued)

CATEGORY	PLANNING/DESIGN	ACTUAL OPERATION
	-	Once loaded, express and charter buses will not be obstructed in their exit from the Stadium lot
<u>Socio/Economic</u>	-	Retail sales and other measures of business activity throughout the Stadium impact area will not decline as a result of Stadium operations
<u>Environment</u>	Selected local streets will be reserved for PS and ID activities only	-
	-	Physical damage to local PS and ID fragile areas will not occur
	-	Local neighborhood areas and districts will be cleared of excessive litter within 12 hours after an event



## ATTACHMENT A

### ADOPTED SEATTLE 2000 GOALS AND OBJECTIVES \* (Basis for Stadium Parking and Access Plan)

#### Downtown and Major Activity Centers

- A. Downtown Seattle should be the pre-eminent center for business, governmental and cultural activities of the region.
- B. Downtown Seattle should be the most exciting and extensive retail trade center in the region.
- C. Downtown should be the principal place within the region for the widest possible variety of cultural, entertainment, and urban recreation activities.
- D. The planning and development of the downtown should bring about a unified, well-integrated whole, while maintaining and enhancing the identity of areas of special character or emphasis.
- E. Urban design and development in the downtown should be guided by the highest standards of excellence.
- F. The downtown should be a comfortable and enjoyable place for people.
- G. A multiplicity of uses should be encouraged in the downtown for varied and rich experiences.
- H. The downtown should become much more conducive to safe and enjoyable pedestrian movement.

#### Economy and Economic Security

- D. Ensure the stability of the local economy.

#### Environment

##### Pollution Sub-Group Report

##### A. Goal: Noise.

The City should strive to reduce the present levels of noise pollution in its living and working environments to satisfy the expectations and health requirements of those who live and work in the City.

##### B. Goal: Air.

The City should strive to reduce the present levels of air pollution to meet not only the health requirements of its citizens, but also the environmental visual and nuisance abatement expectations of its citizens.

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\* The Goals and Objectives for the Stadium Parking and Access Plan were based partly on these goals and objectives from "Goals for Seattle: The Report of the Seattle 2000 Commission, "Prepared by the Citizens of Seattle and Adopted by the Mayor and the City Council, Seattle, Washington, 1973.

## ATTACHMENT A

### Land Use Sub-Group Report

#### Goals

- D. The development of the City should be such that the impact of the private automobile is greatly reduced and the use of alternate transportation modes is increased.
- E. The comprehensive plan should establish means to protect, preserve, and use to best advantage Seattle's heritage of natural assets: lakes, shorelines, streams, views, topography, trees and natural vegetation.
- F. Seattle's downtown should not be expanded horizontally, but should be improved as a healthy living, working and cultural environment.
- G. Seattle's industrial area should be improved and not be allowed to expand horizontally.

#### Transportation

- A. Overall Goal: Transportation and utility systems shall be planned, implemented, and operated to achieve the social, economic, and environmental goals of the people of Seattle.
- B. Goal: Transportation systems shall be oriented to meeting all people's needs for mobility within Seattle and to and from neighboring communities expeditiously, conveniently, and safely, consistent with social, environmental and economic goals.
  - 1. Seattle should determine the functional needs of the people for mobility now and in the future by categorizing these functional needs as between (1) commuter, home-to-work trips, (2) transit-dependent trips, (3) all-purpose trips, (4) movement of goods trips, and (5) emergency/defense trips.
  - 2. Seattle should change existing transportation and utilities systems and plans to conform with the goals of the City, by a process of weighing all costs and benefits of all available alternatives and selecting the best alternatives to meet the City's adopted goals for a balanced, coordinated, and integrated transportation and utility system.
- C. Goal: Seattle shall seek and implement measures to minimize the need for transportation, as consistent with overall social, economic, and environmental goals for the people of the City.



ATTACHMENT A

Objectives:

1. Encourage the development (both public and private) of systems which substitute for travel.
  2. Increase the proportion of people who both live and work within the City, by encouraging urban redesign and a redistribution of activities so as to reduce the length of trips within (and to and from) the City.
- D. Goal: Transportation and utility systems shall promote social and economic opportunity and serve the City with the least possible disruption by land taking, physically dividing barriers, private and public vehicles, pollution (air, noise, visual, water), and consumption of energy and other natural resources.

Objectives:

1. Improve present mass transportation systems to provide a substitute for travel by automobile and to provide mobility for all, including the young, the old, and the disadvantaged.
  2. Seattle shall develop an efficient mass transit system which serves the entire metropolitan area, is linked and coordinated with long-distance transportation, is minimally polluting, and conserves energy.
  3. Seattle should provide a safe, attractive environment for pedestrians.
  4. Seattle should acknowledge and facilitate bicycling as a means of mobility for the people of the City.
  5. Seattle shall implement measures to (1) subordinate and/or drastically reduce use of the automobile for commuting within the City and for any and all nonemergency purposes within congested, high activity areas heavily used by pedestrians; (2) curtail growth of private motor vehicle traffic generally, within the City, and (3) reduce, on all roadways within the City, the present level of auto use for transportation of persons and the level of vehicular use for movement of goods during peak hours.
  6. The environmental impact and resource use of private motor vehicles at any given level of vehicular operation shall be reduced.
  9. The City shall encourage a goods movement system that is efficient, low-polluting, and minimizes conflict with other vehicular traffic and pedestrians.
- F. Goal: Seattle shall plan transportation and utilities systems in cooperation with other governments and public agencies in this region, in a process in which Seattle's population is represented on a one-person, one-vote basis, and which is funded from their uncommitted general funds.

**Objectives:**

1. Seattle shall be fairly represented in cooperative intergovernmental agencies. Its voting power, both in committees and in the agency as a whole, shall be proportional to its population.
2. The intergovernmental agencies of which Seattle is a member shall adopt procedures similar to those used in the City, in order that the elected officials and the people of the City shall have fair, adequate, and timely notice of prospective acts which will affect them.



## ATTACHMENT B

## INPUT SOURCES FOR THE GOALS AND OBJECTIVES

ABBREVIATION		SOURCE
CIP	-	1976 Transportation Capital Improvement Program - Seattle
CON	-	Project Contract
County	-	King County
D.o.H.	-	Washington State Department of Highways
DSDA	-	Downtown Seattle Development Association - 1974 Annual Report
ID	-	International District
KC	-	Letter from King County, 5/13/75
KDS	-	King County Domed Stadium
Metro	-	METRO
OPP	-	Office of Policy Planning - Seattle
PD	-	Seattle Police Department
PORT	-	Port of Seattle
PPAP	-	Preliminary Parking and Access Plan - KC
PPUR	-	Pike Place Urban Renewal Project - Design and Development Program for the Hill Climb Corridor
PSD	-	Pioneer Square District
PSCOG	-	Puget Sound Council of Governments
SCBD	-	South Central Business District - Policies for Action
WSP	-	Washington State Patrol

# ATTACHMENT B

## POTENTIAL STADIUM GOALS

### Summary of Local Input

CATEGORY/GOAL	SOURCE
<u>Transportation</u>	
* Complement Surface Street Transit & Parking Strategies	D.o.H.
* Maintain Existing Transportation System	PSCOG, CIP, SCBD,
* Provide Equitable Access	PSCOG, CIP, SCBD,
* Minimize Congestion (Sts. and Fwy)	PD, CIP, DSDA, PPUR
* Promote Safety (Sts. and Fwy)	PSCOG, PD, CIP, DSDA,
* Provide Efficient Access	PD, KC, DSDA, D.o.H.
* Develop Flexible Plan	PSCOG, KC,
* Provide for all Modes	PSCOG, KC,
* Encourage Maximum Use of Mass Transit	PPAP, SCBD,
* Minimize Effect of Vehicular Traffic Near Stadium	PPAP
* Encourage Pedestrian and Bicycle Access	PPUR, ID, SCBD,
* Maintain Service and Delivery	SCBD, DSDA
* Meet Growing Transportation Needs	PSCOG, SCBD,
* Minimize Improvement Costs	PSCOG,
* Facilitate Inter-Modal Travel	PSCOG, PPUR,
* Maintain System Reliability	PSCOG
* Encourage Coordination of Planning and Operation	PSCOG
* Minimize Flow Disruption of Fwy	D.o.H.
* Smooth Movement of Goods	
* Distribution of Costs Should be Made Equitably	PSCOG
* Maximize Use of Existing Control Facilities	D.o.H.