

RESOLUTION No. 30657

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A RESOLUTION relating to Sound Transit's Link light rail line, providing recommendations to the Sound Transit Board on the preliminary preferred alignment for North Link, the extension of Link light rail from downtown Seattle to the University District and Northgate.

Introduced:	MAR 1 - 2004	By:	CONLIN
Referred:	MAR 1 - 2004	To:	TRANSPORTATION
Referred:		To:	
Reported:			
4-19-04			
Passed:	4-19-04	Signed:	<i>[Signature]</i> 4-19-04
Filed:	4/19/04	Published:	<i>[Signature]</i> 4/27/04 DLC

4/13/04 substitute with version  
unanimously  
 4/17/04 passed as amended  
 4-19-04 Adopted As Amended

*Law Department*



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3 **RESOLUTION 30657**

4 A RESOLUTION relating to Sound Transit's Link light rail line, providing recommendations to the Sound Transit Board on the preliminary preferred alignment for North Link, the extension of Link light rail from downtown Seattle to the University District and Northgate.

5 WHEREAS, in November 1996, the voters of the three-county Sound Transit district approved *Sound Move*, the ten-year regional transit system plan, which includes a 23-mile new electric light rail line connecting SeaTac, Tukwila, and Seattle; and

6  
7 WHEREAS, Sound Transit (formally known as the Central Puget Sound Regional Transit Authority, or RTA) is proceeding to implement the *Sound Move* plan, including the Link light rail component; and

8  
9 WHEREAS, on November 5, 1999, Sound Transit and the Federal Transit Administration (FTA) issued a Final Environmental Impact Statement (FEIS) for the Central Link Light Rail Transit Project to satisfy the requirements of both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA); and

10  
11 WHEREAS, on November 18, 1999, the Sound Transit Board approved Resolution No. R99-34, selecting the light rail alignment and profiles from the University District in Seattle to S. 200<sup>th</sup> Street in the City of SeaTac, station locations, and vehicle maintenance base site for the Central Link Light Rail Project; and

12  
13 WHEREAS, Sound Transit subsequently decided to reexamine the project for cost, schedule, and engineering reasons; and

14  
15 WHEREAS, on November 29, 2001, the Sound Transit Board approved Resolution No. R2001-16, selecting, as the Initial Segment of the Central Link Light Rail Project, the 14-mile segment from Convention Place Station in downtown Seattle to S. 154th Street in Tukwila with connections to Sea-Tac Airport; and

16  
17 WHEREAS, Sound Transit is committed to extending Link light rail north of downtown Seattle connecting to the University District and to Northgate; and

18  
19 WHEREAS, Sound Transit evaluated alternatives between downtown Seattle and Northgate and issued a Draft Supplemental Environmental Impact Statement (Draft SEIS) in November 2003; and

20  
21 WHEREAS, Sound Transit issued an Addendum to the Draft SEIS in February 2004, analyzing the Modified Montlake Route through the University of Washington campus; and

22  
23 WHEREAS, the Sound Transit Board is scheduled to identify a preliminary Locally Preferred Alternative (LPA) for North Link in April 2004, and Sound Transit will then prepare the Final SEIS and the Board will make a final decision on the route and stations to be built; and

24  
25 WHEREAS, the Seattle City Council wants to provide formal recommendations to the Sound Transit Board before it identifies the preliminary LPA for North Link; NOW THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE AS FOLLOWS:**

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**Section 1.** The Seattle City Council supports Sound Transit in evaluating alternative light rail alignments and station locations between downtown Seattle and Northgate. The City Council provides the following recommendations to the Sound Transit Board as it works to identify a preliminary Locally Preferred Alternative (LPA) for North Link. The City Council's position is based on a review of the Draft Supplemental Environmental Impact Statement (Draft SEIS), the Addendum on the Modified Montlake Route, and public comments, including oral comments at public hearings and meetings and written comments submitted to City and Sound Transit elected officials over the past months and years, and on a review of the City's Comprehensive Plan, neighborhood plans, Transportation Strategic Plan (TSP), and other City goals and policies.

In recommending this alignment and these station locations, the City Council intends that Link light rail serve the highest-density existing residential and commercial areas in the City and the region. This strategy will yield highest ridership for the light rail system and will also provide a competitive alternative to the car for people traveling to and from these dense areas. In particular, this alignment will provide an important light rail connection for residents of Beacon Hill and the Rainier Valley (both of which are part of the Initial Segment) to jobs and education opportunities on First Hill, Capitol Hill, the University District, and Northgate. The light rail line will benefit riders throughout the region by providing fast, reliable access to major employment centers. In addition, this alignment and these station locations serve areas where the City and its citizens can use light rail to help spur economic redevelopment of particular neighborhoods, as an opportunity to implement neighborhood plans and the goals of the Comprehensive Plan.

- A. From the Westlake Station in the Downtown Seattle Transit Tunnel (DSTT), the light rail system should cross under I-5 to a tunnel station at First Hill. The First Hill station will serve the dense residential and employment areas in the vicinity, including major institutions such as Virginia Mason Hospital, Swedish Hospital, and Seattle University.
- B. The light rail system should then proceed north to a tunnel station beneath Capitol Hill. The Capitol Hill station will serve the dense residential neighborhoods as well as the commercial activities along Broadway

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and 15<sup>th</sup> Avenue E., and major institutions such as Seattle Central Community College and Group Health Cooperative.

- C. The alignment should then cross the ship canal via the Modified Montlake Route with stations at Husky Stadium and at Brooklyn Avenue N.E. either south or north of N.E. 45<sup>th</sup> Street. Providing two stations in the University District is important to serve the residents, employers, and retail businesses in the surrounding areas, as well as the University of Washington. Sound Transit's ridership forecasts show high ridership for both a north and a south station in the University District. As Sound Transit addresses the need for a vent shaft in the Montlake neighborhood (to serve the Montlake route alternative, if selected), it should work with residents, businesses, institutions, the City of Seattle, and the Washington State Department of Transportation to minimize negative impacts. If the Sound Transit Board intends to include a Montlake alignment as part of its preliminary LPA decision in spring 2004, the City Council may want to make specific recommendations on a location for the vent shaft before the Board takes final action on the preliminary LPA.
- D. North of the University District, the light rail system should continue in a tunnel to an underground station in the Roosevelt neighborhood near 12<sup>th</sup> Avenue N.E. and N.E. 65<sup>th</sup> Street. This station location will directly serve the heart of the Roosevelt commercial area and also provide easy access to nearby residential neighborhoods.
- E. North of Roosevelt, the light rail system should continue in a tunnel and curve northwest to a portal adjacent to I-5 near N.E. 76<sup>th</sup> Street, and run along the east side of I-5, cut into the hillside, to Northgate. The elevated Northgate station should be located east of 1<sup>st</sup> Avenue N.E., straddling N.E. 103<sup>rd</sup> Street. This station should provide easy access to bus transfers at the Northgate Transit Center, and to adjacent parking garage(s) with about 1,000 to 1,400 parking stalls for light rail riders. The Northgate station must be physically and operationally integrated into the surrounding development, both existing and future, to foster effective transit-oriented development. There must be seamless pedestrian access connecting the light rail

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1 station with the Northgate Transit Center, the park-and-ride garage(s), shopping areas, and other nearby  
2 activities.

3 **Section 2.** Although the November 1996 *Sound Move* ballot measure committed to reach only N.E. 45<sup>th</sup>  
4 Street in the University District in Phase I, the City emphasizes the importance of reaching Northgate with light  
5 rail as soon as possible. Northgate is an important urban center in the region that must be served by excellent  
6 transit. Building light rail to Roosevelt and Northgate will increase light rail boardings in 2030 by 14,000 to  
7 17,000 per day. The Northgate station will effectively act as a collector point for bus riders from north Seattle,  
8 north King County, and Snohomish County, thereby reducing impacts in the University District that could arise if  
9 the interim terminus were located there, and reducing bus volumes in downtown Seattle.

10 **Section 3.** All light rail stations must be physically and operationally integrated into the surrounding  
11 development, both existing and future, to foster effective transit-oriented development. As provided in the *Sound*  
12 *Move* plan, for each light rail station, Sound Transit's Link light rail project must include, as integral parts of the  
13 project, station access improvements within a minimum of one-half mile around each station for all modes of  
14 travel, including bicycles, pedestrians, kiss-and-ride, transit, and taxis, as well as community connection  
15 improvements that would knit the light rail line into the surrounding neighborhoods. The light rail system should  
16 recognize bicycles as a viable mode of transportation, and adequate bicycle storage should be provided at stations,  
17 along with room to expand bicycle storage space in the future as needed.

18 **Section 4.** Sound Transit should involve local jurisdictions, community groups, and citizens to define  
19 appropriate measures to mitigate impacts of construction or operation of the light rail system. Sound Transit  
20 should also identify and evaluate specific ways to minimize and mitigate the impacts of light rail construction on  
21 businesses, including impacts on customer and delivery access to businesses affected by the light rail route. Sound  
22 Transit should provide opportunities for each affected neighborhood to have direct, frequent input on the design of  
23 Link light rail stations and other project elements in order to ensure community-sensitive design solutions. This input  
24 may take the form of community advisory committees, public meetings and workshops, or other mechanisms  
determined by the City and Sound Transit to be appropriate, and shall be coordinated with the ongoing efforts of the

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1 Light Rail Review Panel. Sound Transit should also develop plans for community connections and for bus feeder  
2 service to light rail stations to knit the light rail line into the surrounding neighborhoods and to achieve desired light  
3 rail ridership levels, and identify and evaluate parking management strategies to avoid "hide and ride" traffic and  
4 parking impacts around stations from light rail riders in neighborhoods.

5 **Section 5.** The City has a strong ongoing interest in the development of Link light rail, and commits to  
6 continuing its successful working relationship with Sound Transit to address a variety of issues, concerns, and  
7 decisions that need to be made.

8 Adopted by the City Council the 19<sup>th</sup> day of April, 2004, and signed by me in open session  
9 in authentication of its adoption this 19<sup>th</sup> day of April, 2004.

10  
11 Jan Drago  
12 President of the City Council

13 Filed by me this 19 day of April, 2004.

14 Judith E. Pappier  
15 City Clerk

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**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Martha Lester / 4-8149	NA

**Legislation Title:**

A RESOLUTION relating to Sound Transit's Link light rail line, providing recommendations to the Sound Transit Board on the preliminary preferred alignment for North Link, the extension of Link light rail from downtown Seattle to the University District and Northgate.

- **Summary of the Legislation:** This resolution provides recommendations to the Sound Transit Board on the preliminary preferred alignment for North Link light rail.
- **Background:** (Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):

In 1996, the voters of the three-county Sound Transit district approved *Sound Move*, the ten-year regional transit system plan, which includes a 23-mile new light rail line connecting SeaTac, Tukwila, and Seattle. Sound Transit is currently building the Initial Segment of the Central Link Light Rail Project, a 14-mile segment from Convention Place Station in downtown Seattle to S. 154th Street in Tukwila with connections to Sea-Tac Airport. Sound Transit is also evaluating alternatives for North Link, the extension of Link light rail north of downtown Seattle connecting to the University District and to Northgate. Sound Transit issued a Draft Supplemental Environmental Impact Statement (Draft SEIS) in November 2003, and an Addendum to the Draft SEIS in February 2004 analyzing the Modified Montlake Route through the University of Washington campus. The Sound Transit Board is scheduled to identify a preliminary Locally Preferred Alternative (LPA) for North Link in April 2004, and Sound Transit will then prepare the Final SEIS and the Board will make a final decision on the route and stations to be built. In this resolution, the City makes recommendations to the Sound Transit Board for the preliminary LPA for North Link.

- Please check one of the following:

**This legislation does not have any financial implications.** (Stop here and delete the remainder of this document prior to saving and printing.)

**This legislation has financial implications.** (Please complete all relevant sections that follow.)



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RESOLUTION 30657

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WHEREAS, in November 1996, the voters of the three-county Sound Transit district approved *Sound Move*, the ten-year regional transit system plan, which includes a 23-mile new electric light rail line connecting SeaTac, Tukwila, and Seattle; and

WHEREAS, Sound Transit (formally known as the Central Puget Sound Regional Transit Authority, or RTA) is proceeding to implement the *Sound Move* plan, including the Link light rail component; and

WHEREAS, on November 5, 1999, Sound Transit and the Federal Transit Administration (FTA) issued a Final Environmental Impact Statement (FEIS) for the Central Link Light Rail Transit Project to satisfy the requirements of both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA); and

WHEREAS, on November 18, 1999, the Sound Transit Board approved Resolution No. R99-34, selecting the light rail alignment and profiles from the University District in Seattle to S. 200<sup>th</sup> Street in the City of SeaTac, station locations, and vehicle maintenance base site for the Central Link Light Rail Project; and

WHEREAS, Sound Transit subsequently decided to reexamine the project for cost, schedule, and engineering reasons; and

WHEREAS, on November 29, 2001, the Sound Transit Board approved Resolution No. R2001-16, selecting, as the Initial Segment of the Central Link Light Rail Project, the 14-mile segment from Convention Place Station in downtown Seattle to S. 154th Street in Tukwila with connections to Sea-Tac Airport; and

WHEREAS, Sound Transit is committed to extending Link light rail north of downtown Seattle connecting to the University District and to Northgate; and

WHEREAS, Sound Transit evaluated alternatives between downtown Seattle and Northgate and issued a Draft Supplemental Environmental Impact Statement (Draft SEIS) in November 2003; and

WHEREAS, Sound Transit issued an Addendum to the Draft SEIS in February 2004, analyzing the Modified Montlake Route through the University of Washington campus; and

WHEREAS, the Sound Transit Board is scheduled to identify a preliminary Locally Preferred Alternative (LPA) for North Link in April 2004, and Sound Transit will then prepare the Final SEIS and the Board will make a final decision on the route and stations to be built; and

WHEREAS, the Seattle City Council wants to provide formal recommendations to the Sound Transit Board before it identifies the preliminary LPA for North Link; NOW THEREFORE,

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- 18           A. From the Westlake Station in the Downtown Seattle Transit Tunnel (DSTT), the light rail system should  
19 cross under I-5 to a tunnel station at First Hill. The First Hill station will serve the dense residential and  
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- 22           B. The light rail system should then proceed north to a tunnel station beneath Nagle Place south of E. John  
23 Street on Capitol Hill. The Capitol Hill station will serve the dense residential neighborhoods as well as the  
24 commercial activities along Broadway and 15<sup>th</sup> Avenue E., and major institutions such as Seattle Central

1 Community College and Group Health Cooperative. The Nagle Place station option will better  
2 accommodate a crossover track in this segment, but impacts to adjacent Cal Anderson Park must be  
3 adequately addressed.

4 C. Either the West Tunnel crossing of the ship canal with stations at Southwest Campus and Brooklyn, or the  
5 Modified Montlake Route crossing with stations at Husky Stadium and Brooklyn, could serve the  
6 University District. Providing two stations in the University District is important to serve the residents,  
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must be seamless pedestrian access connecting the light rail station with the Northgate Transit Center, the park-and-ride garage(s), shopping areas, and other nearby activities.

**Section 2.** Although the November 1996 *Sound Move* ballot measure committed to reach only N.E. 45<sup>th</sup> Street in the University District in Phase 1, the City emphasizes the importance of reaching Northgate with light rail as soon as possible. Northgate is an important urban center in the region that must be served by excellent transit. Building light rail to Roosevelt and Northgate will increase light rail boardings in 2030 by 14,000 to 17,000 per day. The Northgate station will effectively act as a collector point for bus riders from north Seattle, north King County, and Snohomish County, thereby reducing impacts in the University District that could arise if the interim terminus were located there, and reducing bus volumes in downtown Seattle.

**Section 3.** All light rail stations must be physically and operationally integrated into the surrounding development, both existing and future, to foster effective transit-oriented development. As provided in the *Sound Move* plan, for each light rail station, Sound Transit's Link light rail project must include, as integral parts of the project, station access improvements within a minimum of one-half mile around each station for all modes of travel, including bicycles, pedestrians, kiss-and-ride, transit, and taxis, as well as community connection improvements that would knit the light rail line into the surrounding neighborhoods. The light rail system should recognize bicycles as a viable mode of transportation, and adequate bicycle storage should be provided at stations, along with room to expand bicycle storage space in the future as needed.

**Section 4.** Sound Transit should involve local jurisdictions, community groups, and citizens to define appropriate measures to mitigate impacts of construction or operation of the light rail system. Sound Transit should also identify and evaluate specific ways to minimize and mitigate the impacts of light rail construction on businesses, including impacts on customer and delivery access to businesses affected by the light rail route. Sound Transit should provide opportunities for each affected neighborhood to have direct, frequent input on the design of Link light rail stations and other project elements in order to ensure community-sensitive design solutions. This input may take the form of community advisory committees, public meetings and workshops, or other mechanisms determined by the City and Sound Transit to be appropriate, and shall be coordinated with the ongoing efforts of the

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8 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2004, and signed by me in open session  
9 in authentication of its adoption this \_\_\_\_ day of \_\_\_\_\_, 2004.

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11 \_\_\_\_\_  
12 President \_\_\_\_\_ of the City Council

13 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2004.

14 \_\_\_\_\_  
15 City Clerk

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Community College and Group Health Cooperative. ~~The Noble Place station option will better accommodate a crossover track in this segment, but impacts to adjacent Cal Anderson Park must be adequately addressed.~~

C. The alignment should then cross the ship canal via the Modified Montlake Route with stations at Husky Stadium and at Brooklyn Avenue N.E. either south or north of N.E. 45<sup>th</sup> Street. Providing two stations in the University District is important to serve the residents, employers, and retail businesses in the surrounding areas, as well as the University of Washington. Sound Transit's ridership forecasts show high ridership for both a north and a south station in the University District. As Sound Transit addresses the need for a vent shaft in the Montlake neighborhood (to serve the Montlake route alternative, if selected), it should work with residents, businesses, institutions, the City of Seattle, and the Washington State Department of Transportation to minimize negative impacts. If the Sound Transit Board intends to include a Montlake alignment as part of its preliminary LPA decision in spring 2004, the City Council may want to make specific recommendations on a location for the vent shaft before the Board takes final action on the preliminary LPA.

D. North of the University District, the light rail system should continue in a tunnel to an underground station in the Roosevelt neighborhood near 12<sup>th</sup> Avenue N.E. and N.E. 65<sup>th</sup> Street. This station location will directly serve the heart of the Roosevelt commercial area and also provide easy access to nearby residential neighborhoods.

E. North of Roosevelt, the light rail system should continue in a tunnel and curve northwest to a portal adjacent to I-5 near N.E. 76<sup>th</sup> Street, and run along the east side of I-5, cut into the hillside, to Northgate. The elevated Northgate station should be located east of 1<sup>st</sup> Avenue N.E., straddling N.E. 103<sup>rd</sup> Street. This station should provide easy access to bus transfers at the Northgate Transit Center, and to adjacent parking garage(s) with about 1,000 to 1,400 parking stalls for light rail riders. The Northgate station must be physically and operationally integrated into the surrounding development, both existing and future, to foster effective transit-oriented development. There must be seamless pedestrian access connecting the light rail

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1 station with the Northgate Transit Center, the park-and-ride garage(s), shopping areas, and other nearby  
2 activities.

3 **Section 2.** Although the November 1996 *Sound Move* ballot measure committed to reach only N.E. 45<sup>th</sup>  
4 Street in the University District in Phase I, the City emphasizes the importance of reaching Northgate with light  
5 rail as soon as possible. Northgate is an important urban center in the region that must be served by excellent  
6 transit. Building light rail to Roosevelt and Northgate will increase light rail boardings in 2030 by 14,000 to  
7 17,000 per day. The Northgate station will effectively act as a collector point for bus riders from north Seattle,  
8 north King County, and Snohomish County, thereby reducing impacts in the University District that could arise if  
9 the interim terminus were located there, and reducing bus volumes in downtown Seattle.

10 **Section 3.** All light rail stations must be physically and operationally integrated into the surrounding  
11 development, both existing and future, to foster effective transit-oriented development. As provided in the *Sound*  
12 *Move* plan, for each light rail station, Sound Transit's Link light rail project must include, as integral parts of the  
13 project, station access improvements within a minimum of one-half mile around each station for all modes of  
14 travel, including bicycles, pedestrians, kiss-and-ride, transit, and taxis, as well as community connection  
15 improvements that would knit the light rail line into the surrounding neighborhoods. The light rail system should  
16 recognize bicycles as a viable mode of transportation, and adequate bicycle storage should be provided at stations,  
17 along with room to expand bicycle storage space in the future as needed.

18 **Section 4.** Sound Transit should involve local jurisdictions, community groups, and citizens to define  
19 appropriate measures to mitigate impacts of construction or operation of the light rail system. Sound Transit  
20 should also identify and evaluate specific ways to minimize and mitigate the impacts of light rail construction on  
21 businesses, including impacts on customer and delivery access to businesses affected by the light rail route. Sound  
22 Transit should provide opportunities for each affected neighborhood to have direct, frequent input on the design of  
23 Link light rail stations and other project elements in order to ensure community-sensitive design solutions. This input  
24 may take the form of community advisory committees, public meetings and workshops, or other mechanisms  
determined by the City and Sound Transit to be appropriate, and shall be coordinated with the ongoing efforts of the

1 Light Rail Review Panel. Sound Transit should also develop plans for community connections and for bus feeder  
2 service to light rail stations to knit the light rail line into the surrounding neighborhoods and to achieve desired light  
3 rail ridership levels, and identify and evaluate parking management strategies to avoid "hide and ride" traffic and  
4 parking impacts around stations from light rail riders in neighborhoods.

5 **Section 5.** The City has a strong ongoing interest in the development of Link light rail, and commits to  
6 continuing its successful working relationship with Sound Transit to address a variety of issues, concerns, and  
7 decisions that need to be made.

8 Adopted by the City Council the 19<sup>th</sup> day of April, 2004, and signed by me in open session  
9 in authentication of its adoption this 19<sup>th</sup> day of April, 2004.

10  
11 \_\_\_\_\_  
12 President \_\_\_\_\_ of the City Council

13 Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

14 \_\_\_\_\_  
15 City Clerk

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STATE OF WASHINGTON - KING COUNTY

--SS.

171494  
CITY OF SEATTLE, CLERKS OFFICE

No. RESOLUTION TITLE ONLY

Affidavit of Publication

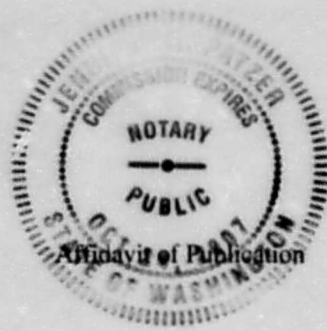
The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12<sup>th</sup> day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

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was published on

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*Mel Dond*

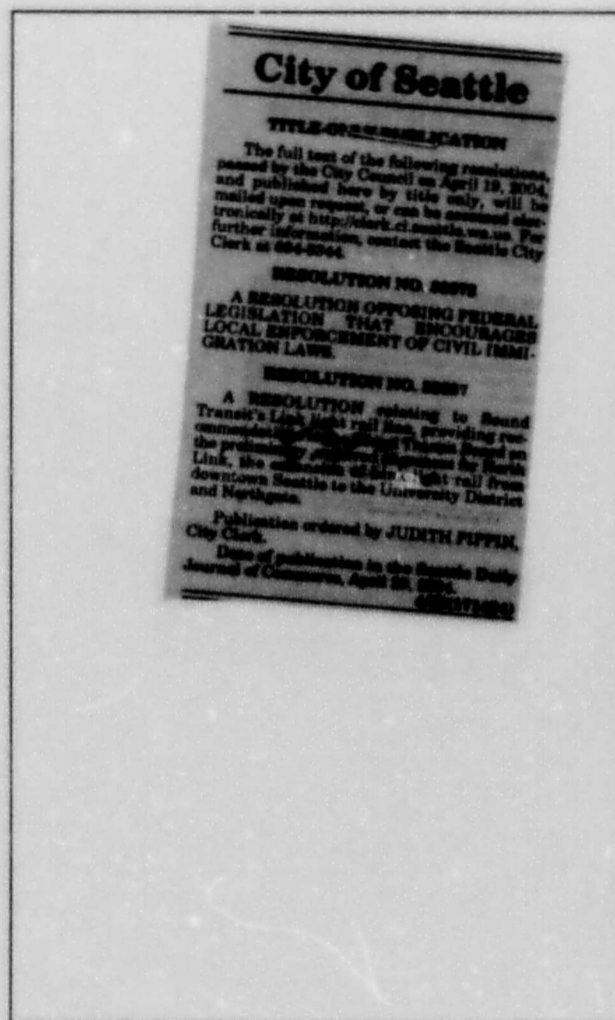
Subscribed and sworn to before me on

4/29/2004

*Jennifer Patzer*

Notary public for the State of Washington,  
residing in Seattle

State of Washington, King County



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