

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Legislative	Bill LaBorde 684-8593	

**Legislation Title:** A RESOLUTION relating to the 3rd Avenue Transit Corridor Design Concept and recommendations, Pike/Pine Retail Core Urban Design Concept and other Downtown streetscape improvements related to the Center City Initiative; and addressing the funding plan and steps for implementation.

**Summary of the Legislation:** This resolution endorses 3<sup>rd</sup> Avenue Transit Corridor University to Stewart 10% Design as guidance for future streetscape, coordinated street furniture and lighting improvements to the 3<sup>rd</sup> Avenue Transit Corridor, as well as final design for the Macy’s Block on 3<sup>rd</sup> Avenue between Pine and Stewart streets. It also endorses ongoing urban design efforts on the Pike/Pine Retail Core and implementation of RapidRide improvements. It requests the executive to develop a viable funding plan for these improvements in concert with a committee of relevant downtown stakeholders.

**Background:**

In 2011 the City Council included Statement of Legislative Intent (SLI) #114-2-A-2 in the 2012 Adopted Budget requesting the Executive to create a task force to identify actions needed to improve the transit functionality, urban design, safety and security of the Downtown 3rd Avenue Transit Corridor, while also appropriating \$350,000 for capital improvements on the corridor. A year later, in December 2012, the Mayor, King County Executive and Downtown Seattle Association (DSA) President signed the 3rd Avenue Transit Corridor Memorandum of Agreement (MOA) calling for coordination on efforts to reduce crime, improve the cleanliness of the corridor, expand human service outreach efforts, better manage public spaces along 3rd Avenue, and improve transit and streetscape infrastructure.

The City and Metro Transit successfully leveraged the initial \$350,000 appropriated in the 2012 budget into another \$7.5 million in Federal Transit Administration grants to add off-board payment equipment, improved lighting, RapidRide branding, pedestrian improvements, real time arrival information and other upgrades to 21 bus stops, as well as an extension of bus-only travel lane restrictions on 3rd Avenue north to Denny. The 2013 Budget appropriated \$1 million in additional funds to finalize design for streetscape and public benefits improvements on the “Macy’s Block” between Pine and Stewart St. as well as a 10% concept design for the remainder of the blocks between University and Stewart Streets.

SDOT plans to continue working with Metro for the remainder of 2013 and into 2014 to advance the 10% design for these blocks and the remainder of the 3rd Avenue Transit Corridor between

Denny Way and Jackson Street. DPD and SDOT are also working with DSA on a conceptual design for streetscape improvements in the Pike/Pine Retail Core between 1<sup>st</sup> and 6<sup>th</sup> Avenues.

While a funding strategy for much of the remaining design work, along with implementation of RapidRide and Macy's Block improvements, is in place, there is no funding lined up for the remainder of the 3<sup>rd</sup> Avenue improvements, including coordinated street furniture, lighting and pavement improvements. Nor is there any plan for funding Pike/Pine Retail corridor improvements. This resolution asks DPD and SDOT to work with downtown stakeholders to explore options for funding the remaining capital improvements and ongoing cleaning, maintenance and replacement of damaged or broken infrastructure. Off-site advertising, a common source of funding for such needs in other cities, is one potential source of funding that departments are requested to explore, but Council intends departments and stakeholders to explore other viable options as well.

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

SDOT and DPD already have adequate budget authority to conduct the work outlined in this resolution.

**Other Implications:**

- a) **Does the legislation have indirect financial implications, or long-term implications?**  
Departmental and stakeholder recommendations on funding options for streetscape improvements and ongoing maintenance requirements may have long-term costs but advertising, partnerships, local improvement districts or other funding recommendations could fund some or all these costs, or even produce net revenue for the City.
- b) **What is the financial cost of not implementing the legislation?**  
None
- c) **Does this legislation affect any departments besides the originating department?**  
Yes, the resolution asks the Departments of Planning & Development and Transportation to do work that is already included in workplans or otherwise within existing department capacity.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**  
None
- e) **Is a public hearing required for this legislation?**  
None
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**  
None

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

Not directly

**h) Other Issues:**

None