

Resolution No. 31280

A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington (UW) campus, and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the conceptual approval granted by Resolution 31124.

Related Legislation File: \_\_\_\_\_

Date Introduced and Referred: <b>3-21-11</b>	To: (committee): <b>Transportation</b>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <b>March 28, 2011</b>	Date Presented to Mayor: <b>March 29, 2011</b>
Date Signed by Mayor: <b>4-4-11</b>	Date Returned to City Clerk: <b>4-4-11</b>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text _____	

The City of Seattle – Legislative Department

*Tom Rasmussen*

Resolution sponsored by: \_\_\_\_\_

**Committee Action:**

Date	Recommendation	Vote
<b>3-22-11</b>	<b>Adopt as Amended</b>	<b>TR TB JG MD 4-0</b>

This file is complete and ready for presentation to Full Council. \_\_\_\_\_

**Full Council Action:**

Date	Decision	Vote
<b>3/28/11</b>	<b>ADOPTED</b>	<b>8-0 (excused: Bogshaw)</b>

*Law Department*

**RESOLUTION**

31286

1 A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake  
2 Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place  
3 connecting the Link Light Rail University of Washington Station with the University of  
4 Washington Triangle Garage block, the main University of Washington (UW) campus,  
5 and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by  
6 Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the  
7 conceptual approval granted by Resolution 31124.

8 WHEREAS, by Ordinance 119975, the City Council authorized the Mayor to execute an  
9 agreement with Sound Transit to allow the non-exclusive use of certain City of Seattle  
10 streets and public rights-of-way for the Central Link Light Rail Project, and authorized  
11 certain areas of the public rights-of-way to be designated as a Light Rail Transit Way and  
12 that Transit Way Agreement was fully executed effective July 18, 2000; and

13 WHEREAS, by Ordinance 120788, the City Council authorized the Mayor to execute a corrected  
14 version of the Transit Way Agreement to reflect amendments approved by City Council  
15 Committee on June 6, 2000, which were inadvertently omitted from the final version of  
16 the Transit Way Agreement attached to Ordinance 119975, and the corrected version of  
17 the Transit Way Agreement was fully executed September 4, 2002; and

18 WHEREAS, by Ordinance 122504, the City Council established a specific process for reviewing  
19 and approving proposed pedestrian bridges associated with Light Rail Transit Facilities;  
20 and

21 WHEREAS, by Resolution 31124, the City Council granted conceptual approval of a pedestrian  
22 bridge crossing Montlake Boulevard Northeast (Montlake Boulevard) and Northeast  
23 Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington  
24 Station (U-Link) with the UW campus; and

25 WHEREAS, the UW developed the Rainier Vista Land Bridge plan and began analyzing how  
26 the project might work with the U-Link pedestrian bridge and new regional trail  
27 connections associated with the pedestrian/bicycle bridge across the SR 520 bridge; and

28 WHEREAS, following the April 2010 announcement of the Washington State Department of  
Transportation's (WSDOT) preferred alternative for the SR 520 I-5 to Medina Bridge  
Replacement and HOV Project, WSDOT convened a charrette in June 2010 to revisit the  
design for the pedestrian crossings over Montlake Boulevard and Pacific Place; and

WHEREAS, charrette participants including WSDOT, Sound Transit, the UW, King County  
Metro Transit, the City of Seattle, and the Seattle Design Commission considered a  
variety of options and determined that a shorter and wider pedestrian bridge over  
Montlake Boulevard coupled with the Rainier Vista Land Bridge was the preferred  
option; and



1 WHEREAS, the Montlake Triangle Project option includes the following: (1) an Americans with  
2 Disabilities Act-accessible ramp providing a connection from the east side of Montlake  
3 Boulevard to the top of the Montlake Boulevard pedestrian bridge; (2) a 30-foot-wide  
4 pedestrian bridge over Montlake Boulevard connecting the U-Link station to the  
5 Montlake Triangle; (3) a 30-foot-wide pedestrian bridge over a lowered Pacific Place,  
connecting the Montlake Triangle with the UW campus; and (4) a range of associated  
improvements to bus stops, at-grade pedestrian and bicycle pathways and crossings, the  
Burke-Gilman Trail, and landscaping of the Montlake Triangle; and

6 WHEREAS, on November 18, 2010, a Term Sheet was signed by Sound Transit, WSDOT, the  
7 UW, the Seattle Department of Transportation (SDOT), and King County Metro Transit  
8 outlining the roles and responsibilities of the five agencies in funding, designing,  
9 constructing, and maintaining the Montlake Triangle Project and associated  
improvements; and

10 WHEREAS, in February 2011, a Memorandum of Agreement was signed by Sound Transit,  
11 WSDOT, and the UW to establish funding commitments for the Montlake Triangle  
Project; and

12 WHEREAS, as provided in Ordinance 122504, the Light Rail Review Panel of the Seattle  
13 Design Commission and Seattle Planning Commission reviewed the design of the  
14 proposed Montlake Triangle Project on December 16, 2010, and unanimously  
recommended to SDOT that the design be approved; and

15 WHEREAS, the SDOT Director has reviewed the Montlake Triangle Project with the applicable  
16 provisions of SMC 15.64.050.B as provided in Ordinance 122504 and considered the  
17 unique demands of a high-capacity transit station, the urban design context of the campus  
18 setting, and Sound Transit's design responses; and recommends that conceptual approval  
be granted; and

19 WHEREAS, the approval process established in Ordinance 122504 provides that the City  
20 Council shall decide by resolution whether to grant conceptual approval of the proposed  
21 pedestrian bridges, either with or without conditions; and if the Council grants conceptual  
22 approval, then final approval shall be granted in the same manner that the City grants  
final approval to Sound Transit for other Light Rail Transit Facilities within the Light  
Rail Transit Way, by the filing with the City Clerk by the Director of Transportation of  
the approved final plans that are consistent with the Council's conceptual approval; and

23 WHEREAS, the final approval shall be granted for the pedestrian bridges in the form of a  
24 Project Construction Permit (PCP) that is consistent with the manner by which the City  
25 grants final approval to Sound Transit for other Light Rail Transit Facilities as  
established in Ordinance 122504; and

26 WHEREAS, Section II (2.1) of Attachment 1 to Ordinance 119975 established the boundaries of  
27 the Light Rail Transit Way as limited to the areas described generally in the plans and  
28



1 profile drawings contained in Exhibit "C" as amended by Ordinance 122504; and the  
2 Director of Transportation and Sound Transit's Director of Light Rail agree that the  
pedestrian bridges are within the scope and intent of Exhibit "C" as amended; and

3 WHEREAS, Section II (2.6) and Section XVII (17.1) of Attachment 1 to Ordinance 119975  
4 established the ownership and assignment responsibilities for Sound Transit related to all  
Light Rail Transit Facilities on the Light Rail Transit Way; and

5 WHEREAS, the Term Sheet signed by Sound Transit, UW, WSDOT, King County Metro  
6 Transit, and SDOT on November 18, 2010, recognized Sound Transit's assignment of  
7 ownership and maintenance of the pedestrian bridge crossing of Pacific Place to UW; and

8 WHEREAS, Section X and Section XI of Attachment 1 to Ordinance 119975 established  
9 requirements for indemnification, bond, and insurance, including bond and public  
10 liability insurance requirements that name the City of Seattle as an additional insured or  
document self-insurance, as approved by the City Risk Manager; and

11 WHEREAS, Section XIII (13.3 and 13.5) of Attachment 1 to Ordinance 119975 established the  
12 process for pedestrian bridge removal and public right-of-way restoration requirements  
that may be required at the direction of the Director or City Council;

13  
14 NOW, THEREFORE,

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

17  
18 Section 1. The City Council finds that the Montlake Triangle Project is in accordance  
19 with Sound Transit's U-Link project and the UW's Rainier Vista project and is in the public  
20 interest.

21 Section 2. As a condition for Sound Transit's permission to construct the Montlake  
22 Triangle Project, Sound Transit shall provide structural engineering and utility plans to SDOT  
23 for review and permitting; and for circulation of the plans to other City departments and to the  
24 public and private utilities affected by construction of the pedestrian bridges.  
25  
26  
27  
28



1 Sound Transit shall also be required to comply with the conditions associated with a  
2 Project Construction Permit. Permit conditions shall establish repair and inspection  
3 requirements for the pedestrian bridges that will survive expiration of the permit.

4 Section 3. As recommended by the Director and the Mayor, conceptual approval of the  
5 Montlake Triangle Project with pedestrian bridges over and across Montlake Boulevard and  
6 Pacific Place as proposed by Sound Transit, and as shown in the drawings attached as Exhibit A,  
7 is GRANTED. This conceptual approval replaces conceptual approval granted by Resolution  
8 31124.  
9

10 Adopted by the City Council the 28<sup>th</sup> day of March, 2011, and  
11 signed by me in open session in authentication of its adoption this 28<sup>th</sup> day  
12 of March, 2011.

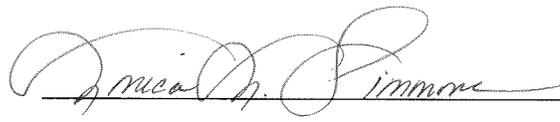
13   
14 \_\_\_\_\_  
15 President \_\_\_\_\_ of the City Council

16  
17 THE MAYOR CONCURRING:

18   
19 \_\_\_\_\_

20 Michael McGinn, Mayor

21  
22 Filed by me this 4<sup>th</sup> day of April, 2011.

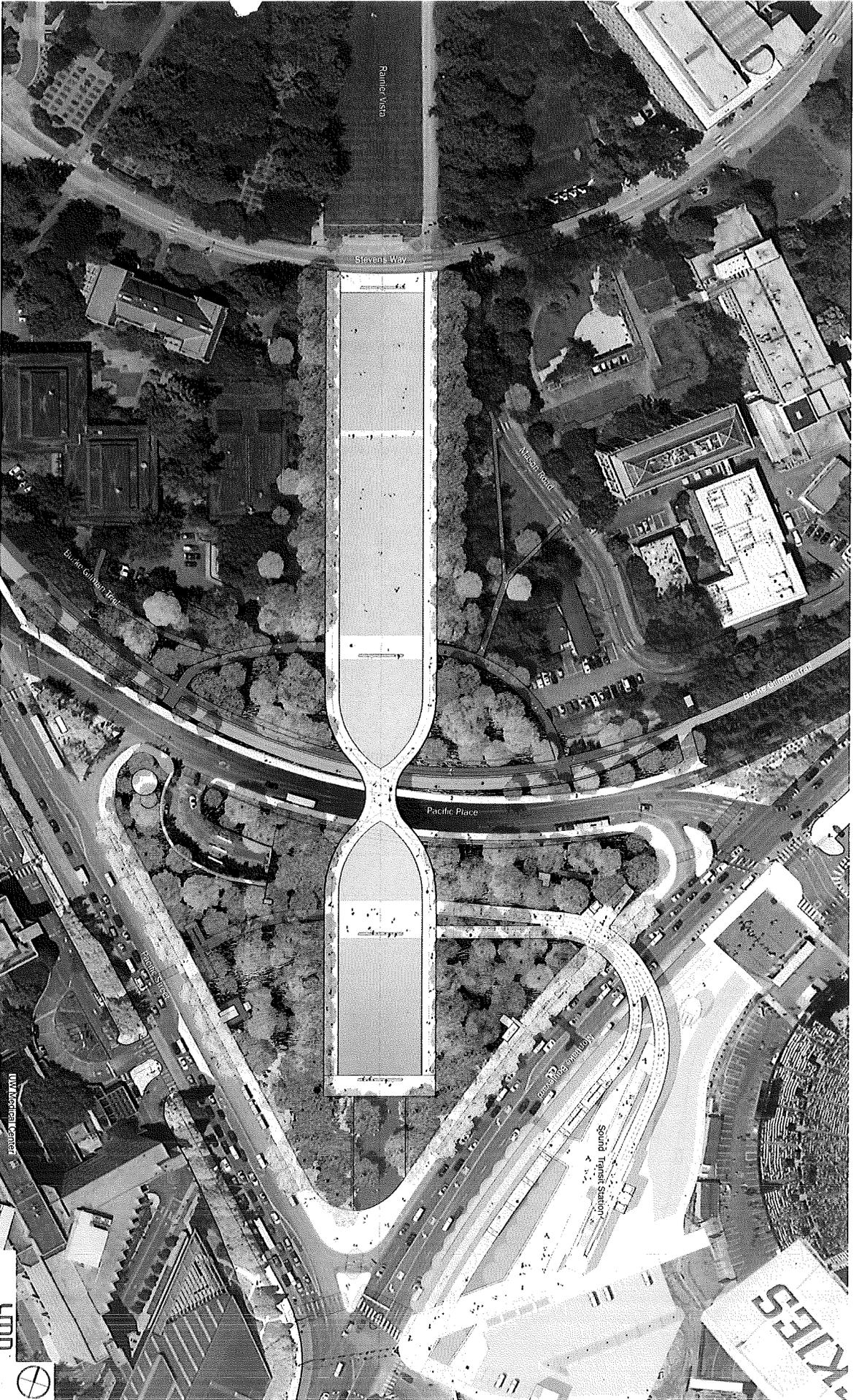
23   
24 \_\_\_\_\_  
25 City Clerk

26 (Seal)

27 Exhibit A: Montlake Triangle Project



# UW Station with Pedestrian Bridge Connections



University of Washington Station

UW Medical Center  
LHM  
GUSTAFSON GUTHRIE NICHOL



**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Seattle Department of Transportation	Angela Steel 684-5967 Jennifer Wieland 733-9970	Rebecca Guerra 684-5339

**Legislation Title:**

A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington (UW) campus, and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the conceptual approval granted by Resolution 31124.

**Summary of the Legislation:**

This proposed resolution grants the conceptual approval for Sound Transit to construct, operate, and maintain a pedestrian bridge crossing over Montlake Boulevard Northeast and for the University of Washington (through assignment in a Term Sheet of November 18, 2010, and an agreement of February 2011) to construct, operate, and maintain a pedestrian bridge crossing over Northeast Pacific Place. These pedestrian crossings are collectively known as the Montlake Triangle Project and will connect the Link Light Rail University of Washington Station (U-Link) with the University of Washington (UW) campus.

At its meeting on March 22, 2011 the Council Transportation Committee amended the title to the Resolution and Section 3 of the Resolution to clarify that the conceptual approval granted replaces the conceptual approval granted by Resolution 31124 in 2009.

**Background:**

By Ordinance 119975, the City Council authorized the Mayor to execute an agreement (the Light Rail Transit Way Agreement) with Sound Transit to allow the non-exclusive use of certain City public rights-of-way for the Central Link Light Rail Project and authorized certain areas of the public rights-of-way to be designated as a Light Rail Transit Way.

By Ordinance 120788, the City Council authorized the Mayor to execute a corrected version of the Transit Way Agreement to reflect amendments approved by City Council Committee, which were inadvertently omitted from the final version of the Transit Way Agreement.

By Ordinance 122504, the City Council established a specific process for reviewing and approving proposed pedestrian bridges associated with Light Rail Transit Facilities.



By Resolution 31124, the City Council granted conceptual approval of a pedestrian bridge over Montlake Boulevard Northeast (Montlake Boulevard) and Northeast Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington Station (U-Link) with the UW campus.

In June 2010, the design of the proposed pedestrian bridge was modified as a result of a charrette process with the Washington State Department of Transportation (WSDOT), Sound Transit, the UW, King County Metro, and the City of Seattle. The proposed design incorporates a new regional trail connection associated with the SR 520 floating bridge by the addition of a bicycle access ramp to the pedestrian bridge over Montlake Boulevard; a landscaped pedestrian bridge over a lowered Pacific Place and improved Burke-Gilman Trail; sidewalk, bicycle, and bus stop improvements to the Montlake Triangle; and improvements to Lower Rainier Vista to enhance pedestrian connections between U-Link and the UW campus.

In November 2010, a Term Sheet was signed by Sound Transit, WSDOT, the UW, the Seattle Department of Transportation (SDOT), and King County Metro outlining the roles and responsibilities of the five agencies in funding, designing, constructing, and maintaining the Montlake Triangle Project.

As provided for in Ordinance 122504, on December 16, 2010, the Light Rail Review Panel of the Seattle Design Commission and Seattle Planning Commission reviewed the new proposed design of the Montlake Triangle Project and recommended to SDOT that the design be approved.

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

The total cost of the project is estimated to range from \$33 to \$42 million, and will be provided as follows:

- UW will contribute \$4 million
- Sound Transit will contribute up to \$12 million
- WSDOT will contribute the balance, which is estimated to be between \$17 million and \$22 million, plus a project reserve fund of \$4 million

The above funding plan was agreed upon through the November 2010 Term Sheet.



City of Seattle  
Office of the Mayor

March 15, 2011

Honorable Richard Conlin  
President  
Seattle City Council  
City Hall, 2<sup>nd</sup> Floor

Dear Council President Conlin:

I am pleased to transmit the attached proposed Resolution that grants conceptual approval of the Montlake Triangle Project (MTP). The MTP includes a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington campus, and the Burke-Gilman Trail. The legislation amends Resolution 31124 with a new conceptual design that better enhances transit and non-motorized connections in the station and campus areas.

The proposed design for the MTP is the result of efforts of five agencies: Seattle Department of Transportation, Sound Transit, University of Washington, Washington State Department of Transportation, and King County Metro Transit. The new design addresses concerns expressed by the City of Seattle following conceptual approval in 2008 of the pedestrian bridge crossing Montlake Boulevard Northeast and Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington campus. Developed through a charrette process in June 2010, the conceptual design for the MTP was unanimously approved by the Light Rail Review Panel of the Seattle Design Commission and Seattle Planning Commission in December 2010.

The execution of the MTP will provide transit patrons, pedestrians, and bicyclists with high quality connections and will enhance mobility in the triangle area. It is a project with regional benefits that is supported by the five agencies identified above as well as the public. Thank you for your consideration of this legislation. Should you have questions, please contact Jennifer Wieland at 733-9970 or Angela Steel at 684-5967.

Sincerely,

Michael McGinn  
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

Michael McGinn, Mayor  
Office of the Mayor  
600 Fourth Avenue, 7<sup>th</sup> Floor  
PO Box 94749  
Seattle, WA 98124-4749

Tel (206) 684-4000  
Fax (206) 684-5360  
TDD (206) 615-0476  
mike.mcgin@seattle.gov



**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Seattle Department of Transportation	Angela Steel 684-5967 Jennifer Wieland 733-9970	Rebecca Guerra 684-5339

**Legislation Title:**

A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington (UW) campus, and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by Central Puget Sound Regional Transit Authority (Sound Transit).

**Summary of the Legislation:**

This proposed resolution grants the conceptual approval for Sound Transit to construct, operate, and maintain a pedestrian bridge crossing over Montlake Boulevard Northeast and for the University of Washington (through assignment in a Term Sheet of November 18, 2010, and an agreement of February 2011) to construct, operate, and maintain a pedestrian bridge crossing over Northeast Pacific Place. These pedestrian crossings are collectively known as the Montlake Triangle Project and will connect the Link Light Rail University of Washington Station (U-Link) with the University of Washington (UW) campus.

**Background:**

By Ordinance 119975, the City Council authorized the Mayor to execute an agreement (the Light Rail Transit Way Agreement) with Sound Transit to allow the non-exclusive use of certain City public rights-of-way for the Central Link Light Rail Project and authorized certain areas of the public rights-of-way to be designated as a Light Rail Transit Way.

By Ordinance 120788, the City Council authorized the Mayor to execute a corrected version of the Transit Way Agreement to reflect amendments approved by City Council Committee, which were inadvertently omitted from the final version of the Transit Way Agreement.

By Ordinance 122504, the City Council established a specific process for reviewing and approving proposed pedestrian bridges associated with Light Rail Transit Facilities.

By Resolution 31124, the City Council granted conceptual approval of a pedestrian bridge over Montlake Boulevard Northeast (Montlake Boulevard) and Northeast Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington Station (U-Link) with the UW campus.

THIS VERSION IS NOT APPROVED



In June 2010, the design of the proposed pedestrian bridge was modified as a result of a charrette process with the Washington State Department of Transportation (WSDOT), Sound Transit, the UW, King County Metro, and the City of Seattle. The proposed design incorporates a new regional trail connection associated with the SR 520 floating bridge by the addition of a bicycle access ramp to the pedestrian bridge over Montlake Boulevard; a landscaped pedestrian bridge over a lowered Pacific Place and improved Burke-Gilman Trail; sidewalk, bicycle, and bus stop improvements to the Montlake Triangle; and improvements to Lower Rainier Vista to enhance pedestrian connections between U-Link and the UW campus.

In November 2010, a Term Sheet was signed by Sound Transit, WSDOT, the UW, the Seattle Department of Transportation (SDOT), and King County Metro outlining the roles and responsibilities of the five agencies in funding, designing, constructing, and maintaining the Montlake Triangle Project.

As provided for in Ordinance 122504, on December 16, 2010, the Light Rail Review Panel of the Seattle Design Commission and Seattle Planning Commission reviewed the new proposed design of the Montlake Triangle Project and recommended to SDOT that the design be approved.

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

The total cost of the project is estimated to range from \$33 to \$42 million, and will be provided as follows:

- UW will contribute \$4 million
- Sound Transit will contribute up to \$12 million
- WSDOT will contribute the balance, which is estimated to be between \$17 million and \$22 million, plus a project reserve fund of \$4 million

The above funding plan was agreed upon through the November 2010 Term Sheet.

THIS VERSION IS NOT APPROVED



**RESOLUTION**

1 A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake  
2 Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place  
3 connecting the Link Light Rail University of Washington Station with the University of  
4 Washington Triangle Garage block, the main University of Washington (UW) campus,  
5 and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by  
6 Central Puget Sound Regional Transit Authority (Sound Transit).

7 WHEREAS, by Ordinance 119975, the City Council authorized the Mayor to execute an  
8 agreement with Sound Transit to allow the non-exclusive use of certain City of Seattle  
9 streets and public rights-of-way for the Central Link Light Rail Project, and authorized  
10 certain areas of the public rights-of-way to be designated as a Light Rail Transit Way and  
11 that Transit Way Agreement was fully executed effective July 18, 2000; and

12 WHEREAS, by Ordinance 120788, the City Council authorized the Mayor to execute a corrected  
13 version of the Transit Way Agreement to reflect amendments approved by City Council  
14 Committee on June 6, 2000, which were inadvertently omitted from the final version of  
15 the Transit Way Agreement attached to Ordinance 119975, and the corrected version of  
16 the Transit Way Agreement was fully executed September 4, 2002; and

17 WHEREAS, by Ordinance 122504, the City Council established a specific process for reviewing  
18 and approving proposed pedestrian bridges associated with Light Rail Transit Facilities;  
19 and

20 WHEREAS, by Resolution 31124, the City Council granted conceptual approval of a pedestrian  
21 bridge crossing Montlake Boulevard Northeast (Montlake Boulevard) and Northeast  
22 Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington  
23 Station (U-Link) with the UW campus; and

24 WHEREAS, the UW developed the Rainier Vista Land Bridge plan and began analyzing how  
25 the project might work with the U-Link pedestrian bridge and new regional trail  
26 connections associated with the pedestrian/bicycle bridge across the SR 520 bridge; and

27 WHEREAS, following the April 2010 announcement of the Washington State Department of  
28 Transportation's (WSDOT) preferred alternative for the SR 520 I-5 to Medina Bridge  
Replacement and HOV Project, WSDOT convened a charrette in June 2010 to revisit the  
design for the pedestrian crossings over Montlake Boulevard and Pacific Place; and

WHEREAS, charrette participants including WSDOT, Sound Transit, the UW, King County  
Metro Transit, the City of Seattle, and the Seattle Design Commission considered a  
variety of options and determined that a shorter and wider pedestrian bridge over  
Montlake Boulevard coupled with the Rainier Vista Land Bridge was the preferred  
option; and

THIS RESOLUTION IS NOT A LAW



1 WHEREAS, the Montlake Triangle Project option includes the following: (1) an Americans with  
2 Disabilities Act-accessible ramp providing a connection from the east side of Montlake  
3 Boulevard to the top of the Montlake Boulevard pedestrian bridge; (2) a 30-foot-wide  
4 pedestrian bridge over Montlake Boulevard connecting the U-Link station to the  
5 Montlake Triangle; (3) a 30-foot-wide pedestrian bridge over a lowered Pacific Place,  
connecting the Montlake Triangle with the UW campus; and (4) a range of associated  
improvements to bus stops, at-grade pedestrian and bicycle pathways and crossings, the  
Burke-Gilman Trail, and landscaping of the Montlake Triangle; and

6 WHEREAS, on November 18, 2010, a Term Sheet was signed by Sound Transit, WSDOT, the  
7 UW, the Seattle Department of Transportation (SDOT), and King County Metro Transit  
8 outlining the roles and responsibilities of the five agencies in funding, designing,  
9 constructing, and maintaining the Montlake Triangle Project and associated  
improvements; and

10 WHEREAS, in February 2011, a Memorandum of Agreement was signed by Sound Transit,  
11 WSDOT, and the UW to establish funding commitments for the Montlake Triangle  
Project; and

12 WHEREAS, as provided in Ordinance 122504, the Light Rail Review Panel of the Seattle  
13 Design Commission and Seattle Planning Commission reviewed the design of the  
14 proposed Montlake Triangle Project on December 16, 2010, and unanimously  
recommended to SDOT that the design be approved; and

15 WHEREAS, the SDOT Director has reviewed the Montlake Triangle Project with the applicable  
16 provisions of SMC 15.64.050.B as provided in Ordinance 122504 and considered the  
17 unique demands of a high-capacity transit station, the urban design context of the campus  
18 setting, and Sound Transit's design responses; and recommends that conceptual approval  
be granted; and

19 WHEREAS, the approval process established in Ordinance 122504 provides that the City  
20 Council shall decide by resolution whether to grant conceptual approval of the proposed  
21 pedestrian bridges, either with or without conditions; and if the Council grants conceptual  
22 approval, then final approval shall be granted in the same manner that the City grants  
23 final approval to Sound Transit for other Light Rail Transit Facilities within the Light  
24 Rail Transit Way, by the filing with the City Clerk by the Director of Transportation of  
25 the approved final plans that are consistent with the Council's conceptual approval; and

26 WHEREAS, the final approval shall be granted for the pedestrian bridges in the form of a  
27 Project Construction Permit (PCP) that is consistent with the manner by which the City  
28 grants final approval to Sound Transit for other Light Rail Transit Facilities as  
established in Ordinance 122504; and

THIS VERSION IS NOT ADOPTED



1 WHEREAS, Section II (2.1) of Attachment 1 to Ordinance 119975 established the boundaries of  
2 the Light Rail Transit Way as limited to the areas described generally in the plans and  
3 profile drawings contained in Exhibit "C" as amended by Ordinance 122504; and the  
4 Director of Transportation and Sound Transit's Director of Light Rail agree that the  
5 pedestrian bridges are within the scope and intent of Exhibit "C" as amended; and

6 WHEREAS, Section II (2.6) and Section XVII (17.1) of Attachment 1 to Ordinance 119975  
7 established the ownership and assignment responsibilities for Sound Transit related to all  
8 Light Rail Transit Facilities on the Light Rail Transit Way; and

9 WHEREAS, the Term Sheet signed by Sound Transit, UW, WSDOT, King County Metro  
10 Transit, and SDOT on November 18, 2010, recognized Sound Transit's assignment of  
11 ownership and maintenance of the pedestrian bridge crossing of Pacific Place to UW; and

12 WHEREAS, Section X and Section XI of Attachment 1 to Ordinance 119975 established  
13 requirements for indemnification, bond, and insurance, including bond and public  
14 liability insurance requirements that name the City of Seattle as an additional insured or  
15 document self-insurance, as approved by the City Risk Manager; and

16 WHEREAS, Section XIII (13.3 and 13.5) of Attachment 1 to Ordinance 119975 established the  
17 process for pedestrian bridge removal and public right-of-way restoration requirements  
18 that may be required at the direction of the Director or City Council;

19 NOW, THEREFORE,

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

22 Section 1. The City Council finds that the Montlake Triangle Project is in accordance  
23 with Sound Transit's U-Link project and the UW's Rainier Vista project and is in the public  
24 interest.

25 Section 2. As a condition for Sound Transit's permission to construct the Montlake  
26 Triangle Project, Sound Transit shall provide structural engineering and utility plans to SDOT  
27 for review and permitting; and for circulation of the plans to other City departments and to the  
28 public and private utilities affected by construction of the pedestrian bridges.

THIS VERSION IS NOT ADOPTED



1 Sound Transit shall also be required to comply with the conditions associated with a  
2 Project Construction Permit. Permit conditions shall establish repair and inspection  
3 requirements for the pedestrian bridges that will survive expiration of the permit.

4 Section 3. As recommended by the Director and the Mayor, conceptual approval of the  
5 Montlake Triangle Project with pedestrian bridges over and across Montlake Boulevard and  
6 Pacific Place as proposed by Sound Transit, and as shown in the drawings attached as Exhibit A,  
7 is GRANTED.  
8

9 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2011, and  
10 signed by me in open session in authentication of its adoption this \_\_\_\_\_ day  
11 of \_\_\_\_\_, 2011.  
12

13 \_\_\_\_\_  
14 President \_\_\_\_\_ of the City Council

15 THE MAYOR CONCURRING:  
16

17 \_\_\_\_\_  
18 Michael McGinn, Mayor  
19

20 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2011.  
21

22 \_\_\_\_\_  
23 City Clerk  
24

25 (Seal)  
26

THIS VERSION IS NOT ADOPTED



1 Exhibit A: Montlake Triangle Project

- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27

THIS VERSION IS NOT ADOPTED



FILED  
CITY OF SEATTLE  
2011 MAY 13 PM 3:12  
CITY CLERK

---

STATE OF WASHINGTON – KING COUNTY

--SS.

---

269824  
CITY OF SEATTLE, CLERKS OFFICE

No. 31273-89

**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

CT:RES 31273, 79-80, 83-86, 88-89

was published on

04/15/11

The amount of the fee charged for the foregoing publication is the sum of \$ 150.15, which amount has been paid in full.



Affidavit of Publication

*Paulo C. [Signature]*  
\_\_\_\_\_  
Subscribed and sworn to before me on  
04/15/11 *[Signature]*  
\_\_\_\_\_  
Notary public for the State of Washington,  
residing in Seattle

# State of Washington, King County

## City of Seattle

### RESOLUTION NO. 31273

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and Avalon Ballard LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 1400 NW Market Street, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31278

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and Brook I LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 708 6th Avenue North, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31279

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and H2O Apartments, LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 201 West Harrison Street, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31280

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and RDMSRMB230, LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 230 Broadway Avenue East, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31283

A RESOLUTION stating the intent of the City of Seattle to make a decision by February 2012 whether to call for the annexation, by election, of contiguous unincorporated territory to the City of Seattle, referenced as the North Highline Annexation Area, and stating the City's intent to withdraw its designation of this area as a Potential Annexation Area in the City's Comprehensive Plan if a decision is made not to hold an annexation election in 2012.

### RESOLUTION NO. 31284

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and RDMSRMT101, LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 101 Taylor Avenue North, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31285

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and Essex Queen Anne, LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 100 Republican Street, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Seattle Municipal Code Chapter 5.73.

### RESOLUTION NO. 31286

A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage clock, the main University of Washington (UW) campus, and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the conceptual approval granted by Resolution 31124.

### RESOLUTION NO. 31288

A RESOLUTION setting the public hearing on the petition of 4700 California Avenue LLC for the vacation of a subterranean portion of the alley in Block 1, Scenic Park Addition in the West Seattle Junction area of Seattle; pursuant to Chapter 35.79 Revised Code of Washington (RCW) and Seattle Municipal Code (SMC) 15.62 (Clerk File 309496).

### RESOLUTION NO. 31289

A RESOLUTION retiring introduced and referred Council Bills, Resolutions, and Clerk Files which have received no further action.  
Date of publication in the Seattle Daily Journal of Commerce, April 15, 2011.

4/15(269824)