

Resolution No. 31389

A RESOLUTION supporting the adoption of a Northgate Station Access Strategy by the Sound Transit Board, and stating that the City of Seattle intends to commit \$5 million to pedestrian and bicycle improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at Northgate as part of a consortium of funders, including Sound Transit; the City would commit these funds between 2013 and 2018

The City of Seattle – Legislative Department

Resolution sponsored by: *[Signature]*

Related Legislation File: _____

Date Introduced and Referred: 6.18.12	To: (committee): Full Council
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: June 25, 2012	Date Presented to Mayor: June 26, 2012
Date Signed by Mayor: 6.27.12	Date Returned to City Clerk: 6.27.12
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text _____	

Committee Action:

Date	Recommendation	Vote

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

Full Council Action:

Date	Decision	Vote
June 25, 2012	Adopted as Amended	9-0

Law Department

RESOLUTION 31389

1 A RESOLUTION supporting the adoption of a Northgate Station Access Strategy by the Sound
2 Transit Board, and stating that the City of Seattle intends to commit \$5 million to
3 pedestrian and bicycle improvements as a match to \$5 million provided by Sound Transit
4 and, additionally, up to \$5 million to fund 25% of the cost of the proposed
5 pedestrian/bicycle bridge over Interstate 5 at Northgate as part of a consortium of
6 funders, including Sound Transit; the City would commit these funds between 2013 and
7 2018.

8 WHEREAS, the City of Seattle strongly supports the construction of the North Link extension
9 from the University of Washington station at Husky Stadium to the planned Northgate
10 Station; and

11 WHEREAS, the City of Seattle has worked closely with Sound Transit to coordinate
12 construction of the light rail line, design and construction of stations along the line, plans
13 for transit oriented development around stations, and strategies for ensuring that transit
14 riders will be able to access the planned stations, and intends to work cooperatively as the
15 project proceeds; and

16 WHEREAS, the City encourages Sound Transit to develop pricing strategies for parking lots
17 under its control to manage demand and to consider designs that would enable a parking
18 garage to support other uses in the future; and

19 WHEREAS, the City of Seattle, King County, and Sound Transit have been working to develop
20 an access strategy for the Northgate Station; and

21 WHEREAS, the Board of Sound Transit will consider a proposal to develop a coordinated,
22 multi-modal access strategy for Northgate; and

23 WHEREAS, the proposed Sound Transit access strategy will include:

- 24 • Evaluating possible pedestrian and bicycle access facilities;
- 25 • Developing a 450 stall parking garage that will support park-and-ride facilities,
26 preferably shared use, with possible private funding used to provide additional parking
27 garage stalls and potentially free existing surface parking for future development;
- 28 • Matching up to \$5 million in City investments in bicycle and pedestrian facilities around
the Northgate station; and
- Committing up to \$5 million as a 25% share in a bicycle/pedestrian bridge between the
Northgate station and North Seattle Community College; and

1 WHEREAS, the investment of \$10 million in pedestrian and bicycle facilities around Northgate
2 will be a major step towards making the Northgate Station work for pedestrians and
3 bicyclists, would be consistent with the intent of the Northgate Area Comprehensive Plan
4 and the Coordinated Transportation Investment Plan for Northgate, and will greatly assist
the Northgate Urban Center and the surrounding neighborhoods in realizing the dreams
and goals of the City and the Neighborhood Plan; and

5 WHEREAS, the Northgate Area Comprehensive Plan and the Coordinated Transportation
6 Investment Plan for Northgate both advocated the construction of a pedestrian/bicycle
7 bridge across Interstate 5, the Northgate Sound Transit Station has been designed to
8 accommodate the landing of this bridge, North Seattle Community College and the
9 Seattle Community Colleges have indicated their support for the proposed bridge, and
10 this bridge would not only create a link that would facilitate light rail serving the 9,000
11 students, faculty, and staff at North Seattle Community College, but would also provide
excellent access for transit riders located west of Interstate 5 who could reach light rail
without entering congested Northgate area traffic and contributing to further congestion
in the existing crossings at North 92nd and Northgate Way (there are no crossings of I-5
between these two points); NOW, THEREFORE,

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

14 Section 1. The City of Seattle endorses the proposed Northgate Access Strategy and
15 urges the Sound Transit Board to adopt it.

16 Section 2. The City of Seattle intends to commit \$5 million to pedestrian and bicycle
17 improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5
18 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at
19 Northgate as part of a consortium of funders, including Sound Transit. The City of Seattle
20 agrees that if a full funding agreement for the implementation of the pedestrian/bicycle bridge
21 cannot be completed by July 2015, the Sound Transit Board will reallocate any unspent bridge
22 funds to other priority pedestrian pedestrian/bicycle projects identified through the connectivity
23 and access study processes.

24 Section 3. The City of Seattle would commit these funds between 2013 and 2018, and
25 will participate in a full funding agreement for the pedestrian/bicycle bridge by July 2015.
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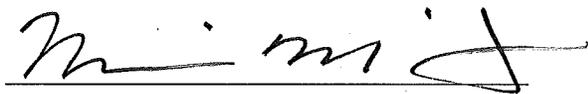
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Adopted by the City Council the 25th day of June, 2012, and signed by
me in open session in authentication of its adoption this 25th day
of June, 2012.



President _____ of the City Council

THE MAYOR CONCURRING:



Michael McGinn, Mayor

Filed by me this 27th day of June, 2012.



Monica Martinez Simmons, City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Freeman / 48178	NA

Legislation Title:

A RESOLUTION relating to a Northgate Station Access Strategy by the Sound Transit Board; supporting the adoption of a strategy; stating that the City of Seattle intends to commit \$5 million to pedestrian and bicycle improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at Northgate as part of a consortium of funders, including Sound Transit; and stating the City intends to commit these funds between 2013 and 2018.

Summary of the Legislation:

The legislation states: 1) the City's support for adoption of the Northgate Station Access Strategy; 2) urges adoption of the strategy by the Sound Transit Board; and 3) establishes the intent of the City to allocate up to \$10 million dollars between 2013 and 2018 for pedestrian and bicycle access improvements, including partial funding for a pedestrian / bicycle bridge connecting the Northgate Station to the North Seattle Community College campus. City funds would match contributions made by Sound Transit.

The Northgate Access Strategy would include: evaluating possible pedestrian and bicycle access facilities; developing a 450 stall parking garage that will support park-and-ride facilities, preferably shared use, with possible private funding used to provide additional parking garage stalls and potentially free existing surface parking for future development; matching up to \$5 million in City investments in bicycle and pedestrian facilities around the Northgate station; and committing up to \$5 million as a 25% share in a bicycle/pedestrian bridge between the Northgate station and North Seattle Community College.

The resolution itself does not have fiscal implications. However, it does create an expectation that, if the Northgate Station Access Strategy is approved by the Sound Transit Board, future budget actions by the Council and Mayor will conform with the resolution.

Please check one of the following:

X This legislation does not have any financial implications.

(Please skip to "Other Implications" section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted. Please delete the instructions provided in parentheses at the end of each question.)



This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section. Please delete the instructions provided in parentheses at the end of each title and question.)



RESOLUTION

A RESOLUTION relating to a Northgate Station Access Strategy by the Sound Transit Board; supporting the adoption of a strategy; stating that the City of Seattle intends to commit \$5 million to pedestrian and bicycle improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at Northgate as part of a consortium of funders, including Sound Transit; and stating the City intends to commit these funds between 2013 and 2018.

WHEREAS, the City of Seattle strongly supports the construction of the North Link extension from the University of Washington station at Husky Stadium to the planned Northgate Station; and

WHEREAS, the City of Seattle has worked closely with Sound Transit to coordinate construction of the light rail line, design and construction of stations along the line, plans for transit oriented development around stations, and strategies for ensuring that transit riders will be able to access the planned stations, and intends to work cooperatively as the project proceeds; and

WHEREAS, the City of Seattle, King County, and Sound Transit have been working to develop an access strategy for the Northgate Station; and

WHEREAS, the Board of Sound Transit will consider a proposal to develop a coordinated, multi-modal access strategy for Northgate; and

WHEREAS, the proposed Sound Transit access strategy will include:

- Evaluating possible pedestrian and bicycle access facilities;
- Developing a 450 stall parking garage that will support park-and-ride facilities, preferably shared use, with possible private funding used to provide additional parking garage stalls and potentially free existing surface parking for future development;
- Matching up to \$5 million in City investments in bicycle and pedestrian facilities around the Northgate station; and
- Committing up to \$5 million as a 25% share in a bicycle/pedestrian bridge between the Northgate station and North Seattle Community College; and

WHEREAS, the investment of \$10 million in pedestrian and bicycle facilities around Northgate will be a major step towards making the Northgate Station work for pedestrians and bicyclists, would be consistent with the intent of the Northgate Area Comprehensive Plan and the Coordinated Transportation Improvement Plan for Northgate, and will greatly

THIS VERSION IS NOT ADOPTED



1 assist the Northgate Urban Center and the surrounding neighborhoods in realizing the
2 dreams and goals of the City and the Neighborhood Plan; and

3 WHEREAS, the Northgate Area Comprehensive Plan and the Coordinated Transportation
4 Improvement Plan for Northgate both advocated the construction of a pedestrian/bicycle
5 bridge across Interstate 5, the Northgate Sound Transit Station has been designed to
6 accommodate the landing of this bridge, North Seattle Community College and the
7 Seattle Community Colleges have indicated their support for the proposed bridge, and
8 this bridge would not only create a link that would facilitate light rail serving the 7,000
9 students and faculty at North Seattle Community College, but would also provide
10 excellent access for transit riders located west of Interstate 5 who could reach light rail
11 without entering congested Northgate area traffic and contributing to further congestion
12 in the existing crossings at North 92nd and North 105th (there are no crossings of I-5
13 between these two points); NOW, THEREFORE,

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

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17 urges the Sound Transit Board to adopt it.

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19 improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5
20 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at
21 Northgate as part of a consortium of funders, including Sound Transit.

22 Section 3. The City of Seattle intends to commit these funds between 2013 and 2018.

THIS VERSION IS NOT ADOPTED



1 Adopted by the City Council the ____ day of _____, 2012, and
2 signed by me in open session in authentication of its adoption this ____ day
3 of _____, 2012.

4 _____
5 President _____ of the City Council

6
7 THE MAYOR CONCURRING:

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9 _____
10 Michael McGinn, Mayor

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12 Filed by me this ____ day of _____, 2012.

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14 _____
15 Monica Martinez Simmons, City Clerk

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17 (Seal)

THIS VERSION IS NOT ADOPTED



STATE OF WASHINGTON – KING COUNTY

--SS.

286362
CITY OF SEATTLE, CLERKS OFFICE

No. 31388, 31389

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 12th 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: TITLE ONLY RESOLUTION

was published on

07/13/12

The amount of the fee charged for the foregoing publication is the sum of \$ 48.83, which amount has been paid in full.



Affidavit of Publication

Paula Oglesby

Subscribed and sworn to before me on
07/13/12 *Paula Oglesby*

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle Title Only Resolutions

The full text of the following legislation, passed by the City Council on June 25, 2012, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>.

Contact: Office of the City Clerk at (206) 684-8344.

RESOLUTION NO. 31388

A RESOLUTION supporting the Caring Across Generations campaign that seeks to transform long term care in the U.S., both to help the individuals who rely on these services and to support the workers who provide home care.

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A RESOLUTION supporting the adoption of a Northgate Station Access Strategy by the Sound Transit Board, and stating that the City of Seattle intends to commit \$5 million to pedestrian and bicycle improvements as a match to \$5 million provided by Sound Transit and, additionally, up to \$5 million to fund 25% of the cost of the proposed pedestrian/bicycle bridge over Interstate 5 at Northgate as part of a consortium of funders, including Sound Transit; the City would commit these funds between 2013 and 2018.

Date of publication in the Seattle Daily Journal of Commerce, July 13, 2012.

7/13(286362)