

Resolution No. 31427

A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and State of Washington based on results of this process.

The City of Seattle – Legislative Department

Resolution sponsored by: Richard Conlin

Committee Action:

Date	Recommendation	Vote
2.4.13	Adopt as Amended ^②	9-0

Related Legislation File: _____

Date Introduced and Referred: <u>1.22.13</u>	To: (committee): <u>Planning, Land Use & Sustainability</u>
Date Re-referred:	To: (committee): <u>SR 520</u>
Date Re-referred:	To: (committee):
Date of Final Action: <u>2/11/13</u>	Date Presented to Mayor: <u>2/12/13</u>
Date Signed by Mayor: <u>2.20.13</u>	Date Returned to City Clerk: <u>2.20.13</u>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text _____	

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

Full Council Action:

Date	Decision	Vote
2/11/13	Adopted as Amended	8-0 (excused: Clark)

Law Department

CITY OF SEATTLE
RESOLUTION 31427

1
2
3 A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and
4 High Occupancy Vehicle Project; recognizing the completion of the Seattle Community
5 Design Process and recommending actions by the City of Seattle and State of
6 Washington based on results of this process.

7 WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a
8 Memorandum of Understanding (MOU) between the Washington State Department of
9 Transportation (State) and the City of Seattle (City) regarding State and City roles,
10 responsibilities and future actions in the State Route 520 Interstate 5 to Medina Bridge
11 Replacement and High Occupancy Vehicle Project (Project); and

12 WHEREAS, Section 2.3.5 of the MOU stated that the State and City intended to coordinate with
13 City neighborhoods, King County Metro, Sound Transit, the University of Washington,
14 the Seattle Bicycle Advisory Board, the Seattle Pedestrian Advisory Board and the
15 Seattle Design Commission in a Seattle Community Design Process (Process) for
16 community amenity and lid design features within the Project limits; and

17 WHEREAS, the State organized and led the Process as intended by the MOU, consistently with
18 the Preferred Alternative and baseline design features and environmental footprint of the
19 Project as approved by the Federal Highway Administration's Record of Decision; and

20 WHEREAS, in September 2012 the State issued a draft report on the results of the Process and
21 solicited public comments on the report, in October 2012 issued a report on the public
22 comments received, and in December 2012 issued the Final Report on the Process; and

23 WHEREAS, in October and November 2012, the State briefed the City Council on the Process
24 and these reports, and the Council itself received public comments on the Process and on
25 the design recommendations resulting from it; and

26 WHEREAS, Section 1.1.5 of the MOU calls for the City to maintain a meaningful role
27 throughout the Project design process, Section 2.1.15 says the State will consult with the
28 Seattle Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory
Board, and City neighborhood groups on design and construction of the Project as
necessary or requested by the Parties, and Sections 2.3.3, 2.3.4 and 2.3.5 say the State
and the City will continue to consult with community members on a variety of aspects of
the Project design; NOW, THEREFORE

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

3
4 Section 1. The City recognizes that the Seattle Community Design Process (Process)
5 intended by Section 2.3.5 of the Memorandum of Understanding (MOU) between the
6 Washington State Department of Transportation (State) and the City authorized by Ordinance
7 123733 is complete and fulfills the intent of that section of the MOU.

8
9 Section 2. The City endorses the general vision expressed in the December 2012 Final
10 Report on the Process (Report) and concurs with the following specific recommendations from
11 the Report, as they are described in the Report:

12 A. Roanoke Area

13 (1) A 30-foot wide landscaped bicycle and pedestrian shared use path should be
14 constructed across Interstate 5.

15 (2) The intersection of 10th Avenue East and Delmar Drive East should have a “T”
16 design.

17 (3) The lid at 10th Avenue East and Delmar Drive East should be blended into the hillside
18 on the south side and should include bicycle and pedestrian paths, while ensuring safe public
19 spaces and privacy for adjacent neighbors.

20 (4) There should be an accessible pedestrian connection between Delmar Drive East and
21 Boyer Avenue East.

22 B. Portage Bay Bridge

23 (1) In order to reduce the time required to construct the Portage Bay Bridge, the west end
24 of the bridge should be shifted to the north from the position described in the Preferred
25 Alternative in the Final Environmental Impact Statement on the Project provided that the State
26 works with the Queen City Yacht Club to ensure that any effects to the Club during construction
27 are appropriately addressed and that operation of the Club (including Dock 3) can continue after
28

1 the bridge is constructed. The City requests that the State continue to consult with the Seattle
2 Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board and
3 neighborhood residents on the specific design and impacts of the shift.

4 C. Montlake Area

5 (1) In the Canal Reserve area, the westbound off-ramps under 24th Avenue East should be
6 lowered and the shared-use path should be shifted to the south.

7 (2) East Lake Washington Boulevard should be designed so that neighbors are buffered
8 from traffic, the appearance of the roadway is improved, and the size of the planted buffer
9 between the roadway and homes on the south side is increased in order to integrate the roadway
10 with the Arboretum.

11 (3) At the stormwater facility, a wetland facility should be constructed that is integrated
12 with East Montlake Park and the shoreline.

13
14 Section 3. The City and State should continue to develop and evaluate options with
15 respect to the following issues and recommendations in the Final Report:

16 A. Roanoke Area

17 (1) The Bagley Viewpoint should be expanded if possible, and should include significant
18 green space and provide unobstructed views. The City and State should continue to review the
19 adequacy of on-street parking along Delmar Drive East to meet demand for use of the viewpoint
20 and the lid at Delmar Drive East and 10th Avenue East.

21 B. Portage Bay Bridge

22 (1) The City supports providing a bicycle and pedestrian path on the Portage Bay Bridge.
23 The City also continues to support a bridge design that minimizes the width of the bridge and its
24 overall visual and environmental impacts while preserving a reliable transit pathway across the
25 bridge and to and from Interstate 5. Further, the utility of a bicycle and pedestrian path on the
26 bridge requires good quality connections at the ends of the bridge to the network for bicycle and
27 pedestrian travel. Thus the City requests that the State develop options for a path on the bridge
28

1 with these goals in mind and cooperate with the City in developing options for related
2 improvements to the network.

3 (2) The City requests that the State continue to refine and analyze the two options for
4 bridge type, namely, box girder and cable stay. This should include reviewing and if necessary
5 updating the engineering assumptions for each type, continuing to evaluate options to minimize
6 the width and overall visual impact of each, developing options for including a bicycle and
7 pedestrian path in each, and refining cost estimates for each accordingly. The City requests that
8 the State discuss these options with and consider the views of the Seattle Design Commission in
9 this analysis.

10 C. Montlake Area

11 (1) The City and State should reexamine and consider a wider range of options for the
12 Montlake Lid. This analysis should consider how the lid can best support connections for
13 pedestrians, bicyclists and transit users, including uninterrupted connections across the lid and
14 westbound SR 520 off-ramps. It should consider how the lid can best reduce the impacts of
15 roadway sound and make good visual connections among the neighborhoods. It should consider
16 how alternative lid designs can best support active and passive uses of the lid itself, and should
17 define the requirements for managing the space on the lid to support and ensure positive uses. It
18 should estimate the costs of these options. The City and State should solicit the advice of the
19 Seattle Design Commission on these options.

20 (2) The City and State should refine the designs of and connections currently provided by
21 the Bill Dawson Trail and East Portage Bay Underbridge Area to make these connections direct,
22 safe and comfortable.

23 D. Bicycle, pedestrian and multimodal connections generally

24 (1) The City and State should continue to pursue improvements in bicycle and pedestrian
25 connections for people of all ages and abilities in the entire area covered by the Process and
26 Report, including Montlake Boulevard. This includes improving the functionality, safety and
27 attractiveness of bicycle and pedestrian facilities by creating clear and seamless routes and
28

1 making good connections to transit and existing and planned trails and neighborhoods
2 surrounding the area.

3 (2) The City and State should collaborate with King County Metro, Sound Transit and the
4 University of Washington to refine multimodal connections to and within the State Route 520
5 corridor. These refinements should be consistent with existing and prospective plans for transit
6 and for bicycle and pedestrian routes, and should consider access, mobility and safety, with the
7 overall goals of eliminating gaps in the system and maintaining and enhancing existing networks
8 in the city.

9
10 Section 4. The City requests that the State construct the West Approach Bridge following
11 the design recommendations in the Report and those of the Seattle Design Commission. This
12 includes a simple, clean structural design with a regional bicycle and pedestrian path. Consistent
13 with the Report, the bridge should be constructed on the assumption that access to East Montlake
14 Park from 24th Avenue East will be limited to bicycles and pedestrians.

15 The City also requests that the State develop an interim design for the connection
16 between the West Approach Bridge and the Montlake Area, including all transportation
17 connections and connections among open spaces in the Area. The interim design would have
18 several purposes. One is to ensure that these connections work as well as possible in the interim
19 period between the construction of the bridge and the funding, design and construction of the
20 other transportation improvements and related amenities in the Area. Another is to ensure that
21 the choices necessarily made in the construction of the bridge do not unduly constrain the
22 options for the other transportation improvements and amenities in the area, including but not
23 limited to the Montlake Lid. A third is to ensure that the impacts of the bridge and the Project as
24 a whole on the neighborhood and the community are adequately mitigated in the interim period.

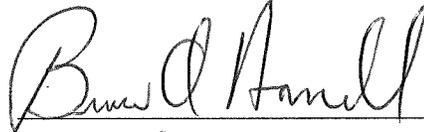
25
26 Section 5. The City intends to implement two general recommendations of the Seattle
27 Design Commission for the subsequent design processes in the Project area. These are that the
28

1 City assign a "Champion" as a single coordinating voice for the Project across all City
2 departments and that the Commission itself have ongoing involvement in these designs.

3
4 Section 6. The City requests that prior to finalizing the design for the Portage Bay Bridge
5 the State consider changed conditions that may affect performance for all modes of
6 transportation and review this information with the City.

7
8 Section 7. The City urges the State Legislature to provide sufficient funding to the State
9 Department of Transportation for its share of the work described in Sections 1-4 of this
10 Resolution. This includes funding the development of additional information that is necessary
11 and sufficient for these design decisions, and funding the development of any required design
12 refinements when construction funding is available.

13 Adopted by the City Council the 11th day of February, 2013, and
14 signed by me in open session in authentication of its adoption this 11th day
15 of February, 2013.



16
17 President Pro Tem of the City Council

18 THE MAYOR CONCURRING:



19
20
21 Michael McGinn, Mayor

22
23 Filed by me this 20 day of February, 2013.



24
25
26 Monica Martinez Simmons, City Clerk

27 (Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Peter Harris / 684-8368	n.a.

Legislation Title:

A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and State of Washington based on results of this process.

Summary of the Legislation:

This resolution follows the completion of a design process called for by the 2011 Memorandum of Understanding (MOU) between the State and the City regarding the roles of each in the SR 520 bridge replacement project. The resolution endorses some specific recommendations from the final report on the design process and calls for the development or refinement of options on other aspects of the design of the project and related facilities in the part of the SR 520 corridor that is in Seattle.

Background:

The background is best described by the MOU and by Ordinance 123733, passed in October 2011, which authorized execution of the MOU.

 x This legislation does not have any financial implications.



CITY OF SEATTLE
RESOLUTION 31427

1
2
3 A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and
4 High Occupancy Vehicle Project; recognizing the completion of the Seattle Community
5 Design Process and recommending actions by the City of Seattle and State of
6 Washington based on results of this process.

7 WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a
8 Memorandum of Understanding (MOU) between the Washington State Department of
9 Transportation (State) and the City of Seattle (City) regarding State and City roles,
10 responsibilities and future actions in the State Route 520 Interstate 5 to Medina Bridge
11 Replacement and High Occupancy Vehicle Project (Project); and

12 WHEREAS, Section 2.3.5 of the MOU stated that the State and City intended to coordinate with
13 City neighborhoods, King County Metro, Sound Transit, the University of Washington,
14 the Seattle Bicycle Advisory Board, the Seattle Pedestrian Advisory Board and the
15 Seattle Design Commission in a Seattle Community Design Process (Process) for
16 community amenity and lid design features within the Project limits; and

17 WHEREAS, the State organized and led the Process as intended by the MOU, consistently with
18 the Preferred Alternative and baseline design features and environmental footprint of the
19 Project as approved by the Federal Highway Administration's Record of Decision; and

20 WHEREAS, in September 2012 the State issued a draft report on the results of the Process and
21 solicited public comments on the report, in October 2012 issued a report on the public
22 comments received, and in December 2012 issued the Final Report on the Process; and

23 WHEREAS, in October and November 2012, the State briefed the City Council on the Process
24 and these reports, and the Council itself received public comments on the Process and on
25 the design recommendations resulting from it; and

26 WHEREAS, Section 1.1.5 of the MOU calls for the City to maintain a meaningful role
27 throughout the Project design process, Section 2.1.15 says the State will consult with the
28 Seattle Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory
Board, and City neighborhood groups on design and construction of the Project as
necessary or requested by the Parties, and Sections 2.3.3, 2.3.4 and 2.3.5 say the State
and the City will continue to consult with community members on a variety of aspects of
the Project design; NOW, THEREFORE

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

THIS VERSION IS NOT ADOPTED



1
2 Section 1. The City recognizes that the Seattle Community Design Process (Process)
3 intended by Section 2.3.5 of the Memorandum of Understanding (MOU) between the
4 Washington State Department of Transportation (State) and the City authorized by Ordinance
5 123733 is complete and fulfills the intent of that section of the MOU.
6

7 Section 2. The City endorses the general vision expressed in the December 2012 Final
8 Report on the Process (Report) and concurs with the following specific recommendations from
9 the Report, as they are described in the Report:

10 A. Roanoke Area

11 (1) A 30-foot wide landscaped bicycle and pedestrian shared use path should be
12 constructed across Interstate 5.

13 (2) The intersection of 10th Avenue East and Delmar Drive East should have a "T"
14 design.

15 (3) The lid at 10th Avenue East and Delmar Drive East should be blended into the hillside
16 on the south side and should include bicycle and pedestrian paths.

17 (4) There should be an accessible pedestrian connection between Delmar Drive East and
18 Boyer Avenue East.

19 B. Portage Bay Bridge

20 (1) In order to reduce the time required to construct the Portage Bay Bridge, the west end
21 of the bridge should be shifted to the north from the position described in the Preferred
22 Alternative in the Final Environmental Impact Statement on the Project.

23 C. Montlake Area

24 (1) In the Canal Reserve area, the westbound off-ramps under 24th Avenue East should be
25 lowered and the shared-use path should be shifted to the south.

26 (2) East Lake Washington Boulevard should be designed so that neighbors are buffered
27 from traffic, the appearance of the roadway is improved, and the size of the planted buffer
28

1 between the roadway and homes on the south side is increased in order to integrate the roadway
2 with the Arboretum.

3 (3) At the stormwater facility, a wetland facility should be constructed that is integrated
4 with East Montlake Park and the shoreline.

5
6 Section 3. The City and State should continue to develop and evaluate options with
7 respect to the following issues and recommendations in the Final Report:

8 A. Roanoke Area

9 (1) The Bagley Viewpoint should be expanded if possible, and should include significant
10 green space and provide unobstructed views. The City and State should continue to review the
11 adequacy of on-street parking along Delmar Drive East to meet demand for use of the viewpoint
12 and the lid at Delmar Drive East and 10th Avenue East.

13 B. Portage Bay Bridge

14 (1) The City supports the concept of providing a bicycle and pedestrian path on the
15 Portage Bay Bridge. The City nonetheless continues to support a bridge design that minimizes
16 the width of the bridge and its overall visual and environmental impacts. Further, the utility of a
17 bicycle and pedestrian path on the bridge depends on the quality of the connections at the ends of
18 the bridge to the network for bicycle and pedestrian travel. Thus the City requests that the State
19 develop options for a path on the bridge with these goals in mind and cooperate with the City in
20 developing options for related improvements to the network.

21 (2) The City requests that the State continue to refine and analyze the two options for
22 bridge type, namely, box girder and cable stay. This should include reviewing and if necessary
23 updating the engineering assumptions for each type, continuing to evaluate options to minimize
24 the width and overall visual impact of each, developing options for including a bicycle and
25 pedestrian path in each, and refining cost estimates for each accordingly. The City requests that
26 the State discuss these options with and consider the views of the Seattle Design Commission in
27 this analysis.

THIS VERSION IS NOT ADOPTED



1 C. Montlake Area

2 (1) The City and State should reexamine and consider a wider range of options for the
3 Montlake Lid. This analysis should consider how the lid can best support connections for
4 pedestrians, bicyclists and transit users, including uninterrupted connections across the lid and
5 westbound SR 520 off-ramps. It should consider how the lid can best reduce the impacts of
6 roadway sound and make good visual connections among the neighborhoods. It should consider
7 how alternative lid designs can best support active and passive uses of the lid itself, and should
8 define the requirements for managing the space on the lid to support and ensure positive uses. It
9 should estimate the costs of these options. The City and State should solicit the advice of the
10 Seattle Design Commission on these options.

11 (2) The City and State should refine the designs of the Bill Dawson Trail and East
12 Portage Bay Underbridge Area to make these connections direct, safe and comfortable.

13 D. Bicycle, pedestrian and multimodal connections generally

14 (1) The City and State should continue to pursue improvements in bicycle and pedestrian
15 connections in the entire area covered by the Process and Report, including Montlake Boulevard.
16 This includes improving the functionality, safety and attractiveness of bicycle and pedestrian
17 facilities by creating clear and seamless routes and making good connections to transit and
18 existing and planned trails and neighborhoods surrounding the area.

19 (2) The City and State should collaborate with King County Metro, Sound Transit and the
20 University of Washington to refine multimodal connections to and within the State Route 520
21 corridor. These refinements should be consistent with existing and prospective plans for transit
22 and for bicycle and pedestrian routes, and should consider access, mobility and safety, with the
23 overall goals of eliminating gaps in the system and maintaining and enhancing existing networks
24 in the city.

25
26 Section 4. The City requests that the State construct the West Approach Bridge following
27 the design recommendations in the Report and those of the Seattle Design Commission. This
28

THIS VERSION IS NOT ADOPTED



1 includes a simple, clean structural design with a regional bicycle and pedestrian path. Consistent
2 with the Report, the bridge should be constructed on the assumption that access to East Montlake
3 Park from 24th Avenue East will be limited to bicycles and pedestrians.

4 The City also requests that the State develop an interim design for the connection
5 between the West Approach Bridge and the Montlake Area, including all transportation
6 connections and connections among open spaces in the Area. The interim design would have
7 several purposes. One is to ensure that these connections work as well as possible in the interim
8 period between the construction of the bridge and the funding, design and construction of the
9 other transportation improvements and related amenities in the Area. Another is to ensure that
10 the choices necessarily made in the construction of the bridge do not unduly constrain the
11 options for the other transportation improvements and amenities in the area, including but not
12 limited to the Montlake Lid. A third is to ensure that the impacts of the bridge and the Project as
13 a whole on the neighborhood and the community are adequately mitigated in the interim period.

14
15 Section 5. The City intends to implement two general recommendations of the Seattle
16 Design Commission for the subsequent design processes in the Project area. These are that the
17 City assign a "Champion" as a single coordinating voice for the Project across all City
18 departments and that the Commission itself have ongoing involvement in these designs.

THIS VERSION IS NOT ADOPTED



1 Section 6. The City urges the State Legislature to provide sufficient funding to the State
2 Department of Transportation for its share of the work described in Sections 1-4 of this
3 Resolution. This includes funding the development of additional information that is necessary
4 and sufficient for these design decisions, and funding the development of any required design
5 refinements when construction funding is available.

6
7 Adopted by the City Council the ____ day of _____, 2013, and
8 signed by me in open session in authentication of its adoption this ____ day
9 of _____, 2013.

10 _____
11 President _____ of the City Council

12
13 THE MAYOR CONCURRING:

14 _____
15
16 Michael McGinn, Mayor

17
18 Filed by me this ____ day of _____, 2013.

19
20 _____
21 Monica Martinez Simmons, City Clerk

22
23 (Seal)

THIS VERSION IS NOT ADOPTED



CITY OF SEATTLE
RESOLUTION 31427

A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and State of Washington based on results of this process.

WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a Memorandum of Understanding (MOU) between the Washington State Department of Transportation (State) and the City of Seattle (City) regarding State and City roles, responsibilities and future actions in the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project (Project); and

WHEREAS, Section 2.3.5 of the MOU stated that the State and City intended to coordinate with City neighborhoods, King County Metro, Sound Transit, the University of Washington, the Seattle Bicycle Advisory Board, the Seattle Pedestrian Advisory Board and the Seattle Design Commission in a Seattle Community Design Process (Process) for community amenity and lid design features within the Project limits; and

WHEREAS, the State organized and led the Process as intended by the MOU, consistently with the Preferred Alternative and baseline design features and environmental footprint of the Project as approved by the Federal Highway Administration's Record of Decision; and

WHEREAS, in September 2012 the State issued a draft report on the results of the Process and solicited public comments on the report, in October 2012 issued a report on the public comments received, and in December 2012 issued the Final Report on the Process; and

WHEREAS, in October and November 2012, the State briefed the City Council on the Process and these reports, and the Council itself received public comments on the Process and on the design recommendations resulting from it; and

WHEREAS, Section 1.1.5 of the MOU calls for the City to maintain a meaningful role throughout the Project design process, Section 2.1.15 says the State will consult with the Seattle Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board, and City neighborhood groups on design and construction of the Project as necessary or requested by the Parties, and Sections 2.3.3, 2.3.4 and 2.3.5 say the State and the City will continue to consult with community members on a variety of aspects of the Project design; NOW, THEREFORE

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

THIS VERSION IS NOT ADOPTED



1
2 Section 1. The City recognizes that the Seattle Community Design Process (Process)
3 intended by Section 2.3.5 of the Memorandum of Understanding (MOU) between the
4 Washington State Department of Transportation (State) and the City authorized by Ordinance
5 123733 is complete and fulfills the intent of that section of the MOU.

6
7 Section 2. The City endorses the general vision expressed in the December 2012 Final
8 Report on the Process (Report) and concurs with the following specific recommendations from
9 the Report, as they are described in the Report:

10 A. Roanoke Area

11 (1) A 30-foot wide landscaped bicycle and pedestrian shared use path should be
12 constructed across Interstate 5.

13 (2) The intersection of 10th Avenue East and Delmar Drive East should have a "T"
14 design.

15 (3) The lid at 10th Avenue East and Delmar Drive East should be blended into the hillside
16 on the south side and should include bicycle and pedestrian paths.

17 (4) There should be an accessible pedestrian connection between Delmar Drive East and
18 Boyer Avenue East.

19 B. Portage Bay Bridge

20 (1) In order to reduce the time required to construct the Portage Bay Bridge, the west end
21 of the bridge should be shifted to the north from the position described in the Preferred
22 Alternative in the Final Environmental Impact Statement on the Project provided that the State
23 works with the Queen City Yacht Club to ensure that any effects to the Club during construction
24 are appropriately addressed and that operation of the Club (including Dock 3) can continue after
25 the bridge is constructed. The City requests that the State continue to consult with the Seattle
26 Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board and
27 neighborhood residents on the specific design and impacts of the shift.

THIS VERSION IS NOT ADOPTED



1 C. Montlake Area

2 (1) In the Canal Reserve area, the westbound off-ramps under 24th Avenue East should be
3 lowered and the shared-use path should be shifted to the south.

4 (2) East Lake Washington Boulevard should be designed so that neighbors are buffered
5 from traffic, the appearance of the roadway is improved, and the size of the planted buffer
6 between the roadway and homes on the south side is increased in order to integrate the roadway
7 with the Arboretum.

8 (3) At the stormwater facility, a wetland facility should be constructed that is integrated
9 with East Montlake Park and the shoreline.

10
11 Section 3. The City and State should continue to develop and evaluate options with
12 respect to the following issues and recommendations in the Final Report:

13 A. Roanoke Area

14 (1) The Bagley Viewpoint should be expanded if possible, and should include significant
15 green space and provide unobstructed views. The City and State should continue to review the
16 adequacy of on-street parking along Delmar Drive East to meet demand for use of the viewpoint
17 and the lid at Delmar Drive East and 10th Avenue East.

18 B. Portage Bay Bridge

19 (1) The City supports providing a bicycle and pedestrian path on the Portage Bay Bridge.
20 The City also continues to support a bridge design that minimizes the width of the bridge and its
21 overall visual and environmental impacts while preserving a reliable transit pathway across the
22 bridge and to and from Interstate 5. Further, the utility of a bicycle and pedestrian path on the
23 bridge requires good quality connections at the ends of the bridge to the network for bicycle and
24 pedestrian travel. Thus the City requests that the State develop options for a path on the bridge
25 with these goals in mind and cooperate with the City in developing options for related
26 improvements to the network.

1 (2) The City requests that the State continue to refine and analyze the two options for
2 bridge type, namely, box girder and cable stay. This should include reviewing and if necessary
3 updating the engineering assumptions for each type, continuing to evaluate options to minimize
4 the width and overall visual impact of each, developing options for including a bicycle and
5 pedestrian path in each, and refining cost estimates for each accordingly. The City requests that
6 the State discuss these options with and consider the views of the Seattle Design Commission in
7 this analysis.

8 C. Montlake Area

9 (1) The City and State should reexamine and consider a wider range of options for the
10 Montlake Lid. This analysis should consider how the lid can best support connections for
11 pedestrians, bicyclists and transit users, including uninterrupted connections across the lid and
12 westbound SR 520 off-ramps. It should consider how the lid can best reduce the impacts of
13 roadway sound and make good visual connections among the neighborhoods. It should consider
14 how alternative lid designs can best support active and passive uses of the lid itself, and should
15 define the requirements for managing the space on the lid to support and ensure positive uses. It
16 should estimate the costs of these options. The City and State should solicit the advice of the
17 Seattle Design Commission on these options.

18 (2) The City and State should refine the designs of and connections currently provided by
19 the Bill Dawson Trail and East Portage Bay Underbridge Area to make these connections direct,
20 safe and comfortable.

21 D. Bicycle, pedestrian and multimodal connections generally

22 (1) The City and State should continue to pursue improvements in bicycle and pedestrian
23 connections for people of all ages and abilities in the entire area covered by the Process and
24 Report, including Montlake Boulevard. This includes improving the functionality, safety and
25 attractiveness of bicycle and pedestrian facilities by creating clear and seamless routes and
26 making good connections to transit and existing and planned trails and neighborhoods
27 surrounding the area.

1 (2) The City and State should collaborate with King County Metro, Sound Transit and the
2 University of Washington to refine multimodal connections to and within the State Route 520
3 corridor. These refinements should be consistent with existing and prospective plans for transit
4 and for bicycle and pedestrian routes, and should consider access, mobility and safety, with the
5 overall goals of eliminating gaps in the system and maintaining and enhancing existing networks
6 in the city.

7
8 Section 4. The City requests that the State construct the West Approach Bridge following
9 the design recommendations in the Report and those of the Seattle Design Commission. This
10 includes a simple, clean structural design with a regional bicycle and pedestrian path. Consistent
11 with the Report, the bridge should be constructed on the assumption that access to East Montlake
12 Park from 24th Avenue East will be limited to bicycles and pedestrians.

13 The City also requests that the State develop an interim design for the connection
14 between the West Approach Bridge and the Montlake Area, including all transportation
15 connections and connections among open spaces in the Area. The interim design would have
16 several purposes. One is to ensure that these connections work as well as possible in the interim
17 period between the construction of the bridge and the funding, design and construction of the
18 other transportation improvements and related amenities in the Area. Another is to ensure that
19 the choices necessarily made in the construction of the bridge do not unduly constrain the
20 options for the other transportation improvements and amenities in the area, including but not
21 limited to the Montlake Lid. A third is to ensure that the impacts of the bridge and the Project as
22 a whole on the neighborhood and the community are adequately mitigated in the interim period.

23
24 Section 5. The City intends to implement two general recommendations of the Seattle
25 Design Commission for the subsequent design processes in the Project area. These are that the
26 City assign a "Champion" as a single coordinating voice for the Project across all City
27 departments and that the Commission itself have ongoing involvement in these designs.

1
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
28

Section 6. The City requests that prior to finalizing the design for the Portage Bay Bridge the State consider changed conditions that may affect performance for all modes of transportation and review this information with the City.

Section 7. The City urges the State Legislature to provide sufficient funding to the State Department of Transportation for its share of the work described in Sections 1-4 of this Resolution. This includes funding the development of additional information that is necessary and sufficient for these design decisions, and funding the development of any required design refinements when construction funding is available.

Adopted by the City Council the ____ day of _____, 2013, and signed by me in open session in authentication of its adoption this _____ day of _____, 2013.

President _____ of the City Council

THE MAYOR CONCURRING:

Michael McGinn, Mayor

Filed by me this ____ day of _____, 2013.

Monica Martinez Simmons, City Clerk

(Seal)

THIS VERSION IS NOT ADOPTED



President
APR 04 2013
City of Seattle
Office of the City Clerk

STATE OF WASHINGTON – KING COUNTY

--SS.

294564
CITY OF SEATTLE, CLERKS OFFICE

No. 31426,31427

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

03/05/13

The amount of the fee charged for the foregoing publication is the sum of \$49.50 which amount has been paid in full.



Affidavit of Publication

[Signature]
Subscribed and sworn to before me on
03/05/2013
[Signature]
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 February 11, 2013, 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. 31426

A RESOLUTION adopting Seattle's Solid Waste Plan 2011 Revision to the 1998 Plan "On the Path to Sustainability," as

amended by the 2004 Comprehensive Plan Amendment.

RESOLUTION NO. 31427

A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and State of Washington based on results of this process.

Date of publication in the Seattle Daily Journal of Commerce, March 5, 2013.

3/5(294564)