Resolution No. 31461

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

Related Legislation File: _____

Date Introduced and Referred:	To: (committee):
7.8.13	Transportation
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: 7/22/13	Date Presented to Mayor: 7/23/13
Date Signed by Mayor: 7/31/13	Date Returned to City Clerk: 7/31/13
Published by Title Only ✓ Published in Full Text _____	Date Returned Without Concurrence:

The City of Seattle – Legislative Department

Resolution sponsored by: Bagshaw

Committee Action:

Date	Recommendation	Vote
7/9/13	Adopt	TR JG BH 3-0

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

Full Council Action:

Date	Decision	Vote
July 15, 2013	Held until July 22, 2013	9-0
July 22, 2013	Adopted as Amended	9-0

Law Department

Bill LaBorde
LEG, Downtown Streetscape Design and Improvements Resolution
July 1, 2013
Version #3

CITY OF SEATTLE

RESOLUTION 31461

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

WHEREAS, in 2011 the City Council included Statement of Legislative Intent (SLI) #114-2-A-2 in the 2012 Adopted Budget requesting the Executive to create a task force to identify actions needed to improve the transit functionality, urban design, safety and security of the Downtown 3rd Avenue Transit Corridor, while also appropriating $350,000 for capital improvements on the corridor; and

WHEREAS, on December 11, 2012, the Seattle Mayor, King County Executive and Downtown Seattle Association (DSA) President signed the 3rd Avenue Transit Corridor Memorandum of Agreement (MOA) calling for coordination on efforts to reduce crime, improve the cleanliness of the corridor, expand human service outreach efforts, better manage public spaces along 3rd Avenue, and improve transit and streetscape infrastructure; and

WHEREAS, the City and King County Metro Transit successfully leveraged the initial $350,000 appropriated in 2012 for infrastructure improvements into another $7.5 million in Federal Transit Administration grants to add off-board payment equipment, improved lighting, RapidRide branding, pedestrian improvements, real time arrival information and other upgrades to 21 bus stops, as well as an extension of bus-only travel lane restrictions on 3rd Avenue north to Denny; and

WHEREAS, the 2013 Adopted Budget appropriated $1 million in additional funds to finalize design for streetscape and public benefits improvements on the "Macy's Block," between Pine and Stewart Streets and a 10% concept design for the remainder of the blocks between University and Stewart Streets; and

WHEREAS, additional funds have been identified and a partnership with Metro Transit entered into to develop streetscape and urban design concepts for the remainder of the 3rd Avenue Transit Corridor between Denny Way and Jackson Street, as well as the Pike/Pine Retail Core between 1st and 6th Avenues; and

WHEREAS, the Macy's Block Public Benefits Improvements and 3rd Avenue University to Stewart 10% Design packages are now complete and have been presented to Council by

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SDOT, and Council wishes to advance final design and implementation of these streetscape improvements; and

WHEREAS, the Council is interested in investigating options for funding the construction of these streetscape improvements as well as their ongoing cleaning and maintenance, combined with similar future streetscape improvements in the Downtown Pike/Pine Retail Core and other Downtown streets; NOW, THEREFORE,

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

Section 1. 3rd Avenue Transit Corridor University to Stewart 10% Design Package. The City supports the overall direction of SDOT's 3rd Avenue Transit Corridor University to Stewart 10% Design package, contained in Clerk's File Number 313146, as a guide for improvements to the streetscape, a coordinated street furniture program and installation of more functional transit infrastructure. The City supports SDOT's design recommendations in order to enhance the overall urban and pedestrian experience and foster a safer and more attractive environment for transit patrons, retail customers, employees, residents and visitors to the 3rd Avenue Transit Corridor and its surrounding neighborhoods.

Section 2. Pike/Pine Retail Core Urban Design Concept. The City supports the development of a streetscape and urban design concept for the Pike/Pine Retail Core that is complementary to the 3rd Avenue Transit Corridor Design and when implemented will enhance the attractiveness and overall urban and pedestrian experience while increasing the Downtown retail core's regional competitiveness and market share. The final Pike/Pine Retail Core Urban Design Concept package will include (1) a block-by-block inventory of the existing streetscape character, challenges and opportunities; (2) a cohesive design theme for street furniture, lighting, paving, landscaping, transit infrastructure and wayfinding; (3) priorities for public and private

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investment; and (4) action strategies aimed at achieving full implementation within five years of the plan's delivery to Council.

Section 3. Implementation of Macy's Block Public Benefits Improvements Package. Seattle Department of Transportation (SDOT) will work with landowners, tenants and other stakeholders to fund and construct the recommended design for streetscape, lighting and transit improvements as described in the "Macy's Block" Public Benefits Improvements and 3rd Ave Transit Corridor 10% Design Recommendations packages on 3rd Ave between Pine and Stewart streets in late 2013 or early 2014.

Section 4. RapidRide Improvements and 3rd Avenue Final Design, SDOT will work with King County Metro to implement real time arrival information, transit information signage, and where appropriate shelters or continuous overhead protection and improved lighting at RapidRide and other bus stops on the 3rd Avenue Transit Corridor. SDOT will work with Metro, Department of Planning and Development (DPD) and stakeholders to finalize the 3rd Avenue University to Stewart 10% design and advance a consistent design on the remainder of the 3rd Avenue Transit Corridor between Jackson and Denny.

Section 5. Funding Plan for Implementation and Ongoing Maintenance of Streetscape Improvements. SDOT and DPD shall develop a funding plan for construction of the first phase of streetscape improvements on 3rd Avenue between University and Stewart, including construction of capital improvements and street furniture, to be completed within five years. The funding plan shall contemplate completion of the remaining 3rd Avenue phases within 10 years and shall designate proposed funding streams necessary for ongoing cleaning and maintenance of

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the improved streetscape. The funding plan should also contemplate funding for streetscape improvements in the Pike/Pine Retail Core and potentially other Downtown streets. The departments are encouraged to be creative in exploring a full array of public and private funding sources, including off-premises advertising consistent with existing Sign Code (SMC 23.55) policies intended to enhance the visual environment while preventing driver distraction. To help guide the development of this funding plan, SDOT and DPD are encouraged to form a stakeholder group representing various Downtown interests.

Section 6. Design Standards. SDOT and DPD are encouraged to work with the Planning Commission and Design Commission on whether adopted streetscape designs and coordinated street furniture elements should be incorporated into design standards that would govern future private development or redevelopment.

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Adopted by the City Council the 22nd day of July, 2013, and signed by me in open session in authentication of its adoption this 22nd day of July, 2013.

President _____ of the City Council

THE MAYOR CONCURRING:

Michael McGinn, Mayor

Filed by me this 31st day of July, 2013.

Monica Martinez Simmons, City Clerk

(Seal)

2013 CITY CLERK

Form revised: December 6, 2011

FISCAL NOTE FOR NON-CAPITAL PROJECTS

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

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

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

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

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

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

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

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

_x_ This legislation does not have any financial implications.
SDOT and DPD already have adequate budget authority to conduct the work outlined in this resolution.

Other Implications:

a) **Does the legislation have indirect financial implications, or long-term implications?**
Departmental and stakeholder recommendations on funding options for streetscape improvements and ongoing maintenance requirements may have long-term costs but advertising, partnerships, local improvement districts or other funding recommendations could fund some or all these costs, or even produce net revenue for the City.

b) **What is the financial cost of not implementing the legislation?**
None

c) **Does this legislation affect any departments besides the originating department?**
Yes, the resolution asks the Departments of Planning & Development and Transportation to do work that is already included in workplans or otherwise within existing department capacity.

d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**
None

e) **Is a public hearing required for this legislation?**
None

f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
None

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g) Does this legislation affect a piece of property?
Not directly

h) Other Issues:
None

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Bill LaBorde
LEG, Downtown Streetscape Design and Improvements Resolution
July 1, 2013
Version #2

CITY OF SEATTLE

RESOLUTION 31461

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WHEREAS, the Macy's Block Public Benefits Improvements and 3rd Avenue University to Stewart 10% Design packages are now complete and have been presented to Council by

THIS VERSION IS NOT ADOPTED

DNS CITY CLERK

SDOT, and Council wishes to advance final design and implementation of these streetscape improvements; and

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THIS VERSION IS NOT ADOPTED

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THIS VERSION IS NOT ADOPTED

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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

CITY CLERK

STATE OF WASHINGTON -- KING COUNTY

--ss.

301405 No.

CITY OF SEATTLE,CLERKS OFFICE

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.

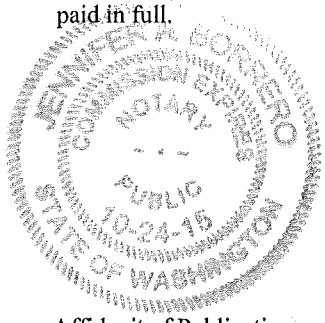
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:31459,61 & 66 TITLE

was published on

08/15/13

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



Subscribed and sworn to before me on 08/15/2013

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on July 22, 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. 31459

A RESOLUTION establishing a City policy that green stormwater infrastructure is a critical aspect of a sustainable drainage system and adopting a 2025 goal for green stormwater infrastructure implementation in Seattle.

RESOLUTION NO. 31461

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

RESOLUTION NO. 31466

A RESOLUTION in support of expanded housing options and greater tax fairness.

Date of publication in the Seattle Daily Journal of Commerce, August 15, 2013.

8/15(301405)