

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title: AN ORDINANCE relating to Freeway Park; authorizing an agreement between the City of Seattle and First Hill/Eighth Avenue LLC concerning connecting a private development to the Pigott Corridor portion of Freeway Park; and ratifying and confirming certain prior acts.

Summary of the Legislation: This legislation authorizes the Superintendent of Parks and Recreation to execute a “Consent Agreement to Connection and Public Use” between First Hill/Eighth Avenue LLC (First Hill) and the City. The agreement authorizes First Hill to construct and operate certain improvements within the easement area surrounding the improvement known as Pigott Corridor, a portion of Freeway Park.

Background: Freeway Park, and especially the Pigott Corridor, has had a complicated history. Many of the details of prior real estate transactions leading to the current legal status of the Pigott Corridor are recited in the preamble of the proposed ordinance. Pigott Corridor (an elevated walkway) is owned by the City but exists in a non-exclusive easement area (Horizon House Easement) that burdens the lands of Horizon House, the adjacent senior living facility. First Hill is developing a 500 foot building at the corner of Eighth and Seneca, next to the Horizon House property. Those two neighbors have entered into a Lot Boundary Adjustment that results in First Hill becoming a direct neighbor of the Pigott Corridor and makes part of their development, located in the Horizon House Easement area, subject to City permission for a permanent structure in the easement area.

First Hill has negotiated an agreement with the City in order to gain the consent necessary for their project. The project, as it connects to park property, is shown in the attached Exhibit A (8 page rendering) to the Fiscal note and titled Connection Drawing. The plaza overlaying the First Hill parking garage connects to the Pigott Corridor structure and two cuts will be made in the wall of the Corridor to allow free movement of pedestrians to and from the development’s open plaza area and the Pigott Corridor. Further, the vertical walls of the garage/pedestrian plaza will be supported in part by a cantilevered structure, which also attaches to the base of the Pigott Corridor. This arrangement is better described in the attached drawing, Exhibit A.

Once installed, the new improvements will allow free access to and from the adjacent plaza area to the Pigott Corridor. The plaza will be improved with a variety of commercial amenities that likely will include at least one restaurant. These publicly accessible, commercial facilities will

draw foot traffic to the area and to the adjacent Pigott Corridor. The developer will also install plaza lighting and some supplemental lighting on the Pigott Corridor, which will replace and improve lighting lost by the removal of Corridor walls at the connection points. The improved lighting, together with the increased foot traffic, is predicted to activate the Pigott Corridor and supplant some of the less savory behavior often seen along the Corridor. Parks staff believes that traffic along the Pigott Corridor could increase significantly changing it from a dank, somewhat foreboding public space into the vibrant, heavily used public amenity as originally intended.

X This legislation does not have any financial implications.

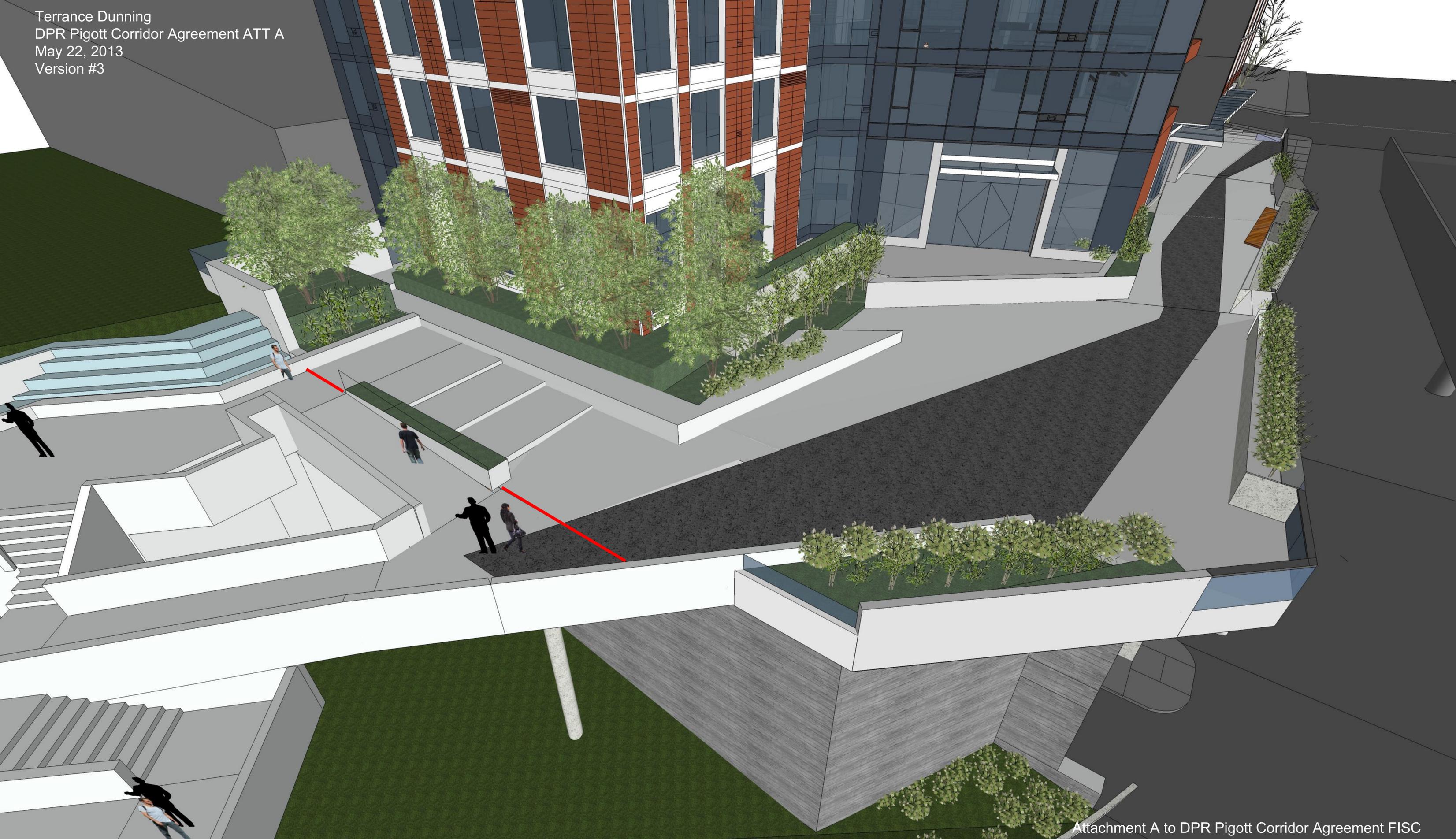
Other Implications:

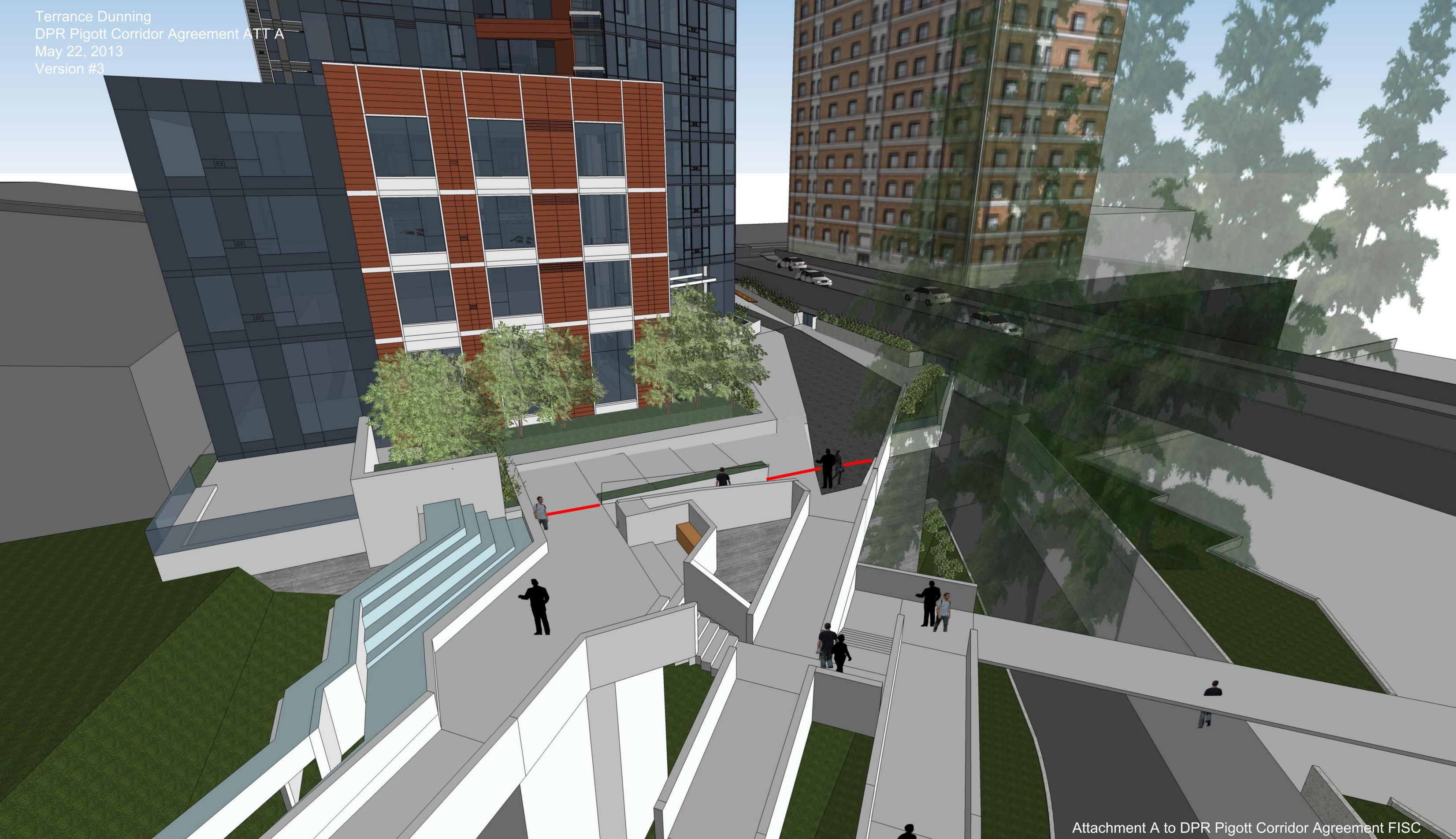
- a) **Does the legislation have indirect financial implications, or long-term implications?**
Increased use and activity along the Pigott Corridor will result in increased maintenance, particularly refuse disposal and general clean up obligations for Parks.
- b) **What is the financial cost of not implementing the legislation?**
The neighboring property will develop without connection to the Pigott Corridor. That development, a tower 500 feet tall, will engulf the Pigott Corridor in shade and enhance the already gloomy conditions prevailing in this part of the park, and lead to decreased public traffic and increased illicit activity. The costs of these impacts are impossible to quantify, but it is clear they will occur.
- c) **Does this legislation affect any departments besides the originating department?**
No.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** None currently known.
- e) **Is a public hearing required for this legislation?**
No.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.
- g) **Does this legislation affect a piece of property?**
Yes, the Pigott Corridor at Freeway Park.
- h) **Other Issues:** None

List attachments to the fiscal note below:

Exhibit A – Connection Drawing

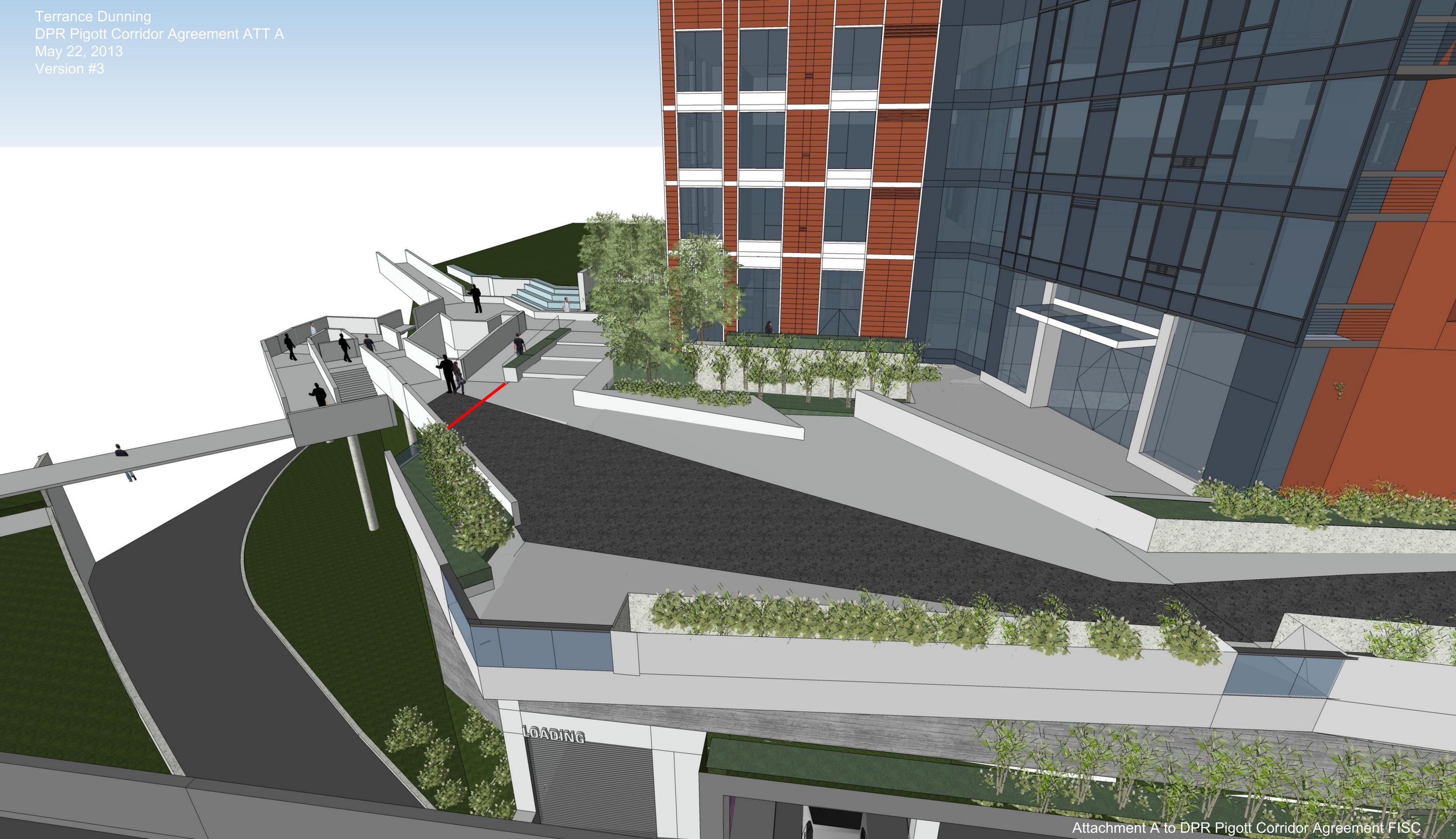






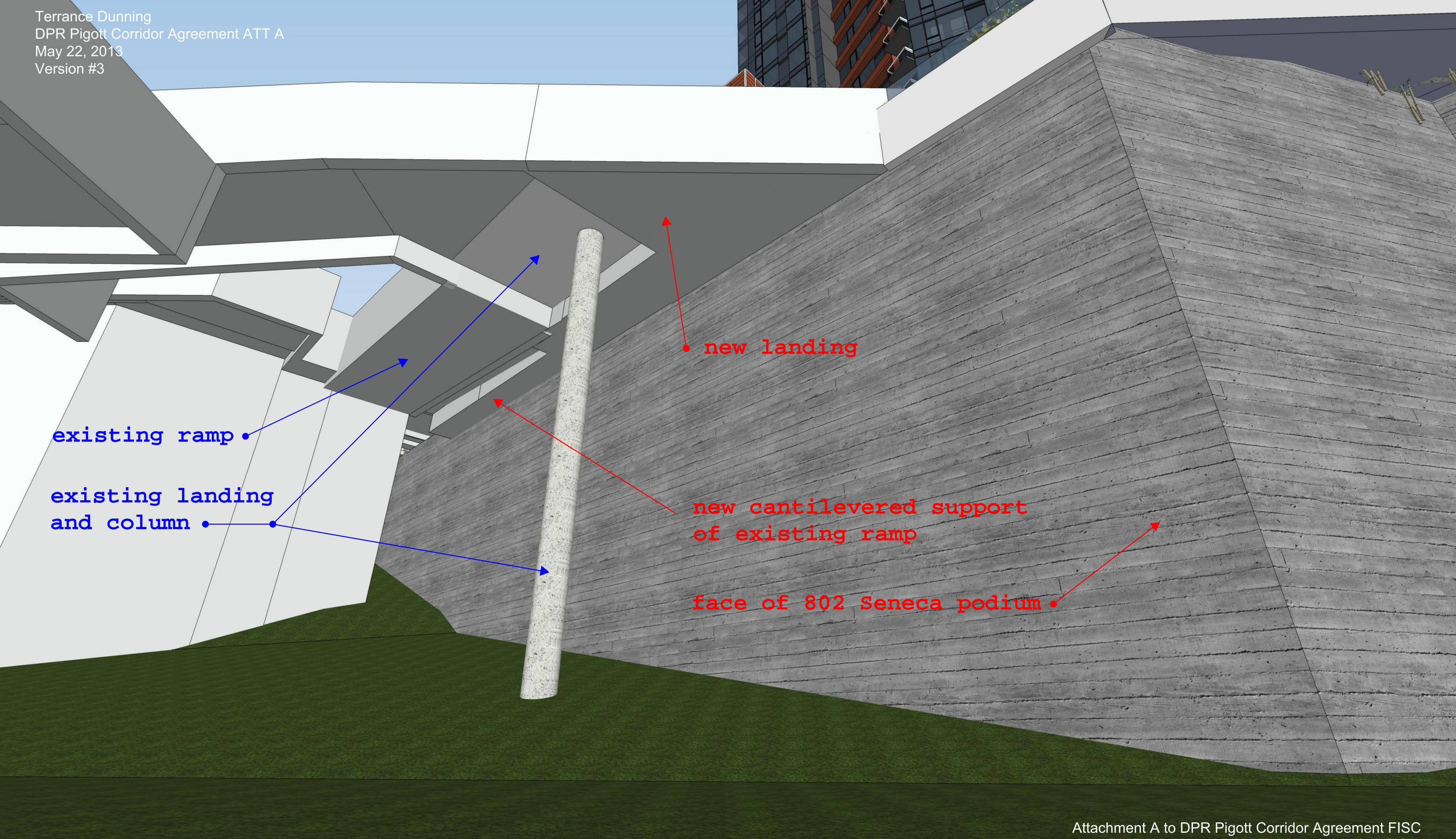


handrail only:
no guardrail required









existing ramp

existing landing
and column

new landing

new cantilevered support
of existing ramp

face of 802 Seneca podium