

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title:

AN ORDINANCE relating to the Waterfront Improvement Program; authorizing the Director of Transportation to acquire, accept, and record both temporary and permanent property rights from abutting property owners located along Alaskan Way and a new Elliott Way, as well as many east-west streets connecting with Alaskan Way and/or Elliott Way, between South King Street and Battery Street, necessary or convenient for the Waterfront Improvement Program, through negotiation or condemnation; placing the conveyed real property under the jurisdiction of the Seattle Department of Transportation and designating the property for transportation, utility, and general municipal purposes; authorizing payment of all other costs associated with acquisition; and ratifying and confirming prior acts.

Summary and background of the Legislation:

This legislation authorizes the Director to acquire property rights necessary for the Waterfront Improvement Program (the "Waterfront Program") along portions of Alaskan Way and a new Elliott Way, as well as many east-west streets connecting with Alaskan Way and/or Elliott Way, between South King Street and Battery Street, through negotiation or condemnation, designates the property for transportation, utility, and general municipal purposes, places it under the jurisdiction of the Seattle Department of Transportation ("SDOT"), and ratifies and confirms prior actions taken in connection with this ordinance prior to ordinance passage.

In the 1960's, the Port of Seattle was ranked as the West Coast's second busiest port and the fourth most active in the nation due in large part to its commitment to handling containerized cargo. In the 1970's, the Waterfront experienced recreational development including Myrtle Edwards Park, the Waterfront Park, and the Seattle Aquarium and in 1982, the Waterfront Streetcar was established to link these attractions together.

The construction of the Port of Seattle's modern headquarters at Pier 69 marked the implementation of a new urban design for the Waterfront in the 1990's and by the year 2000, the Waterfront had begun to serve Alaska-bound cruises with the opening of its Bell-Street Pier Cruise Terminal.

In 2003, the City began a public process for developing a community vision for the Central Waterfront to reconnect Seattle to its waterfront in conjunction with the removal of the Alaskan Way Viaduct and replacement of the aging Elliott Bay Seawall.

Between 2003 and 2011, the Seattle City Council passed several pieces of legislation to establish guiding principles and committees to define the scope of work necessary to implement the City’s vision for the Central Waterfront in coordination with rebuilding the Seawall and the removal of the Alaskan Way Viaduct.

To that end, the Waterfront Program was conceptualized and is a partnership between the City of Seattle and the entire community to create an inviting new public waterfront consisting of new public spaces from the Olympic Sculpture Park to Pioneer Square including parks and paths, access to the water, places to enjoy views and cultural spaces, and a new urban street, and is a component of the Alaskan Way Viaduct and Seawall Replacement Program.

The primary elements of the Waterfront Program include demolishing the Alaskan Way Viaduct, constructing a new Alaskan Way and Elliott Way surface street with adjacent promenades and sidewalks, as well as many east-west streets connecting with Alaskan Way and/or Elliott Way that will accommodate all modes of transportation and provide for important connections in the City’s transportation system, constructing a new, elevated connection between Pike Place Market and the Waterfront (the Overlook Walk), re-construction of Pier 62/63 and Union St. Pier (currently known as “Waterfront Park”), and decommissioning of the Battery Street Tunnel, and creation of expansive public space from the Olympic Sculpture Park to Pioneer Square that will provide an important connection between downtown and the Waterfront including park space, multi-modal paths, waterfront access, viewpoints, and public and cultural spaces.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Waterfront Improvement Program	TC367330	Various	Q1/2013	Q4/2019

Please check any of the following that apply:

This legislation creates, funds, or anticipates a new CIP Project.

This legislation does not have any financial implications.

Appropriations for the Waterfront Program are included in the 2014 Adopted Budget and the 2014-2019 Adopted Capital Improvement Program.

Other Implications:

a) **Does the legislation have indirect financial implications, or long-term implications?**

The City will be providing property owners just compensation for the property acquisitions necessary to complete the Waterfront Program.

b) **What is the financial cost of not implementing the legislation?**

Not implementing this legislation would eliminate the possibility of construction of the current Waterfront Program concept design.

c) Does this legislation affect any departments besides the originating department?

The Department of Parks and Recreation and the Department of Finance and Administrative Services has jurisdiction over several pieces of property that are needed for the Waterfront Program. Additionally, the Waterfront Program may potentially affect Seattle Public Utilities' and Seattle City Light's utility infrastructure, the impacts of which have yet to be determined. SDOT will be working with these departments to acquire the property rights and resolve any utility issues necessary for the Waterfront Program.

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?

Public comments can be given at the public comment section of the Select Committee on the Central Waterfront, and Alaskan Way Viaduct Replacement Program meeting scheduled to vote on this Council Bill.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

Yes. Under RCW 8.25.290, the City is required to publish notice of this action in both the Daily Journal of Commerce and the Seattle Times Newspaper.

g) Does this legislation affect a piece of property?

Yes. Several parcels of property will be affected. At this time we anticipate approximately twelve properties will require either partial or full acquisition, and almost every property along the subject street improvement locations will require temporary construction easements.

h) Other Issues:

None.

List attachments to the fiscal note below:

None.