

Res. 31286
#10

RESOLUTION 31286

1
2 A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake
3 Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place
4 connecting the Link Light Rail University of Washington Station with the University of
5 Washington Triangle Garage block, the main University of Washington (UW) campus,
6 and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by
7 Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the
8 conceptual approval granted by Resolution 31124.

9 WHEREAS, by Ordinance 119975, the City Council authorized the Mayor to execute an
10 agreement with Sound Transit to allow the non-exclusive use of certain City of Seattle
11 streets and public rights-of-way for the Central Link Light Rail Project, and authorized
12 certain areas of the public rights-of-way to be designated as a Light Rail Transit Way and
13 that Transit Way Agreement was fully executed effective July 18, 2000; and

14 WHEREAS, by Ordinance 120788, the City Council authorized the Mayor to execute a corrected
15 version of the Transit Way Agreement to reflect amendments approved by City Council
16 Committee on June 6, 2000, which were inadvertently omitted from the final version of
17 the Transit Way Agreement attached to Ordinance 119975, and the corrected version of
18 the Transit Way Agreement was fully executed September 4, 2002; and

19 WHEREAS, by Ordinance 122504, the City Council established a specific process for reviewing
20 and approving proposed pedestrian bridges associated with Light Rail Transit Facilities;
21 and

22 WHEREAS, by Resolution 31124, the City Council granted conceptual approval of a pedestrian
23 bridge crossing Montlake Boulevard Northeast (Montlake Boulevard) and Northeast
24 Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington
25 Station (U-Link) with the UW campus; and

26 WHEREAS, the UW developed the Rainier Vista Land Bridge plan and began analyzing how
27 the project might work with the U-Link pedestrian bridge and new regional trail
28 connections associated with the pedestrian/bicycle bridge across the SR 520 bridge; and

WHEREAS, following the April 2010 announcement of the Washington State Department of
Transportation's (WSDOT) preferred alternative for the SR 520 I-5 to Medina Bridge
Replacement and HOV Project, WSDOT convened a charrette in June 2010 to revisit the
design for the pedestrian crossings over Montlake Boulevard and Pacific Place; and

WHEREAS, charrette participants including WSDOT, Sound Transit, the UW, King County
Metro Transit, the City of Seattle, and the Seattle Design Commission considered a
variety of options and determined that a shorter and wider pedestrian bridge over
Montlake Boulevard coupled with the Rainier Vista Land Bridge was the preferred
option; and



1 WHEREAS, the Montlake Triangle Project option includes the following: (1) an Americans with
2 Disabilities Act-accessible ramp providing a connection from the east side of Montlake
3 Boulevard to the top of the Montlake Boulevard pedestrian bridge; (2) a 30-foot-wide
4 pedestrian bridge over Montlake Boulevard connecting the U-Link station to the
5 Montlake Triangle; (3) a 30-foot-wide pedestrian bridge over a lowered Pacific Place,
connecting the Montlake Triangle with the UW campus; and (4) a range of associated
improvements to bus stops, at-grade pedestrian and bicycle pathways and crossings, the
Burke-Gilman Trail, and landscaping of the Montlake Triangle; and

6 WHEREAS, on November 18, 2010, a Term Sheet was signed by Sound Transit, WSDOT, the
7 UW, the Seattle Department of Transportation (SDOT), and King County Metro Transit
8 outlining the roles and responsibilities of the five agencies in funding, designing,
9 constructing, and maintaining the Montlake Triangle Project and associated
improvements; and

10 WHEREAS, in February 2011, a Memorandum of Agreement was signed by Sound Transit,
11 WSDOT, and the UW to establish funding commitments for the Montlake Triangle
Project; and

12 WHEREAS, as provided in Ordinance 122504, the Light Rail Review Panel of the Seattle
13 Design Commission and Seattle Planning Commission reviewed the design of the
14 proposed Montlake Triangle Project on December 16, 2010, and unanimously
recommended to SDOT that the design be approved; and

15 WHEREAS, the SDOT Director has reviewed the Montlake Triangle Project with the applicable
16 provisions of SMC 15.64.050.B as provided in Ordinance 122504 and considered the
17 unique demands of a high-capacity transit station, the urban design context of the campus
18 setting, and Sound Transit's design responses; and recommends that conceptual approval
be granted; and

19 WHEREAS, the approval process established in Ordinance 122504 provides that the City
20 Council shall decide by resolution whether to grant conceptual approval of the proposed
21 pedestrian bridges, either with or without conditions; and if the Council grants conceptual
22 approval, then final approval shall be granted in the same manner that the City grants
final approval to Sound Transit for other Light Rail Transit Facilities within the Light
Rail Transit Way, by the filing with the City Clerk by the Director of Transportation of
the approved final plans that are consistent with the Council's conceptual approval; and

23 WHEREAS, the final approval shall be granted for the pedestrian bridges in the form of a
24 Project Construction Permit (PCP) that is consistent with the manner by which the City
25 grants final approval to Sound Transit for other Light Rail Transit Facilities as
established in Ordinance 122504; and

26 WHEREAS, Section II (2.1) of Attachment 1 to Ordinance 119975 established the boundaries of
27 the Light Rail Transit Way as limited to the areas described generally in the plans and



1 profile drawings contained in Exhibit "C" as amended by Ordinance 122504; and the
2 Director of Transportation and Sound Transit's Director of Light Rail agree that the
pedestrian bridges are within the scope and intent of Exhibit "C" as amended; and

3 WHEREAS, Section II (2.6) and Section XVII (17.1) of Attachment 1 to Ordinance 119975
4 established the ownership and assignment responsibilities for Sound Transit related to all
Light Rail Transit Facilities on the Light Rail Transit Way; and

5 WHEREAS, the Term Sheet signed by Sound Transit, UW, WSDOT, King County Metro
6 Transit, and SDOT on November 18, 2010, recognized Sound Transit's assignment of
7 ownership and maintenance of the pedestrian bridge crossing of Pacific Place to UW; and

8 WHEREAS, Section X and Section XI of Attachment 1 to Ordinance 119975 established
9 requirements for indemnification, bond, and insurance, including bond and public
10 liability insurance requirements that name the City of Seattle as an additional insured or
document self-insurance, as approved by the City Risk Manager; and

11 WHEREAS, Section XIII (13.3 and 13.5) of Attachment 1 to Ordinance 119975 established the
12 process for pedestrian bridge removal and public right-of-way restoration requirements
that may be required at the direction of the Director or City Council;

13
14 NOW, THEREFORE,

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

17
18 Section 1. The City Council finds that the Montlake Triangle Project is in accordance
19 with Sound Transit's U-Link project and the UW's Rainier Vista project and is in the public
20 interest.

21 Section 2. As a condition for Sound Transit's permission to construct the Montlake
22 Triangle Project, Sound Transit shall provide structural engineering and utility plans to SDOT
23 for review and permitting; and for circulation of the plans to other City departments and to the
24 public and private utilities affected by construction of the pedestrian bridges.
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1 Sound Transit shall also be required to comply with the conditions associated with a
2 Project Construction Permit. Permit conditions shall establish repair and inspection
3 requirements for the pedestrian bridges that will survive expiration of the permit.

4 Section 3. As recommended by the Director and the Mayor, conceptual approval of the
5 Montlake Triangle Project with pedestrian bridges over and across Montlake Boulevard and
6 Pacific Place as proposed by Sound Transit, and as shown in the drawings attached as Exhibit A,
7 is GRANTED. This conceptual approval replaces conceptual approval granted by Resolution
8 31124.
9

10 Adopted by the City Council the ____ day of _____, 2011, and
11 signed by me in open session in authentication of its adoption this _____ day
12
13 of _____, 2011.

14 _____
15 President _____ of the City Council

16
17 THE MAYOR CONCURRING:

18
19 _____
20 Michael McGinn, Mayor

21
22 Filed by me this ____ day of _____, 2011.

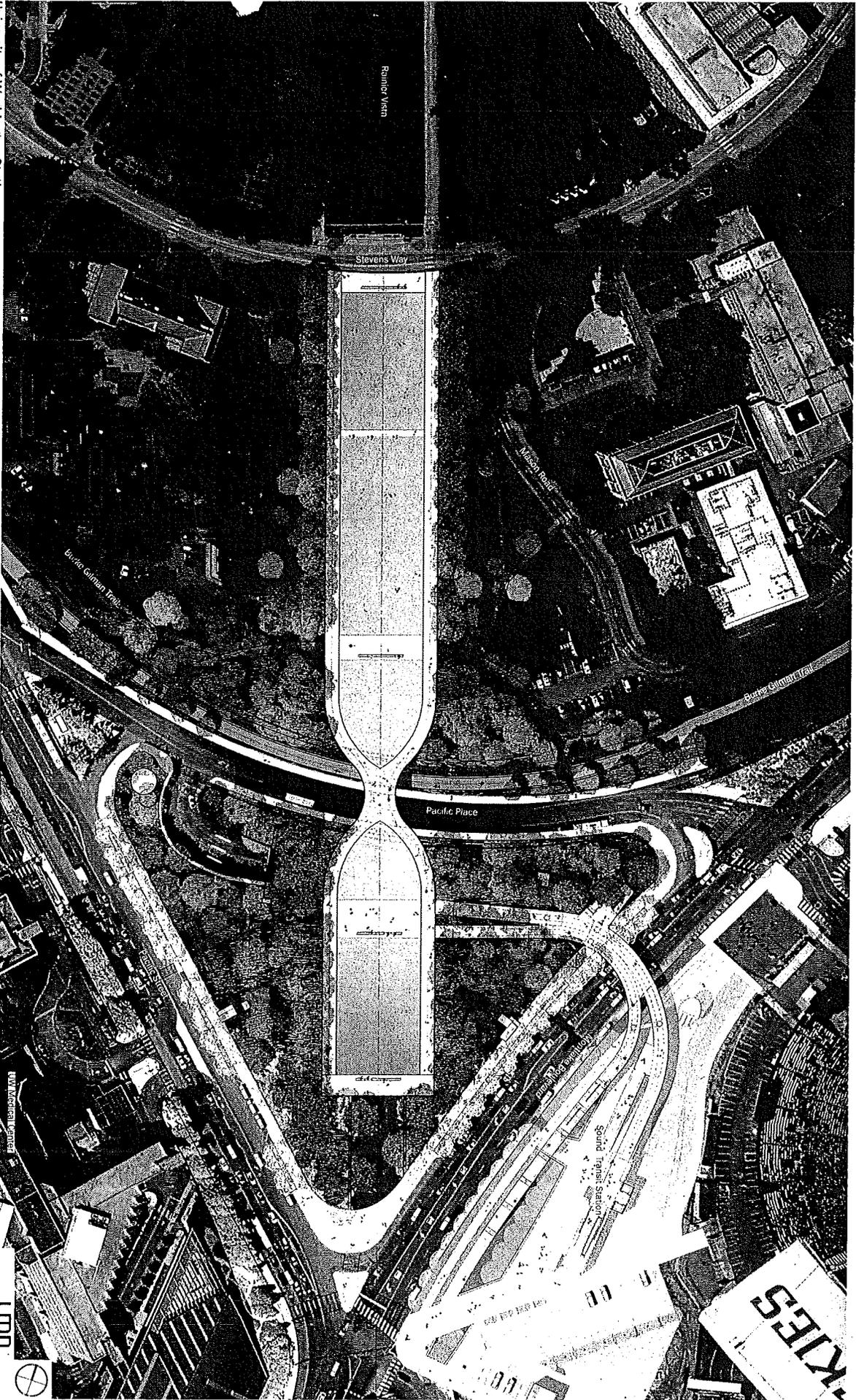
23
24 _____
25 City Clerk

26 (Seal)

27 Exhibit A: Montlake Triangle Project



UW Station with Pedestrian Bridge Connections



University of Washington Station

LMN
GUSTAFSON GUTHRIE NICHOL



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Department of Transportation	Angela Steel 684-5967 Jennifer Wieland 733-9970	Rebecca Guerra 684-5339

Legislation Title:

A RESOLUTION granting conceptual approval of a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington (UW) campus, and the Burke-Gilman trail; known as the Montlake Triangle Project, as proposed by Central Puget Sound Regional Transit Authority (Sound Transit); and replacing the conceptual approval granted by Resolution 31124.

Summary of the Legislation:

This proposed resolution grants the conceptual approval for Sound Transit to construct, operate, and maintain a pedestrian bridge crossing over Montlake Boulevard Northeast and for the University of Washington (through assignment in a Term Sheet of November 18, 2010, and an agreement of February 2011) to construct, operate, and maintain a pedestrian bridge crossing over Northeast Pacific Place. These pedestrian crossings are collectively known as the Montlake Triangle Project and will connect the Link Light Rail University of Washington Station (U-Link) with the University of Washington (UW) campus.

At its meeting on March 22, 2011 the Council Transportation Committee amended the title to the Resolution and Section 3 of the Resolution to clarify that the conceptual approval granted replaces the conceptual approval granted by Resolution 31124 in 2009.

Background:

By Ordinance 119975, the City Council authorized the Mayor to execute an agreement (the Light Rail Transit Way Agreement) with Sound Transit to allow the non-exclusive use of certain City public rights-of-way for the Central Link Light Rail Project and authorized certain areas of the public rights-of-way to be designated as a Light Rail Transit Way.

By Ordinance 120788, the City Council authorized the Mayor to execute a corrected version of the Transit Way Agreement to reflect amendments approved by City Council Committee, which were inadvertently omitted from the final version of the Transit Way Agreement.

By Ordinance 122504, the City Council established a specific process for reviewing and approving proposed pedestrian bridges associated with Light Rail Transit Facilities.



By Resolution 31124, the City Council granted conceptual approval of a pedestrian bridge over Montlake Boulevard Northeast (Montlake Boulevard) and Northeast Pacific Place (Pacific Place) connecting the Link Light Rail University of Washington Station (U-Link) with the UW campus.

In June 2010, the design of the proposed pedestrian bridge was modified as a result of a charrette process with the Washington State Department of Transportation (WSDOT), Sound Transit, the UW, King County Metro, and the City of Seattle. The proposed design incorporates a new regional trail connection associated with the SR 520 floating bridge by the addition of a bicycle access ramp to the pedestrian bridge over Montlake Boulevard; a landscaped pedestrian bridge over a lowered Pacific Place and improved Burke-Gilman Trail; sidewalk, bicycle, and bus stop improvements to the Montlake Triangle; and improvements to Lower Rainier Vista to enhance pedestrian connections between U-Link and the UW campus.

In November 2010, a Term Sheet was signed by Sound Transit, WSDOT, the UW, the Seattle Department of Transportation (SDOT), and King County Metro outlining the roles and responsibilities of the five agencies in funding, designing, constructing, and maintaining the Montlake Triangle Project.

As provided for in Ordinance 122504, on December 16, 2010, the Light Rail Review Panel of the Seattle Design Commission and Seattle Planning Commission reviewed the new proposed design of the Montlake Triangle Project and recommended to SDOT that the design be approved.

X This legislation does not have any financial implications.

The total cost of the project is estimated to range from \$33 to \$42 million, and will be provided as follows:

- UW will contribute \$4 million
- Sound Transit will contribute up to \$12 million
- WSDOT will contribute the balance, which is estimated to be between \$17 million and \$22 million, plus a project reserve fund of \$4 million

The above funding plan was agreed upon through the November 2010 Term Sheet.



City of Seattle
Office of the Mayor

March 15, 2011

Honorable Richard Conlin
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Conlin:

I am pleased to transmit the attached proposed Resolution that grants conceptual approval of the Montlake Triangle Project (MTP). The MTP includes a pedestrian bridge crossing over Montlake Boulevard Northeast and a pedestrian bridge crossing over Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington Triangle Garage block, the main University of Washington campus, and the Burke-Gilman Trail. The legislation amends Resolution 31124 with a new conceptual design that better enhances transit and non-motorized connections in the station and campus areas.

The proposed design for the MTP is the result of efforts of five agencies: Seattle Department of Transportation, Sound Transit, University of Washington, Washington State Department of Transportation, and King County Metro Transit. The new design addresses concerns expressed by the City of Seattle following conceptual approval in 2008 of the pedestrian bridge crossing Montlake Boulevard Northeast and Northeast Pacific Place connecting the Link Light Rail University of Washington Station with the University of Washington campus. Developed through a charrette process in June 2010, the conceptual design for the MTP was unanimously approved by the Light Rail Review Panel of the Seattle Design Commission and Seattle Planning Commission in December 2010.

The execution of the MTP will provide transit patrons, pedestrians, and bicyclists with high quality connections and will enhance mobility in the triangle area. It is a project with regional benefits that is supported by the five agencies identified above as well as the public. Thank you for your consideration of this legislation. Should you have questions, please contact Jennifer Wieland at 733-9970 or Angela Steel at 684-5967.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

Michael McGinn, Mayor
Office of the Mayor
600 Fourth Avenue, 7th Floor
PO Box 94749
Seattle, WA 98124-4749

Tel (206) 684-4000
Fax (206) 684-5360
TDD (206) 615-0476
mike.mcgin@seattle.gov

