

ORDINANCE NO. 2648

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AN ORDINANCE relating to an interlocal cooperation agreement among King County, the Municipality of Metropolitan Seattle (METRO) and the City of Seattle and an agreement among King County, the City of Seattle, and Burlington Northern, Inc. relating to the issuance of an occupancy permit for the King County Domed Stadium; authorizing the Executive to sign said agreements.

PREAMBLE:

King County is the owner of the King County Domed Stadium which is a multipurpose stadium located in the City of Seattle and which shall be open for public use on March 27, 1976. The City of Seattle will issue an occupancy permit to King County for occupancy and use of the King County Domed Stadium. An integral part of the issuance of that occupancy permit relates to parking and access to the stadium and requires the cooperation of King County, the Municipality of Metropolitan Seattle (METRO), the City of Seattle, and Burlington Northern, Inc., which should be set forth in cooperation agreements among those entities.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The execution by the Executive of an interlocal cooperation agreement among King County, the Municipality of Metropolitan Seattle (METRO) and the City of Seattle, and an agreement among King County, the City of Seattle, and Burlington Northern, Inc., in a form substantially similar to the attached City of Seattle Resolution No. 25165 agreement, dated March 8, 1976, which is attached hereto and by this reference made a part hereof, is hereby authorized and approved.

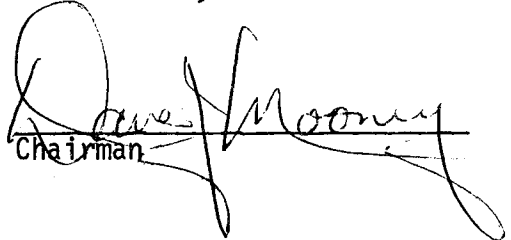
SECTION 2. It is understood that the City of Seattle shall commit all stadium related revenues to solving the problems within the general area of the stadium.

INTRODUCED AND READ for the first time this 8th day of

March, 1976

PASSED this 15th day of March, 1976.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chairman

ATTEST:


Clerk of the Council

APPROVED this 19th day of March, 1976.


King County Executive

RESOLUTION 25165

- A RESOLUTION approving a final, definitive, workable parking and access plan for the King County Stadium.
- WHEREAS, on February 13, 1968, the voters of Seattle and King County authorized construction of the King County Stadium as a multi-purpose, regional facility; and
- WHEREAS, on January 18, 1971, the Seattle City Council, the Mayor concurring, adopted Resolution 22892 declaring the City Council's intent to provide up to \$8 million in Councilmanic bonds for the construction of municipal parking garage facilities in connection with siting the King County Stadium near the King Street Station, provided a City feasibility study justifies such construction; and
- WHEREAS, on August 15, 1972, the Final Environmental Impact Statement, King County Multipurpose Stadium, was published by King County in cooperation with the City of Seattle; and
- WHEREAS, on September 5, 1972, the Seattle City Council adopted Resolution 23782 recognizing the unique nature of the International District and the Pioneer Square Historic District communities and reaffirming the City Council's commitment to all sectors of the two communities that the redevelopment of a healthy living and working environment in both Districts is essential to the future of Seattle; and
- WHEREAS, on September 11, 1972, the Seattle City Council amended the Seattle Zoning Code (Ordinance 86300) by passing Ordinance 101413 (see Attachment A) which: (1) required King County to prepare a workable preliminary parking and access plan for the King County Stadium and prohibited the issuance of a building permit for the Stadium until the City Council approved the preliminary plan; and (2) required King County to develop a final, definitive, workable parking and access plan for the Stadium and prohibited issuance of the certificate of occupancy until the City Council approves the final plan and the plan has been implemented; and
- WHEREAS, on October 2, 1972, the Seattle City Council, the Mayor concurring, adopted Resolution 23844 establishing as official City policy the proposed policies set forth in the document entitled "South Central Business District Policies for Action" (see Attachment 2 to Resolution 25076) which are relevant to the development of a final parking and access plan for the King County Stadium; and
- WHEREAS, on October 2, 1972, the Seattle City Council, the Mayor concurring, adopted 16 additional resolutions (summarized in Attachment 3 to Resolution 25076) recognizing the need for planned development of the South Central Business District, including the International and Pioneer Square Districts, and identifying possible impacts of the King County Stadium upon this area; and
- WHEREAS, on October 2, 1972, the Seattle City Council, the Mayor concurring, adopted Resolution 23832 approving the Preliminary Parking and Access Plan, King County Stadium, prepared by King County in conjunction with the City of Seattle; and
- WHEREAS, on October 16, 1972, pursuant to Ordinance 101413 the Superintendent of the Seattle Building Department issued a building permit authorizing construction of the King County Stadium on a site near the King Street Station; and

March 8, 1976

- WHEREAS, on August 13, 1973, the Seattle City Council passed Ordinance 102455, amended on December 9, 1974, by Ordinance 104063 (see Attachment 4 to Resolution 25076), establishing a Pioneer Square Special Review District and an International Special Review District to ameliorate the adverse impacts which the construction, location, and operation of the King County Stadium is expected to have upon each District; and
- WHEREAS, on September 4, 1973, the Seattle City Council, the Mayor concurring, adopted Resolution 24283 establishing goals and objectives for the City of Seattle for the year 2000, based on the report of the Seattle 2000 Commission, many of which (see Attachment 5 to Resolution 25076) are relevant to the development of the final parking and access plan for the King County Stadium; and
- WHEREAS, on June 11, 1975, the City of Seattle, King County, and the Municipality of Metropolitan Seattle (METRO) executed the "Interlocal Agreement for Jointly Financing a King County Domed Stadium Parking and Access Plan," whereby the three governments agreed to jointly fund a consultant to be hired by the City of Seattle to assist in the development of a final parking and access plan for the King County Stadium; and
- WHEREAS, on June 16, 1975, the Seattle City Council, the Mayor concurring, adopted Resolution 24957 establishing parking policies for downtown Seattle and setting forth a schedule for implementing them; and
- WHEREAS, on July 15, 1975, the City of Seattle (as authorized by Ordinance 104255) entered into Agreement H 75-4 with JHK & Associates, entitled "King County Stadium and CBD Transportation and Parking Management Strategies," whereby JHK & Associates agreed to assist in the development of a final parking and access plan for the King County Stadium; and
- WHEREAS, JHK & Associates published Technical Memorandum One: Assumptions, Goals, Objectives, and Performance Standards, King County Stadium and CBD Transportation and Parking Management Strategies, on August 26, 1975; and
- WHEREAS, the Seattle City Council held a public hearing on September 9, 1975, and conducted a public working session on October 10, 1975, to solicit public comment on and make appropriate revisions to the Mayor's proposed goals, objectives, and policies to guide the development of a final parking and access plan for the King County Stadium; and
- WHEREAS, JHK & Associates published Technical Memorandum Two: Inventory of Transportation and Parking Conditions, King County Stadium and CBD Transportation and Parking Management Strategies, on October 23, 1975, and Technical Memorandum Three: Evaluation of Existing Transportation and Parking Conditions, King County Stadium and CBD Transportation and Parking Management Strategies, on October 24, 1975; and
- WHEREAS, on November 10, 1975, the Seattle City Council, the Mayor concurring, adopted Resolution 25076 providing tentative goals, objectives, and policies to guide the development of a final parking and access plan for the King County Stadium, and setting forth a schedule for developing, adopting, and implementing the final plan; and

Resolution 25165
Page 3

March 8, 1976

- WHEREAS, on December 8, 1975, JHK & Associates published Technical Memorandum Four: Recommended Parking and Access Management Strategies, King County Stadium and CBD Transportation and Parking Management Strategies, which recommended a "modified dispersed" parking concept based on the use of existing parking and on maximum use of mass transportation; and
- WHEREAS, on December 18, 1975, King County transmitted to the Seattle City Council the Draft Supplement to Parking and Access Elements of the Final Environmental Impact Statement, King County Multipurpose Stadium, which described and evaluated the environmental impacts of the transportation and parking management strategies recommended in Technical Memorandum Four; and
- WHEREAS, on January 12, 1976, JHK & Associates published the draft Technical Memorandum Five: Operations Manual, King County Stadium and CBD Transportation and Parking Management Strategies, which further developed the transportation and parking management strategies recommended in Technical Memorandum Four and provided a draft of the detailed operational information needed to implement the recommended management strategies; and
- WHEREAS, on January 29, 1976, King County transmitted to the Seattle City Council the Final Supplement to Parking and Access Elements of the Final Environmental Impact Statement, King County Multipurpose Stadium, which described and evaluated the environmental impacts of the proposed final parking and access plan; and
- WHEREAS, the Seattle City Council held public hearings on December 18, 1975, and February 6, 1976, and conducted public working sessions on February 6 and 17, and March 1, 1976 to solicit public comment on, discuss, and vote on the provisions of the proposed final parking and access plan; and
- WHEREAS, there has been extensive citizen participation in formulating, reviewing, and modifying the transportation and parking management strategies developed for the final parking and access plan; and
- WHEREAS, on February 6, 1976, as required by Ordinance 101413 the Director of the Seattle Department of Community Development advised the City Council that the proposed final parking and access plan is adequate and workable; and
- WHEREAS, on February 26, 1976, JHK & Associates published the Operations Manual, King County Stadium and CBD Transportation and Parking Management Strategies, which provided the detailed operational information needed to implement the proposed final parking and access plan; and
- WHEREAS, the King County Stadium will be a regional facility, benefitting and burdening the citizens of the Seattle-King County area individually and through their respective governments; and
- WHEREAS, the parking and access plan for the King County Stadium can never be "final," but must be flexible and dynamic to allow for timely revisions based on new knowledge gained from actual experience and changing circumstances; and

Resolution 25165
Page 4

March 8, 1976

WHEREAS, the Mayor and Seattle City Council want to: (1) adopt a final, definitive, workable parking and access plan for the King County Stadium that meets the goals, objectives, and policies set forth in this Resolution 25165 and in the ordinances and resolutions discussed above; and (2) have the plan implemented in time for an occupancy permit to be issued allowing the Stadium to open on March 27, 1976, for the first scheduled Stadium event; Now, Therefore,

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

A final, definitive, workable parking and access plan for the King County Stadium is approved by the adoption of this Resolution 25165, subject to the statements, policies, conditions, and agreements set forth below. The plan is not "final, definitive, and workable," and therefore the Superintendent of the Seattle Building Department cannot issue an occupancy permit for the King County Stadium, until all of the conditions and agreements identified below in this Resolution 25165 have been fulfilled and executed.

I. THE FINAL PARKING AND ACCESS PLAN

The final, definitive, workable parking and access plan for the King County Stadium is described in the following documents (incorporated by reference in this Resolution 25165), as modified by Section II, below:

- (1) Final Supplement to Parking and Access Elements of the Final Environmental Impact Statement, King County Multipurpose Stadium (the "Final EIS"), published by the King County Architecture Division, in conjunction with the City of Seattle, on January 27, 1976; and
- (2) The following three charts entered into the public record (Comptroller File 282847) during the Seattle City Council's February 6, 1976, public hearing on the proposed final parking and access plan: (a) a chart entitled "Central Business District Off-Street Parking Space Inventory," (b) a chart entitled "Stadium Industrial Area Parking Inventory," and (c) an untitled chart identifying the proposed plan's street access restrictions for major Stadium events; and
- (3) A January 29, 1976, letter from John D. Spellman, King County Executive, to City Council President Sam Smith transmitting King County's proposal for a final parking and access plan for the King County Stadium; and
- (4) The Interlocal Cooperation Agreement executed by King County, METRO, and the City of Seattle, as discussed in Section V, below; and
- (5) The Pedestrian Overpass Agreement executed by King County, the City of Seattle, and Burlington Northern, Inc., as discussed in Section VII, below; and
- (6) This Resolution 25165, including Attachments A and B.

II. CHANGES TO THE PROPOSED PARKING AND ACCESS PLAN

The final, definitive, workable parking and access plan for the King County Stadium includes the following changes to the proposed parking and access plan:

March 8, 1976

A. Pioneer Square and the International Special Review Districts

1. The Seattle Engineering Department shall conduct the necessary surveys within the Pioneer Square and International Special Review Districts to determine: (1) if the existing parking meter regulations are being observed in the two Districts; (2) the most effective parking meter regulations to prevent Stadium patrons from using on-street parking in the two Districts; and (3) the on-street parking needs of the residents, businessmen, and other affected parties in the two Districts. In making these determinations, the Engineering Department shall consult with and consider the advice of the residents, businessmen, and other affected parties in the two Districts. Once these determinations have been made, the Engineering Department shall make the necessary revisions to the parking meters in the two Districts.
2. The final parking and access plan shall include a street cordon "local access only" concept designed to minimize Stadium-related traffic in the Pioneer Square and International Special Review Districts, provided that each District shall have sufficient access to enable District patrons to reach the District's major parking areas. The Seattle Engineering Department shall monitor the impacts of the cordons and access routes and make any adjustments needed to protect the Districts from Stadium vehicular traffic, while allowing adequate access for District patrons.
3. Subject to approval by the Seattle Municipal Court, the penalty for a second and each subsequent overtime parking ticket should be \$5.00 per ticket.

B. Stadium Industrial Area

The proposed parking and access plan's no-parking restriction on First Avenue South between South Connecticut Street and South King Street shall not be included in the final plan.

C. METRO Transit Service

1. A 25¢ one-way fare (50¢ round trip) should be charged patrons of the Stadium transit shuttle service.
2. The proposed Central Waterfront loop of the Stadium transit shuttle should not be included in the final parking and access plan.

III. REVISED POLICIES FOR THE PARKING AND ACCESS PLAN

Based upon the Final EIS and extensive citizen participation, the Seattle City Council has reconsidered and revised the tentative policies identified in Resolution 25075, adopted by the City Council on November 10, 1975. The revised, final "Policies for the Parking and Access Plan for the King County Stadium" are incorporated in this Resolution 25165 as Attachment B. These policies shall guide the future implementation, evaluation, and revision of the approved parking and access plan for the King County Stadium.

March 8, 1976

IV. CONDITIONS ON THE STADIUM OCCUPANCY PERMIT

The following two conditions are essential to the effective management of Stadium parking and access within acceptable limits of adverse Stadium-related impacts upon Seattle. The parking and access plan is "final, definitive, and workable" only if the Stadium occupancy permit is issued subject to two conditions, worded substantially as follows:

A. Required Notification of Stadium Events

"No Stadium event with an anticipated attendance of 10,000 or more persons shall be scheduled or take place unless written notification of the nature, size, and anticipated attendance of the event is received from King County by the Mayor of Seattle, the Executive Director of the Municipality of Metropolitan Seattle, other affected governmental agencies (including but not limited to the Port of Seattle, the Puget Sound Air Pollution Control Agency, the Washington State Highway Department, and the Washington State Patrol), the National Railroad Passenger Corporation (AMTRAK), and Burlington Northern, Inc. at least 15 days in advance of the first scheduled day of the Stadium event."

B. Prohibition on Weekday Evening Stadium Events

"No Stadium event with an anticipated attendance of 10,000 or more persons shall be scheduled to start between the hours of 4:00 p.m. and 7:00 p.m. (Seattle time) on weekdays other than holidays, except as provided in the Interlocal Cooperation Agreement executed by King County, the City of Seattle, and the Municipality of Metropolitan Seattle prior to issuance of the Stadium occupancy permit."

V. INTERLOCAL COOPERATION AGREEMENT

Prior to the issuance of an occupancy permit for the King County Stadium, King County, the Municipality of Metropolitan Seattle (METRO), and the City of Seattle must execute an Interlocal Cooperation Agreement containing provisions worded substantially as set forth below. The following provisions are essential to the effective management of Stadium parking and access within acceptable limits of adverse Stadium-related impacts on Seattle.

A. Stadium Parking and Access Review Committee

A three member committee -- to be known as the Stadium Parking and Access Review Committee (SPARC) -- shall be established to oversee the implementation of the approved parking and access plan and empowered to make all necessary modifications in the plan (other than changes to ordinances, the Stadium occupancy permit, the Interlocal Cooperation Agreement, or the Pedestrian Overpass Agreement), based on new knowledge gained from actual experience and changing circumstances. The membership of SPARC shall consist of one representative each of the City of Seattle (appointed by the Mayor), King County (appointed by the King County Executive), and METRO (appointed by the Executive Director of METRO).

SPARC shall be empowered to act only with the concurrence of all three members, provided that any two of the three members may authorize a report or recommendation as long as comments of the

March 8, 1975

dissenting member are included in the report or recommendation. SPARC shall report quarterly during the first year of Stadium operations and semi-annually thereafter to the elected officials of Seattle, King County, and METRO on the implementation of and changes to the approved parking and access plan.

In fulfilling its responsibilities, SPARC shall make all reasonable efforts to solicit and consider input from and consult with all agencies, groups, and individuals directly affected by Stadium operations, including but not limited to the following:

- (1) Appropriate Seattle City Departments, including but not limited to the Building, Community Development, Engineering, Fire, Public Health, and Police Departments;
- (2) King County Stadium Administration;
- (3) METRO;
- (4) Other governmental agencies, including but not limited to the Port of Seattle, the Puget Sound Air Pollution Control Agency, the Washington State Highway Department, and the Washington State Patrol;
- (5) Groups especially concerned about the Pioneer Square Special Review District, including but not limited to the Pioneer Square Association, the Pioneer Square Historic District Preservation Board, and the Pioneer Square Special Review District Board;
- (6) Groups especially concerned about the International Special Review District, including but not limited to the Chinatown Chamber of Commerce, the International District Economic Association, the International District Improvement Association, and the International Special Review District Board;
- (7) Affected businesses and business organizations, including but not limited to AMTRAK, Burlington Northern, Inc., the Downtown Seattle Development Association, the Seattle Chamber of Commerce, and the Stadium Industrial Area Association;
- (8) Other community groups especially concerned about Stadium operations, including but not limited to the Historic Seattle Preservation and Development Authority, the Landmarks Preservation Board, and the League of Women Voters of Seattle; and
- (9) Regular Stadium tenants, including but not limited to Seattle Professional Baseball, the Seattle Seahawks, and the Seattle Sounders.

B. Prohibition on Weekday Evening Stadium Events

No Stadium event with an anticipated attendance of 10,000 or more persons shall be scheduled to start between the hours of 4:00 p.m. and 7:00 p.m. (Seattle time) on weekdays other than holidays, provided that this prohibition may be waived by the unanimous consent of SPARC for the 1976 National Basketball Association playoff/

March 8, 1976

championship games and the January, 1977, National Football League Pro Bowl (the "Special Events") only if SPARC unanimously finds all the following conditions to be fulfilled:

- (1) Because of circumstances beyond the control of King County, the Special Events cannot be scheduled to begin at any time other than during the hours of 4:00 p.m. to 7:00 p.m. (Seattle time) on a non-holiday weekday.
- (2) In addition to measures provided for in the approved parking and access plan to mitigate adverse Stadium-related impacts, King County (in cooperation with the City of Seattle and METRO) shall prepare and implement a Special Events Traffic Plan which includes special measures designed to minimize adverse impacts of the Special Events on downtown Seattle, especially the Stadium periphery areas (the Pioneer Square and International Special Review Districts and the Stadium industrial area). Before waiving the 4:00 p.m. to 7:00 p.m. prohibition, SPARC shall determine that the Special Events Traffic Plan includes the following necessary components:
 - (a) No decrease in the level of regularly scheduled METRO transit; and
 - (b) Arrangements by King County for special Stadium-related transit (including charter, Stadium shuttle, Stadium park-and-ride, and METRO's supplemental regular and Magic Carpet service) at levels sufficient to accommodate the projected demand from Stadium patrons at the same fares charged for all other Stadium events; and
 - (c) A special information and promotional campaign directed by King County to Special Event ticket holders encouraging alternatives to the use of private automobiles in downtown Seattle, especially the Stadium periphery areas, during peak traffic hours.
- (3) The operational costs to the City of Seattle of implementing for Special Events the approved parking and access plan and the Special Events Traffic Plan will be fully offset by the Stadium-related revenues generated for the City of Seattle by the Special Events.
- (4) The responsible official of the following agencies shall be consulted by King County at least 60 days* in advance of the Special Event and given a timely opportunity to comment on and recommend changes to the Special Events Traffic Plan:
 - (a) Appropriate Seattle City Departments, including but not limited to the Building, Community Development, Engineering, Fire, Public Health, and Police Departments;
 - (b) METRO;

* Or as soon as possible for any 1976 National Basketball Association playoff/championship game that must be played within 60 days from the date of adoption of this Resolution 25165.

March 8, 1976

- (c) Port of Seattle;
- (d) Puget Sound Air Pollution Control Agency;
- (e) Washington State Highway Department; and
- (f) Washington State Patrol.

After approximately one year of Stadium operations, if the 4:00 p.m. to 7:00 p.m. prohibition has been waived for any of the Special Events, SPARC, in consultation with the agencies listed above, shall evaluate the effectiveness of the special measures implemented in the Special Events Traffic Plan and issue a report to the Mayor and Seattle City Council, including recommendations for future action. The Seattle City Council, after holding at least one public hearing, shall determine whether or not such special measures effectively minimize adverse Stadium-related impacts and shall reaffirm the 4:00 p.m. to 7:00 p.m. prohibition on non-holiday weekday Stadium events or lessen the restriction as appropriate."

C. Required Off-Street Stadium Parking

Prior to the issuance of the occupancy permit for the King County Stadium, King County will provide for the availability of the off-street parking spaces required for Stadium events by Ordinance 101413 by: (1) providing on the Stadium site at least 217 off-street parking spaces for buses; and (2) making a firm commitment to the City of Seattle that at least 6,500 off-street parking spaces for automobiles will be available for each Stadium event within a reasonable walking distance (no more than 6,000 feet) from the Stadium for the use of Stadium patrons. At least 1,700 of the off-street automobile parking spaces shall be on the Stadium site, provided this number of spaces may be decreased to provide additional on-site parking spaces for buses and/or other high-occupancy vehicles.

King County will: (1) monitor the parking to assure that at least 6,500 off-street automobile parking spaces and at least 217 on-site bus spaces are continuously available for Stadium events and adequately signed; (2) secure pledges or agreements from parking lot operators as needed to implement its firm commitment; (3) maintain a map showing the location of the available off-street parking; (4) take any other actions needed to assure that King County's firm commitment is met for each Stadium event; and (5) prior to the issuance of the Stadium occupancy permit, file a report with the Superintendent, Seattle Building Department, detailing how King County has provided for the availability of the off-street parking spaces required for Stadium events by Ordinance 101413. The documentation implementing King County's firm commitment shall be made available by King County for public inspection during reasonable business hours.

D. METRO Transit Service

METRO agrees to operate and fund Stadium-related METRO transit service (including the Stadium shuttle, METRO's supplemental regular and Magic Carpet service, and the Stadium park-and-ride

March 8, 1976

service) contemplated by the final parking and access plan. These commitments are subject to review and change by the METRO Council should unexpected costs be incurred by METRO.

E. Public Information and Promotional Campaign

King County recognizes the need and accepts responsibility for: (1) informing Stadium patrons and the general public about the approved parking and access plan (and subsequent changes in the plan) through a fully developed and funded public information and promotional campaign involving the available media and direct communication with Stadium patrons; (2) providing for an advertising and promotional campaign to encourage the use of mass transportation; and (3) promoting and coordinating the efforts of other governmental agencies and private organizations and individuals to improve Stadium parking and access by developing and implementing non-automobile means of access to and from Stadium events.

F. Funding of Future Stadium Operations

King County and the City of Seattle recognize their joint responsibility for minimizing adverse Stadium-related impacts. Therefore, King County and the City of Seattle will jointly study the costs and revenues to the City from Stadium operations and the implementation of the approved parking and access plan, according to procedures and methodologies established by SPARC. The major purpose of the joint study will be to determine the difference between Stadium-related costs and revenues to the City of Seattle and to make recommendations to King County and the City of Seattle as to an equitable method of financing any deficit which might occur.

VI. CAPITAL IMPROVEMENT PROJECTS

A. Municipal Parking Facilities

Resolution 22892, adopted by the Seattle City Council, the Mayor concurring, on January 18, 1971, declared the City Council's intent to provide up to \$8 million in Councilmanic bonds for the construction of municipal parking garage facilities in connection with siting the King County Stadium near the King Street Station, provided a City feasibility study justifies such construction.

The Mayor of Seattle, King County in the Final EIS, and JHK & Associates (the consultant hired to develop the parking and access plan) recommend against constructing a municipal parking garage for Stadium patrons because it is not economically feasible and it would increase traffic congestion, air pollution, and noise in the Stadium periphery areas.

Based on these recommendations, the Seattle City Council finds that the legislative intent of Resolution 22892 is fulfilled by the City Council's decision not to fund or construct municipal parking facilities for use by Stadium patrons.

March 8, 1975

B. Fixed Percentage of Stadium Revenues for Capital Projects

Resolution 23838, adopted by the Seattle City Council, the Mayor concurring, on October 2, 1972, provided in part that:

"WHEREAS, there may be revenues accruing to the City of Seattle from the stadium which are not offset by the costs incurred by the City of Seattle in providing police, traffic control, street maintenance, signing and miscellaneous costs,...

* * *

"...the City Council of the City of Seattle, will at the time of completion of the stadium, consider appropriating a fixed percentage of the city's revenues from the stadium to projects aimed at alleviating any adverse impact of the stadium on the Pioneer Square area and the International District."

Section IX, "Implementation of the Plan," of Resolution 25076, adopted by the Seattle City Council, the Mayor concurring, on November 10, 1975, provided that the recommendations for implementing the parking and access plan should include:

"Recommendations for public projects or programs to help ameliorate unresolved adverse impacts, if any, on Stadium periphery areas caused by Stadium traffic and parking which might be approved by the Seattle City Council if the Stadium produces more revenue for the City of Seattle than is needed to offset all operational costs of implementing the plan;..."

The Mayor of Seattle has advised the City Council that current projections of Stadium-related revenues and operational costs to the City of Seattle indicate that the Stadium will not produce a surplus of revenues for the first year of operation and that no meaningful projections of possible surplus revenues in future years can be made at this time. Moreover, implementation of the final parking and access plan as approved in this Resolution 25165 is expected to minimize adverse Stadium-related impacts on the Stadium periphery areas.

Accordingly, the Seattle City Council finds that the legislative intent of Resolution 23838 and of Section IX of Resolution 25076 has been fulfilled and the City Council decides not to appropriate a fixed percentage of Stadium-related revenues to capital improvement projects in the International and Pioneer Square Special Review Districts.

C. Other Capital Improvement Projects

1. As indicated in Attachment B to this Resolution 25165, the Seattle City Council will not approve any major capital improvement projects related to Stadium parking and access until there has been sufficient operational experience under the approved parking and access plan to allow informed decisions.

March 8, 1976

2. The Mayor's proposed 1977 Capital Improvement Program will include a detailed analysis and recommendation based upon actual operating experience under the approved parking and access plan on whether or not to build (and if so, the location, design, and cost of) a pedestrian overpass in the vicinity of the intersection of the Burlington Northern railroad tracks at South Connecticut Street. The Seattle Engineering Department will begin immediately the preparation of preliminary design of a pedestrian overpass to the extent practical without an additional appropriation of funds.

VII. PEDESTRIAN OVERPASS AGREEMENT

Prior to the issuance of an occupancy permit for the King County Stadium, the City of Seattle, King County, and Burlington Northern, Inc., shall execute an agreement containing provisions worded substantially as set forth below. This agreement is essential to the effective management of Stadium parking and access within acceptable limits of adverse Stadium-related impacts on Seattle.

- A. As soon as practicable (and in any event no later than January 1, 1977), the City of Seattle, in cooperation with King County and Burlington Northern, Inc., will conduct a detailed study and report to the respective parties on:
 - (1) whether or not an overpass is needed for pedestrian traffic between the King County Stadium and areas east of the Burlington Northern railroad tracks in the vicinity of South Connecticut Street; and
 - (2) If a pedestrian overpass is needed, the recommended location, design, and cost.
- B. If the City of Seattle, King County, and Burlington Northern, Inc., all agree that the pedestrian overpass is needed, all three parties shall make their best efforts to secure funds for the overpass from the United States, the State of Washington, and/or any other appropriate source.
- C. If no other source of funds is available and all three parties agree that a pedestrian overpass is needed, the parties shall each consider the extent of their respective contributions to the funding of the overpass and make their best efforts to agree unanimously on the design, location, and a joint funding formula for the overpass. King County and the City of Seattle agree that neither government will be obligated to fund any greater portion of the cost of the overpass than the other government.
- D. Regardless of the source of funds, Burlington Northern, Inc. will contribute the land and air rights needed for the pedestrian overpass and construct up to \$30,000 of fencing north and east of South Connecticut Street to minimize the risk of pedestrians crossing the Burlington Northern tracks north of South Connecticut Street. The fair market value of the land and the cost of the fencing contributed by Burlington Northern, Inc. shall be included as part of any contribution made by Burlington Northern, Inc. to the total cost of constructing the pedestrian overpass.

Resolution 25165
Page 13

March 8, 1976

E. By entering into this agreement, the City of Seattle does not waive any right or privilege it may have (including but not limited to use of the City's police and/or assessment powers) to require any party to construct or finance, in whole or in part, a pedestrian overpass. In such event, however, any commitments for contributions by any party to this agreement shall be null and void.

PASSED by the Seattle City Council this 8th day of March, 1976, and signed by me in open session in authentication of its passage this 8th day of March, 1976.

President of the City Council

Filed by me this _____ day of March, 1976.

ATTEST: _____
City Comptroller and City Clerk

BY: _____
Deputy

Concurred in by:

Wes Uhlman
Mayor

Resolution 25165

March 8, 1976

ATTACHMENT A -- EXCERPTS FROM ORDINANCE 101413 (STADIUM PARKING REQUIREMENTS)

The following are relevant excerpts from Ordinance 101413, passed by the Seattle City Council on September 11, 1972 and signed by the Mayor on September 15, 1972:

"AN ORDINANCE related to land use and zoning; amending Sections 23.2 and 23.3 of the Zoning Ordinance (86300) relating to off-street parking requirements for stadiums, outdoor sports arenas and places of public assembly.

"BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

* * *

"Section 2. That Section 23.3 of the Zoning Ordinance (86300), as last amended by Ordinance 101117, is further amended to read as follows:

Section 23.3. Parking Spaces Required:

The minimum number of off-street parking spaces required shall be set forth in the following:

Use

* * *

Stadiums, outdoor sports arenas or areas and places of public assembly containing 20,000 or more seats.

* * *

Parking Spaces Required

* * *

One for each 10 permanent seats and one bus space for each 300 permanent seats. The location requirements of Section 23.22 shall not apply to such use. Instead, the applicant shall submit to the City Council prior to the issuance of a building permit, a workable preliminary parking plan describing the location of available offstreet parking and the means by which persons will commute between the required parking areas and the principal use. The Council shall not approve such workable preliminary plan until at least one public hearing has been held. No building permit shall issue until the workable preliminary parking plan has been approved by the City Council by resolution. Prior to the issuance of an occupancy permit by the Superintendent of Buildings, the applicant shall submit to the Council a final definitive workable parking plan describing the location of the available offstreet parking and the means by which persons shall commute between required parking and the principal use. The Director of the Department of Community Development shall advise the Council as to the adequacy and workability of the plan as submitted. The Council shall not approve such plan until at least one public hearing has been held. No certificate of occupancy shall issue until the workable parking plan has been approved by the City Council by resolution. Any workable parking plan approved shall also be implemented prior to issuance of an occupancy permit by the Superintendent of Buildings."

* * *

Resolution 25165

March 8, 1976

ATTACHMENT B -- POLICIES FOR THE APPROVED PARKING AND ACCESS
PLAN FOR THE KING COUNTY STADIUM*

To guide the future implementation, evaluation, and revision of the approved parking and access plan for the King County Stadium, the following policies are adopted by the Seattle City Council, the Mayor concurring:

I. GENERAL POLICIES

- A. High priority should be given to protecting Stadium periphery areas from adverse Stadium-related impacts. Positive means should be used to mitigate unavoidable adverse Stadium-related impacts in these areas.
- B. Existing social, ethnic, and economic functions (such as transportation, commercial and industrial activity, and residential and recreational uses) should be reasonably maintained during Stadium events. The needs of Stadium events should be accommodated only within that policy.
- C. Stadium-related activities should positively influence the development of Seattle. Any unavoidable adverse Stadium-related impacts should be distributed equitably to avoid concentrating them in any particular area.
- D. The Stadium parking and access plan should give priority consideration to pedestrians, public transit vehicles, and service/delivery vehicles using the Stadium periphery areas.

II. STADIUM PERIPHERY AREAS

A. Pioneer Square and International Special Review Districts

Stadium-related vehicular traffic should be routed to avoid adversely impacting the Pioneer Square and International Special Review Districts. The parking and access plan should include all reasonable means for routing vehicular traffic away from these two Districts, such as directional signing and cordoning off sensitive areas before and after Stadium events.

B. Commercial and Industrial Areas

1. Retail, wholesale, and industrial businesses within the immediate vicinity of the Stadium should be reasonably protected from the adverse impacts of Stadium-related traffic and parking.
2. The parking and access plan should route Stadium-related traffic so that it does not impact adversely the Central Business District and the Central Waterfront.
3. Reasonable service, delivery, employee, and customer access to commercial and industrial areas in the Stadium vicinity should be maintained and parking regulations should be strictly enforced.

* These policies revise the tentative policies adopted by the Seattle City Council, the Mayor concurring, in Resolution 25076 on November 10, 1975, to assist in the development of the parking and access plan for the King County Stadium.

March 8, 1976

- (1) Port of Seattle container terminal access (Piers 36-48);
and
- (2) Central Waterfront functions, including tourist activities.

D. Extreme Delays

Non-Stadium traffic should not be subjected to delays in excess of 15 minutes as a result of Stadium events.

V. PUBLIC AND PRIVATE TRANSPORTATION

- A. The parking and access plan should maximize use of the existing transportation system, including parking.
- B. The plan should minimize traffic congestion in the Stadium periphery areas.
- C. The plan should promote the use of mass transportation by encouraging Stadium patrons to use buses and other high occupancy vehicles, as well as by facilitating the use of other modes of mass transportation, such as trains and ferries.
- D. The plan should make maximum use of all the park-and-ride service that can realistically be supplied by METRO and other carriers.
- E. The plan should include means for encouraging high vehicle occupancy rates, such as carpooling, for those Stadium patrons who must or will use private vehicles for access to the Stadium.
- F. The use and allocation of traffic control personnel and equipment should take into account public health and safety, as well as traffic flow.

VI. STADIUM PARKING

- A. The parking and access plan must be consistent with Seattle's downtown parking policies adopted by Resolution 24957 on June 16, 1975.
- B. The plan should provide for the availability of the off-street parking spaces required for Stadium events by Ordinance 101413 in a manner that will:
 - (1) discourage the future development of surface parking lots in the Pioneer Square and International Special Review Districts, while preserving existing parking within these two Districts for commercial and residential uses in the Districts;
 - (2) use existing parking facilities (surface lots and garage structures) to the greatest extent practicable;
 - (3) encourage the maximum use of public and private mass transportation to and from Stadium events; and
 - (4) minimize the adverse impacts of vehicular traffic on the Stadium periphery areas.

March 8, 1976

- C. The plan should describe the location of the required number of available off-street parking spaces and the means by which persons will commute between the required parking areas and the Stadium.
- D. All parking spaces made available to satisfy the off-street parking requirements of Ordinance 101413 should be within reasonable walking distance of the Stadium or serviced by convenient transportation to the Stadium.
- E. Maximum use of mass transit by Stadium patrons should be encouraged by facilitating the access and parking of buses in the immediate vicinity of the Stadium.
- F. On-site Stadium parking spaces should be made available for employees, customers, and other visitors to the Stadium periphery areas when no Stadium events are being held.

VII. SCHEDULING OF STADIUM EVENTS

- A. Stadium events should not be scheduled during peak traffic hours when the non-Stadium traffic identified in Section IV above is more likely to be unreasonably disrupted.
- B. Except where the benefits to the City of Seattle clearly exceed the potential disruption to normal activities in downtown Seattle, Stadium events should be scheduled to avoid unreasonable conflicts between Stadium traffic and normal peak traffic and to take maximum advantage of available mass transportation.

VIII. PUBLIC INFORMATION CAMPAIGN

The parking and access plan should include a fully developed public information and promotional campaign involving the available media and direct communication with Stadium patrons. The "signing" portion of the plan should be coordinated with this campaign.

IX. FUNDING OF THE PLAN

To the greatest extent possible, revenues to the City of Seattle from Stadium-related sources should be sufficient to reimburse the City for all operational costs associated with implementing the parking and access plan. If the operational costs exceed Stadium-related revenues, the City will pursue all possible means of increasing Stadium-related revenues, rather than cutting back on the essential services provided for in the plan to minimize adverse Stadium-related impacts.

X. COOPERATIVE IMPLEMENTATION OF THE PLAN

- A. The parking and access plan should provide the means for cooperative and coordinated efforts among all interested public and private agencies to implement the plan.
- B. The plan should include means for resolving conflicts between Stadium traffic/parking and normal business, transportation, residential, social, recreational, and other activities in the Stadium periphery areas. These means may include appropriate adjustments in Stadium periphery activities and non-Stadium traffic, as well as adjustments in the plan.

March 8, 1976

XI. CAPITAL IMPROVEMENTS

The Seattle City Council will not approve any major capital improvement projects related to Stadium parking and access until there has been sufficient operational experience under the parking and access plan to allow informed decisions.

XII. REVIEW AND REVISION OF THE PARKING AND ACCESS PLAN

- A. A planning process that can readily respond to changing conditions and that can initiate appropriate changes is the most effective approach to such a complex situation as Stadium-related parking and access. Therefore, the parking and access plan should be flexible and dynamic, subject to timely revisions to reflect new knowledge gained from actual experience and changing circumstances.
- B. The plan should include a procedure for implementing, monitoring, evaluating, and revising the plan as new knowledge and experience is gained through operation of the Stadium and implementation of the plan. This procedure should be designed to keep the Seattle City Council informed at regular intervals of the status of the plan, but only involve the City Council in proposed changes of a significant nature. The procedure should allow for timely input from all agencies, groups, and individuals directly affected by Stadium operations and implementation of the plan.