Design Advisory Group Meeting #7

Magnolia United Church of Christ, May 7, 2003, 4-6 PM

Summary Minutes – Final

Agenda

I. **Welcome and Approval of March Meeting Summary**
II. **What's Happened Since Our Last Meeting?**
III. **Three Finalists: How do the interchanges stack up?**
IV. **Public Scoping Meeting**
V. **Public and Closing Comments**

Attendees

Design Advisory Group

- ✓ Fran Calhoun
  Dakota Chamberlain
- ✓ John Coney
- ✓ Eric Fahlman
  Grant Griffin
- ✓ Bob Holmstrom
- ✓ Lise Kenworthy
- ✓ Doug Lorentzen
- ✓ Jose Montaño
  Eric Schmidt
- ✓ Mike Smith
- ✓ David Spiker
  Dan Bartlett (alternate)
  Robert Foxworthy (alternate)
- ✓ Janis Traven (alternate)

Project Team

- ✓ Lesley Bain, Weinstein A|U
- ✓ Sarah Brandt, EnviroIssues
  Richard Butler, Shapiro
- ✓ Hadley Greene, EnviroIssues
  Brad Hoff, EnviroIssues
- ✓ Lee Holloway, HNTB
- ✓ Kirk Jones, City of Seattle
- ✓ Anthony Katsaros, Shapiro
  Andrew Laski, KPFF
- ✓ Teresa Platt, City of Seattle
  Don Samdahl, Mirai Associates
- ✓ Lamar Scott, KPFF
- ✓ Peter Smith, HNTB
- ✓ Marybeth Turner, City of Seattle

Meeting Handouts

- ✓ Agenda
- ✓ Design Advisory Group #6 Summary Minutes – Draft
- ✓ Public Scoping Meeting Information
- ✓ Scoping Meeting Display Boards
- ✓ EIS Purpose and Need Statement

I. Welcome and Approval of March Meeting Summary

Kirk Jones, SDOT Project Manager

Kirk welcomed the group and invited comments and corrections to the minutes from the sixth Design Advisory Group meeting (March 5, 2003). The meeting summary was approved with no further changes.

Conclusion: With the March meeting summary approved, Kirk moved on to update the group on the previous month's project developments.

II. What's Happened Since Our Last Meeting?

Kirk Jones, SDOT Project Manager

Kirk updated the group on the decision to drop Alternative B. The decision was made after consultation with the City's lawyers raised potential shoreline issues. Kirk said that Mayor Nickels announced the decision not to pursue Alternative B on April 15.

Kirk then described a series of neighborhood meetings that have been held over the past few months. A meeting on March 11 was aimed at people who will potentially be impacted by Alternative H, particularly residents near the intersection of Thorndyke and 21st Avenue W. Residents raised several issues of concern, including the possibility of headlights shining in their homes as traffic left the bridge and headed up the hill into Magnolia. The March 19 meeting, held at Queen Anne's Coe School for residents near the intersection of Wheeler and 15th Avenue W., was sparsely attended. Several members of the Interbay P-Patch attended and voiced their opposition to Alternative H. The project team will meet with representatives from the P-Patch next week to learn more about their organization and their activities in Interbay. The April 16 briefing for the Galer Street neighborhood, the western terminus of the existing bridge, drew more than 100 people.

Kirk then described the team's April 17 presentation to the Seattle Design Commission. Focusing primarily on urban design concepts, the presentation was intended as an update and project progress report for the Commission. On April 24, the team briefed the Port of Seattle and presented the interchange variations and their potential impacts to Port property. Kirk explained that the Port told the team not to assume that a road can be built near Pier 90 and 91 because of a security buffer that must surround the Port's waterfront property. The Port has vessels coming from overseas and must maintain this secure area for Customs and other security considerations. Kirk fielded questions as the group discussed the ramifications of the waterfront being off limits and what effect this would have on Alternative A. The Port will get back to Kirk with their comments on the interchanges. Lastly, the team met with Trident Seafood to get their input on the interchange alternatives and plans to meet with Burlington Northern and Santa Fe Railway Company next week to show them the same information.

Discussion

Kenworthy Will the National Guard buildings be included in the Port's secure area?

Jones At this point we are not sure. We are looking at this further.

Fahlman Would this secure area affect having a north/south spine road through the Port's property?

Jones No.

Kenworthy I would suggest that you do not use the word "zone" when referring to the areas of traffic modeling because of confusion with city zoning. H1 and D appear to have a road through the area that the Port wants to treat as a secure area.

Jones Yes, that's what we are discussing with the Port.

Coney Can you see impacts to the bike trail because of this secure area?

Jones We're still evaluating bike and pedestrian connections.

Kenworthy Do you have any indication about what the railroad's concerns would be?

Holloway They are concerned about construction impacts. We want them to know that we are now more serious about these locations (as opposed to when we went to them with twenty-five alternatives) and want their input on them.

Conclusion: **Kirk introduced Lamar Scott and explained that he would present the current interchange variations for Alternatives A, D and H.**

III. Three Finalists: How do the interchanges stack up?

Lamar Scott, KPFF

Lamar Scott explained that the project team's current objective is to narrow down each alternative to a single option that will continue to be studied. He reminded the group that the interchange alternatives are still being refined, and that what is presented at this meeting is a first attempt at comparing options. Lamar then went through the criteria matrix that will be used to make this comparison. The matrix is being used to compare interchanges within each alternative (comparing A to A, and not A to H, for example) to decide which alignment should continue on for further study.

After explaining the criteria matrix, Lamar went through each alignment variation and explained the components and constraints of each. Members of the group sought clarification on several of the variations and asked for copies of the alignments that they

could study further and discuss with their constituents. Kirk agreed that the team would send out copies of Lamar's presentation.

Discussion

Fahlman Is the north/south spine road through the Port property the so-called fourth access?

Scott Not really, because crossing the railroad tracks would require using the Galer Street flyover, something not shown on this diagram.

Spiker The point of a fourth access from a design point of view is to connect Magnolia to the rest of city. Right now there are only 3 access points, which limits connectivity to the rest of the city.

Fahlman I realize that but given the north/south spine road is likely to connect to Thorndyke at 21st Avenue West and then to the south either to the Alternate Route D or A bridge or maybe even to 15th Avenue, we need to be clear, I think, that the Route HN connection via Wheeler/Armory is really the fifth access.

Coney What is the impact of Alignment A on the city's acquisition of Navy Property for Smith Cove Park? Would pylons come down into the park?

Jones Yes. To avoid 4F considerations, we will work with the Park Department to acquire that portion of the property needed for the bridge as property for general municipal purposes and not Parks.

Kenworthy Does this alignment (D8) take out a building near City Ice?

Scott All D options impact this building. City Ice has indicated that they could live with taking this building out. They would be compensated, and equivalent space would have to be built nearby. If we have to cross this building, this is the best spot to go across.

Smith Would H1S impact Art Hayes' warehouse?

Jones Yes. All the H variations impact his property.

Spiker Have you looked at coming down from the Galer Street Flyover and getting down to grade as quick as possible once you're over the railroad tracks? This would keep the bridge structure on the west side of Port property.

Scott One of the H alternates does this – H2S.

Kenworthy What are the impacts of this alternative (H6N-2) on freight mobility, northbound and southbound?

Scott Probably better than some of the others because you will have dispersed the Magnolia traffic coming across the bridge.

Smith Has there been any discussion with BNSF to reduce their footprint in the area?

Jones That's what the topic will be of Friday's meeting. The issue is the width of the span over the tracks.

Holloway This is their sorting yard, so this many tracks are probably necessary.

Spiker On the issue of the monorail, could it be incorporated into the criteria matrix?

Scott Remember, the criteria is being used to narrow the options down among letters, not A to D to H.

Jones The monorail will be part of the criteria used to compare the alternatives to each other.

Kenworthy Industrial zoning is meant to separate uses. How will you deal with this, mixing uses within an industrial area? This needs to be on the matrix. It should read: "Introduction of non-compatible uses in an industrial area."

Conclusion: **The project team will send DAG members copies of Lamar's presentation. With no further discussion of the variations, Kirk introduced Anthony Katsaros to discuss plans for the upcoming public EIS scoping meeting.**

III. Public Scoping Meeting

Anthony Katsaros, Shapiro and Associates

Anthony described plans for the upcoming scoping meeting to be held on May 22 from 5:30 to 8:30 p.m. (at Blaine K-8 School). The first hour will be an open house format. At 6:30 p.m., Kirk will give a brief presentation similar to the PowerPoint presentation that has been used for the neighborhood meetings. At 7:00 p.m. the floor will be opened up for public testimony. Because this is part of the official Environmental Impact Statement (EIS) process, a court reporter will be there to take formal public comment. The court reporter will also be available to take individual comment throughout the evening. The team is looking for specific comments about what should be studied in the EIS. Written comment will also be accepted.

After some questions and discussion, Lee suggested going over the boards that will be displayed at the scoping meeting. Sarah Brandt went through the meeting layout and what topics each board would cover. Displays will also include the aerial photograph, the urban design boards that were presented to the Seattle Design Commission, and the alignments.

Lee said that the Purpose and Need Statement would be available as a handout at the scoping meeting because all the information was unable to fit on a display board as was originally hoped. The Purpose and Need Statement includes what the EIS is intended to cover, and is one of the formal components of the EIS. The group was invited to comment on the Purpose and Need Statement and to make suggestions or comments.

Discussion

Kenworthy Earlier we had requested a study of the economic impacts and I don't see that here. The eighth bullet ("socioeconomic conditions") should be changed to "socioeconomic impacts." It is important to be inviting information about economic impacts.

Brandt If we eliminated the word "conditions" would that help?

Kenworthy Yes. That would help. I recommend that you include a separate area of study in the EIS specifically focusing on economic impacts.

Lorentzen If we have submitted scoping comments earlier in the process, do we have to submit them again?

Katsaros No. We have been keeping a running comment database that will be included in the final study.

Holmstrom Is this meeting going to be open to the public?

Jones Yes. We are also having a scoping meeting with the agencies that same day.

Smith Can you clarify what happens at 5:30 p.m.? Can DAG members actively solicit opinions and give their opinions?

Jones Yes. It is your opportunity to explain your role and part in the process. There is more opportunity for give and take in the open house part. The comment period will be more one-sided. We won't answer questions, but will just take statements.

Kenworthy I have a formal request. This statement should be included in the Purpose and Need Statement: Minimize the introduction of incompatible uses.

Spiker From a design perspective, we need to be careful about our choice of words and definitions when we talk about land use issues.

Holloway Will we have microphones to help with the bad acoustics at Blaine?

Brandt Yes. Four microphones will be available for presenters and the public testimony portion of the meeting.

Conclusion: **With no further discussion, Sarah told the group to feel free to offer their input on the meeting plans after they had read through their handouts.**

VI. Public and Closing Comments

Sarah Brandt, EnviroIssues

Sarah asked members of the public if they would like to offer comments.

Discussion

Member of Public Is it new that H1 and H2 are now split? Originally there was only one H alternative? If I say that I am opposed to Alternative H is that enough?

Jones It is showing two because the two southern routes we're considering are so different. H still means two routes and two connections. Your opposition to Alternative H covers both.

Conclusion: **Sarah thanked everyone for coming and announced that the next DAG meeting will be June 4 from 4:00 p.m. to 6:00 p.m. at the same location. Lee Holloway thanked the DAG for their hard work and announced that he would be retiring at the end of May. Pete Smith will take over as the project manager from HNTB.**