



Summary Minutes – DRAFT

Agenda

- I. Welcome
- II. What's Happened Since Our Last Meeting?
 - a. Alternative C
 - b. EIS Schedule
- III. Economics Report
- IV. Public Comment
- V. Adjourn

Attendees

Design Advisory Group

- ✓ Dan Burke
- ✓ Fran Calhoun
- ✓ John Coney
- ✓ Eric Fahlman
- ✓ Erin Fletcher
- Grant Griffin
- ✓ Bob Holmstrom
- ✓ Lise Kenworthy
- ✓ Doug Lorentzen
- ✓ Jose Montaña
- ✓ 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
- ✓ Katharine Hough, HNTB
Steve Johnson, Johnson Architects
- ✓ Kirk Jones, City of Seattle
- ✓ Anthony Katsaros, Shapiro
- ✓ Teresa Platt, City of Seattle
Don Samdahl, Mirai Associates
Lamar Scott, KPFF
- ✓ Peter Smith, HNTB
Marybeth Turner, City of Seattle

Meeting Handouts

- ✓ Agenda
- ✓ DAG #12 Summary Minutes
- ✓ Project Impacts on Maritime Industries

I. Welcome

Sarah Brandt, EnviroIssues

Kirk Jones asked if DAG members had any changes to the DAG 12 Summary Minutes. There were no comments. The minutes will be posted on the project website.

II. What's Happened Since Our Last Meeting?

Kirk Jones, SDOT

Grace Crunican, Director of SDOT, has asked the project team to look at a third replacement alternative now that Alternative H has been removed from consideration. The City had always planned to look at three build alternatives and adding Alternative C will ensure that all the issues have been covered and all possible replacement alternatives have been analyzed. Kirk explained that Alternative C includes a combination of aerial and surface structures. Kirk said the team met with the Port recently to get their input on Alternative C.

The team plans to refine the alignment that was presented as one of the nine surviving alternatives earlier in the study process. Kirk explained that at this time the exact alignment of Alternative C is still a work in progress. However, it will retain the basic concept that was originally presented of a bridge over the railroad tracks, a surface road, and an aerial structure connecting to the bluff. Project engineers are looking at various options. They will come up with 3-5 alternatives and evaluate the pros and cons of each before deciding which alignment to include in the EIS. Kirk said the team plans to have several possibilities to show the DAG in June. Due to the addition of Alternative C, the EIS schedule will change. The team is now planning to release a draft EIS in early 2005.

Dan Burke described the Port's current North Bay activities. They have not yet presented a bridge replacement alternative to the Port Commission and do not currently have a date set for when they will go before the Commission with a preferred bridge alternative.

Discussion:

Kenworthy: Where will the surface road be?

Jones: The tank farm used to be a major consideration in determining where the surface road could go, but it is no longer a factor. This means the surface road location will most likely differ from what was originally proposed. It can now go both north and south of the existing bridge.

Kenworthy: Will traffic be able to pass under the above-grade span west of the railroad tracks?

Jones: We are still talking about this type of issue. The City will look at how much traffic uses the road and what types of trucks and traffic would use this type of underpass.

Burke: Will trucks be able to cross the tracks on an at-grade road?

Kirk: Probably not. This would be done to maintain the secure area near the piers.

Coney: Does Alternative C comes down to grade east of 15th Avenue W?

Jones: Yes. The basic concept for Alternative C is an intersection at 15th Avenue W, a bridge over the tracks, a surface road, and then a structure connecting to the bluff.

Coney: So, eastbound traffic from Magnolia will be able to access the marina?

Jones: That's correct.

Holmstrom: Will Alternative C interfere with the new park entrance and plans for ball fields at Smith Cove Park?

Jones: SDOT is working on a joint development agreement with the Parks Department, as all three alternatives will impact the park in some way. The Parks Department is also talking with the Port about a land swap; in which case, the bridge will not impact any park property. The park will not be an active park, but will be more of a lookout or viewpoint.

Holmstrom: Will the ball fields be affected?

Jones: There are no official ball fields in Smith Cove Park. It is a passive park.

Kenworthy: In April, DAG meeting members asked if the Port was considering residential housing for North Bay. We have not yet heard an answer about what type of housing is being considered.

Burke: The Port Commission has not decided whether there will or will not be housing in North Bay. The Port's plans for mixed-use development may still include housing. If the Port Commission decides that housing would be an appropriate land use to consider, it may be included in the scenarios considered during the Master Planning process.

Kenworthy: Has there been any decision on the Comprehensive Plan amendments?

Burke: No, the Port is still working through the process.

Kenworthy: Has there been any word on plans to relocate GM Nameplate?

Burke: I spoke with Mark Griffin, and he said the Port has been in discussions with GM Nameplate and the City about possible moves. The City will take the lead on future discussions.

Conclusion: There were no other comments or questions. The team will be busy refining Alternative C in May and will return to the DAG with design alternatives in June.

III. Economic Overview

Steve Fitzroy, ECONorthwest

Kirk Jones introduced Steve Fitzroy from ECONorthwest to discuss the economic discipline report.

Steve started by saying that all maritime businesses were very helpful and cooperated with the project. ECONorthwest began the process of assessing the project's impacts on maritime businesses by looking at the history of the seafood and maritime industry in Seattle and Western Washington. These businesses have played a very important role in the city's economy for many years, and continue to today. The Seattle fish-processing industry is quite specialized. For example, the largest roe auctions in the world are in Seattle.

ECONorthwest discussed the industry in general, and identified North Bay as a sub-cluster. Within the Seattle maritime industry North Bay is a specific sub-culture with several unique characteristics, including:

- North Bay is a processing center, which includes storage and distribution facilities. This is functionally very different from other maritime business areas that house manufacturing, trade support, legal services etc.
- Average wages in the Seattle maritime industry are fairly substantial. However, in this particular sub-cluster, most jobs are seafood-processing jobs so they are on the low end of the wage profile. Average wages in North Bay are between \$28,000 and \$36,000. Steve said ECONorthwest used the same wage averages as the City's maritime cluster report. Their estimate that wages in the North Bay sub-cluster are lower is also based on interviews with maritime businesses in North Bay.
- The workload varies in the North Bay sub-cluster. Reasons for this include the large amount of seasonal and part-time work in the area and high amounts of overtime when seafood is being bought in.
- The workforce in North Bay is predominantly non-Caucasian and speaks many different languages. Managers must be highly skilled and often speak several languages.
- These maritime businesses are highly dependent on their location near the piers and rely on the relatively low rents. Most workers depend on easy access to public transportation.

CityIce is the key business in the area. Other businesses are very dependent on and connected to CityIce. Because of this co-dependence, any new surface streets that may impede the flow of products between the buildings will have to be managed very closely. Steve suggests that someone work closely with the businesses and be aware of all micro-movements between the buildings.

Trident Seafoods is another important business in the cluster. It processes about 10% of the seafood in the country. Any disruption to the company's North Bay operations would have

to be carefully assessed. One of Trident's primary concerns is losing the security perimeter that encompasses the piers and their buildings. Currently, trucks do not need to go in and out of the secure perimeter to move between buildings. Any delays caused by having to leave and reenter a secure area will impact Trident's operations.

Trident is also concerned that construction impacts could shake and crack their foundations and possibly cause cracks in the air circulation system. Federal Drug Administration (FDA) standards are such that any breach in the air circulation system would have to be carefully monitored. This could be an economic consideration if Trident loses business, or is fined by the FDA. If Trident is forced to relocate it will seriously impact CityIce, as Trident is their largest customer.

All the issues that arose during interviews with maritime businesses are being flagged and will be considered as the project progresses. ECONorthwest's economic report highlights the importance of these businesses to the city and region. Steve pointed out that the Executive Briefing provides more information from the economic discipline report, including sources.

Steve noted that the word "suppressed" in the data tables in the Executive Briefing refers to small businesses and those employment divisions where information is only available in ranges. The government does not provide information for small businesses or data that would give away key business information to competitors. In cases where information has been suppressed, ECONorthwest has made estimates for these businesses.

Discussion:

Coney Can you detail the impacts of all alternatives on the Tsubota property?

Fitzroy This property is in a state of flux, as the family is considering offers from developers. Alternative D would impact the southwest corner of the property and any future developer would most likely want to have input on what happens with a new bridge.

Coney: How could the project devalue the property?

Fitzroy: The project could either devalue or increase the value of the property depending on what type of access is provided by the new bridge. At this time the city has not identified any specific impacts.

Coney: Does the report include analysis of Alternative C?

Fitzroy: No, this will wait until a specific alignment for Alternative C is chosen. Then the same analyses will be done for Alternative C as were done for the other alternatives.

Kenworthy: Paul Sommers' recent study has caused local policy makers to have a new appreciation of what the maritime industry does for the local economy. Will ECONorthwest's economic report be available online?

- Jones:** Yes, once all analysis is complete and the reports are approved by FHWA and WSDOT, then all discipline reports will be available on the project's website.
- Coney:** Are there any major contrasts in pedestrian and bicycle amenities between Alternatives A, D, and C, or is it too early to determine this?
- Jones/Smith:** For all alternatives the connections on both ends will be the same. But, it is too early to tell specific contrasts.
- Fahlman:** There are pros and cons to Alternative C. The fact that it has more ups and downs is a downside, but it does provide more connection points to the surface and the existing bike trail.
- Conclusion:** Steve thanked the group and said he would be available to speak with DAG members who have further questions.

IV. Public Comment

- Member of the Public:** Can you clarify that the new Alternative C will be posted on the website by June?
- Jones:** Yes, roughly by the end of June.
- Member of the Public:** When will the next formal presentation to the community be?
- Jones:** The team is still discussing this and trying to figure out the best way to present this new information to the public.
- Conclusion:** Kirk thanked everyone for coming and said that in June the team will have some alternatives to present to the DAG for their consideration and input.
- The date for the next meeting will be announced at the end of May.