

Seattle
Design
Commission

APPROVED

MINUTES OF THE MEETING

17 June 2004

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Frances Nelson

Iain M. Robertson

Nic Rossouw

Donald Royse

Sharon E. Sutton

Tory Laughlin Taylor

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Harborview Medical Center
City Hall West
City Monorail Team Update
Alaskan Way Viaduct and Seawall

Convened: 8:30am

Adjourned: 4:30 pm

Commissioners Present

David Spiker, Chair
Charles Anderson
Pam Beyette
Frances Nelson
Iain M. Robertson
Nic Rossouw
Donald Royse
Sharon E. Sutton
Tory Laughlin Taylor

Staff Present

Layne Cubell
Tom Iurino
Elizabeth Martin



Department of Planning and
Development

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17 June 2004 Project: Harborview Medical Center

Phase: Street and Alley Vacation Follow-Up

Previous Reviews: January 15 2004 (Follow Up); July 03 2003 (Schematic II); March 6 2003 (Briefing); April 19 2001 (Briefing); March 1 2001 (Briefing); March 16 2000 (Schematic Design); March 2 2000 (Briefing); December 16 1999 (Concept Design)

Presenter: Elise Chayet, Harborview Medical Center
Jerry Yin, NBBJAttendees: Beverly Barnett, SDOT
Dawn Bern, DPD
Mark Brands, Site Workshop
Cath Brunner, 4 Culture
Vince Vergel De Dios, NBBJ
Christine Kiefer, Harborview Medical Center
Chuck Kolb, NBBJ
Leslie Harper Miles, King County Executive Office
Bryan Stevens, DPD
Allen Whitaker, NBBJ

Time: 1 hour (SDC Ref. # 170 | DC00134)

Action: The Commission thanks the proponents for coming again after seven visits for a final update on the streetscape design, and would like to make the following comments and recommendations.

- Finds the concept proponents put forth of a “Walk to the Mountain” to be engaging and are pleased to hear it generate so much discussion;
- Appreciates the simplicity of the approach to the temporary park, and feels that the design is suitable for its purpose;
- Points out that most comments center on the issue of landscape integration, and that while the Commission is fascinated by the metaphor of “Walk to the Mountain,” it is important that the design stands on its own;
- Believes that the wayfinding elements along the “red line” are very subtle elements that may get lost and suggests that proponents examine options that may strengthen the perceived experience of the pedestrian by:
 - Developing some consistent relationship between the red line and the way the planters connect with the landscape;
 - Considering how the line connects to other elements in the pedestrian experience such as the canopies, the crosswalks, and the bridge;
 - Considering where the end of the axis leads the pedestrian;
 - And further exploring the bridge and strengthening it as a connective element;
- Appreciates the tactile, textural, detailed notion of the streetscape as a beautiful experience;
- Recommends approval of the streetscape design under the vacation conditions approved by Council.

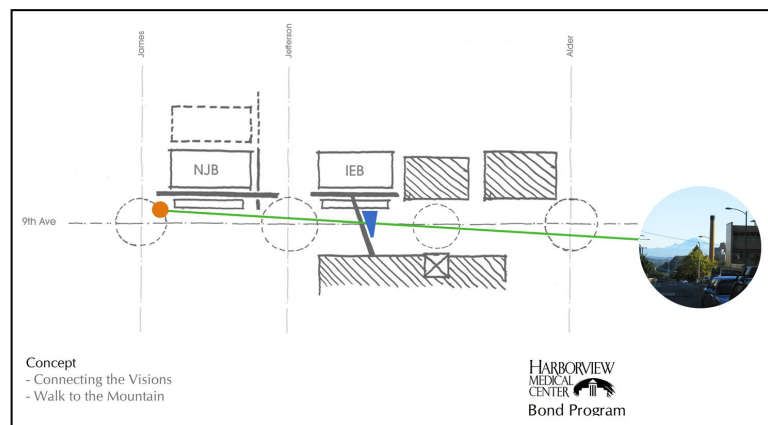
Proponents are returning to respond to the issues brought forth in the previous meeting: streetscape design and the pedestrian experience, establishment of a coherent landscape plan, and the development of a wayfinding plan. The vacation petition was originally put forward to allow for both the seismic upgrade to the trauma center and the need for functional hospital space that is connected to the north wing functions and the new inpatient building.

The team has been to the Commission seven times previously. In review of the project proposal, there is an alley vacation on 9th and Jefferson and an aerial vacation across 9th Ave. The project team is at the design development stage. They have integrated the elements the Commission previously suggested, and those that were presented and identified by the public: pedestrian-level amenities; retail along James to allow for a more active pedestrian experience; pedestrian-level lighting; improving wayfinding; accommodating improved transit and transportation; and improve pedestrian safety along 9th Avenue, Jefferson, and James.

The project proposal for the streetscape design focuses on three levels of connections. First, proponents propose extending the art deco character of Harborview to the intersection of 9th and James, and connecting the medical center to the neighborhood and the city. Second, proponents would like to reinforce the architectural character of Harborview in buildings facing 9th Ave to increase the connection of the existing hospital and the new buildings. Third, proponents would like to strengthen views along the street, connecting pedestrians with the proposed bridge building and improving the street level experience beyond.

The project team developed the streetscape design on the premise of two concepts: how the design of 9th Ave reinforces the idea of connections, and how examining the pedestrian experience through the medical center as a whole can help to integrate the project into the larger city context. Three artists are involved in the project. Patrick Zentz has designed a sculpture on 9th and James, and Gloria Bornstein has designed a “Walk to the Mountain,” which acts as an axial, organizing element and creates a dialogue between public art and the landscape. For Bornstein’s work, bronze plated nature images are inlaid in the sidewalk and span from 9th and James to 9th and Alder. Another artist, Beliz Brother, is working on incorporating water into the art on the bridge.

Harborview’s streetscape master plan, “Connecting the Visions”, incorporates three levels of connections: the notion of discovery and healing as you move toward the hospital, a connection between the street and bridge through streetscaping and public rest areas, and a connection between human life and the nature of Mount Rainier.



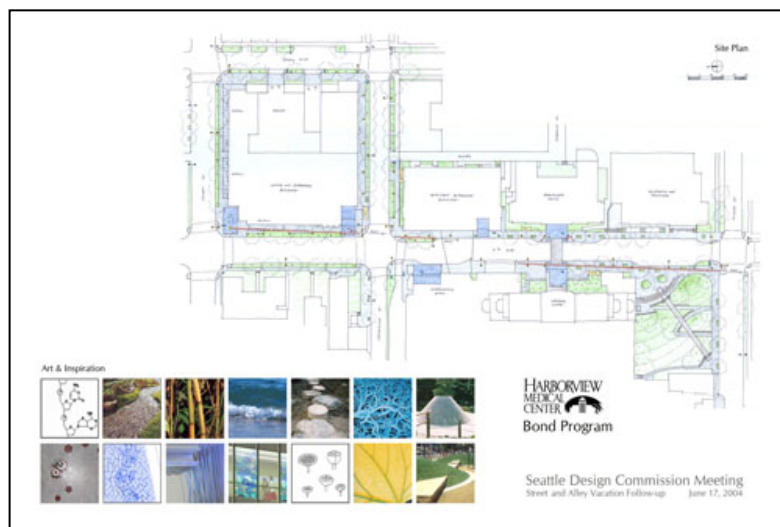
Harborview Medical Center Design Concepts

The site plan incorporates several unifying elements, including: wayfinding signage, changes in paving representing entry mats near building entries, canopy street trees from SDOT, pedestrian-level light fixtures, SDOT-standard light fixtures, artistic “seed pods” that act as seating, crosswalks, Metro bus

stops, building canopies over the entries, and a temporary open space at 9th and Alder with a plaza area on 9th.

Key Commissioner Comments and Concerns

- Feels that the project is moving in the right direction.
- Asks if the only sign to the existing View Park is on 9th and Jefferson.
 - Proponents stated that the sign at this intersection is the only sign, but automatically orients people west and will direct them to the park.
- Likes the concept of a “Walk to the Mountain,” but states that all parts need to work. Concerned about the mid-block gap in the axis, and asks if there is anything that makes that connection obvious, or if it is intended that pedestrians would just pick up on it again further along the street.
 - Proponents stated that there is a journey of discovery, and it is as continuous as possible. The art that will occur around the bridge may lend itself to making the view to Mt. Rainier more prominent.
- Supports the metaphor of a “Walk to the Mountain,” but encourages proponents to develop the concept into one that works over time and can be experienced on the ground, regardless of the shift in axis.
- Enjoys the understated, simplicity of the temporary park, and the fact that it is not overplayed. States that simple grading works well, and likes that the seats fit into the park in a very simple way. It is a very appropriate ending to the design.
- Encourages proponents to consider an icon at the end of the axis on the 9th and Alder corner.
- Likes that the bronze line is a very subtle detail in the landscape, and enjoys the shift in axiality. Doesn’t understand why the axis ends in a crosswalk, and encourages proponents to design a relationship to the end of the axis that is much stronger.
- Suggests that the line of trees could be better understood if they were surrounded by more concrete, and encourages proponents to treat all tree lawns similarly.
- Would like to see more concrete around the plants and trees, unless proponents are planning on a vigorous maintenance schedule.



Site Plan Art and Inspiration Elements

- Reinforces that the “Walk to the Mountain” needs to be much stronger, clearer, and much more

direct. Feels that the representation gets lost in the hard elements of the design—the pavement, curbs-cuts, etc.

- Asks if the artists have explored materials other than bronze.
 - Proponents stated that stone and glass have been explored, but do not hold up as well as bronze when it comes to vandalism. Proponents think that the bronze will wear nicely, and will be highly textual.
- States that proponents also need a design that focuses on continuity of texture.
- Hopes that there is an opportunity to develop the concept of the bridge in more detail in terms of materials, how the bridge design is handled, and the art that surrounds it.
- Reinforces that there needs to be a terminus at the end of the axis, and that the temporary park is well-done.
- Sees the design two ways: one being that 99% of people won't ever understand the metaphor; and two, that the focus of the design should be on the beauty and simplicity of the metaphor.
- Appreciates the effort proponents have made to integrate art with the landscape in a fairly successful way, and states that attention to detail will make the design stronger.

17 June 2004 Project: **Commission Business**

Phase: Staff Briefing

Presenter: Layne Cubell, Department of Planning and Development
Tom Iurino, Department of Planning and Development

Time: 1 hour (SDC Ref. # 168 | DC00009)

Summary: The Commission and staff discussed several business items including a plan for new Commissioner recruitment, the annual Commission site tour and other public outreach efforts.

Regarding recruitment efforts, a press release will be issued in the next few days from the Mayor's office which will kick off the search for four new members to serve on the Seattle Design Commission. The City is seeking a Washington-registered Architect and Landscape Architect, a Member at Large, and an Urban Planner to serve renewable, two-year terms. Preference will be given to interested applicants who reside within the City of Seattle, and candidates with transportation expertise are strongly desired. The Commission discussed broadening the position descriptions to include a variety of interested parties. All resumes are due by the end of July.

A Commission site tour will take place in September, focusing on Seattle's neighborhoods. The tour will take Commissioners through projects that have been in review over the last couple of years. Staff reviewed a preliminary tour map and asked for feedback on the sites, the amount of time that should be allotted to each project, the date/timing of the event, and whether to invite a few VIPs (public officials, elected officials, etc.) to join the Commission at one or more of the sites.

Staff are working with Alan Justad, DPD Public Information Officer, to pitch a 30-minute segment on the Design Commission to the Seattle Channel. The Channel was interested in the pitch, but wanted the Commission to pay for the segment which is unlikely so staff are looking at paring down the proposal to a 5-minute segment that would focus on High Point Library, Jefferson Park, Beacon Hill Reservoir, and Ballard Civic Center. Ideally, a Commissioner, the designer, and the CIP Project Manager would appear in the clip, and would discuss the Design Commission's role in the project. A positive aspect of the shorter segment is that it could be posted on the Commission's website.

On a related news note, staff passed out a copy of "DPD Info", the department's monthly newsletter, and pointed out the article that talks about the eight new board members recently appointed to the Design Review Boards.

17 June 2004 Project: City Hall West

Phase: Design Update

Previous Reviews: 6 September 2001 (Construction Documents); 19 April 2001 (Design Development); 21 September 2000 (Schematic Design); 04 January 2001; 07 December 2000; 16 November 2000; 02 November 2000; 17 August 2000; 03 August 2000; 18 May 2000; 16 March 2000; 02 December 1999; 21 October 1999 (Concept Design); 07 October 1999 (Pre-Design).

Presenter: Brad Tong, Shiels Obletz Johnsen
Monica Lake, Fleets and Facilities
Marilyn Brockman, Bassetti Architects/Bohlin Cywinski Jackson

Attendee: Ruri Yampolsky, Arts and Cultural Affairs
Ben Noble, City Council Central Staff

Time: 1 hour (SDC Ref. # 169 | DC00119)

Summary: The Commission thanks the proponents for the update on City Hall West as the project moves toward completion, and would like to make the following comments and recommendations.

- **Appreciates the progress update, including hearing about refinements to the Civic Center open space development;**
- **Appreciates proponents squelching the rumor that the red sunwall was no longer part of the design, and is delighted to hear that it is still a working element;**
- **States that the scale of the “lantern” element seems to be appropriately substantial for its location, as well as its function as an atrium;**
- **Reiterates how critical the development of the open space on the Public Safety Building block is to the success of the whole Civic Center site;**
- **Hopes that the completion of the City Hall West open space will encourage activation of all the public spaces in the building and its surroundings;**
- **Recommends that the City monitor the open space completion in this three block campus and look at the programming of such spaces;**
- **Encourages proponents to keep the discussion of the Cultural Café open.**

The project began in 1999. The project team appears in front of the Commission today to provide an informational update on the progress of the project and provide some historical context, as well. The presentation will include a brief design update on City Hall West, as minor changes have been made.

Historically, Council endorsed the City Hall Master Plan of a three-block campus to be the heart of the Civic Center. The campus is tied together through a series of collective open spaces to promote circulation and flow through the site. The Justice Center Project started before the City Hall architect and landscape architect were chosen and was completed in 2003, the first component of the new Civic Center. The City Hall Project was designed in the context of a larger Civic Center complex, and various elements of the design represent the relationships to other buildings, such as column spacing, and massing. City Hall West evolved two years after the City Hall Project began and proponents are looking to complete the

project in December of 2004.

The key elements of City Hall include: a connection to the environment and the experience of water (waterfalls, a fountain, waterjets, etc.); the grand stair on 4th Avenue; the notion that the building is about civic discourse and reflects the City and its culture; and three glass elements incorporated into the building that represent sunrise (yellow), water (blue), and sunset (red). There is a series of terraces that step down to 4th Avenue and the retail pavilion on the northwest corner of the site. The mid-terrace level is now accessible mid-block, and is activated by the trellis and “lantern” (a two-story glass atrium with light and art) that marks the corner of 4th and Cherry. The Cultural Café will be located under the grand stair and lantern once the funding and program are established. The columns of the lantern building define where the sunwall will be, and the interior/exterior vestibule is a protected space that will be the front door entrance from 4th Avenue. The red glass wall floats out and extends beyond the edge of the main building to signify the public entrance. Bollards will be placed along the street edge to prevent vehicles from driving on the sidewalk and into the building.

Key Commissioner Comments and Concerns

- Asks what kinds of changes have occurred in the design since the last meeting.
 - Proponents stated that many tweaks have occurred. The lantern has been refined; the design incorporates a hill-climb elevator and stair; there is now mid-block terrace access; the addition of bollards; and the red sunwall no longer pivots due to technical and budgetary constraints.
- Feels it is critical to see a continuation of the lobby space down to 4th Avenue so that it will become an actual public space.
- Suggests that proponents rename the sunwall. States that people may not associate the red wall with the sun, and suggests “sunset wall.”
 - Proponents stated that the “sunwall” name is a placeholder, and the City will ultimately name that wall something else.

17 June 2004 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 15 APRIL 2004 AND 06 MAY 2004—

TABLED FOR DISCUSSION AT A LATER DATE

DISCUSSION ITEMS

C. QUARTERLY BUSINESS REPORT—TRUJILLO

D. DC SUMMER SCHEDULE—CUBELL

ANNOUNCEMENTS

E. MONORAIL SAP WORKSHOPS—22 JUNE -30 JUNE, TIMES AND

LOCATIONS VARY

17 June 2004 Project: City Monorail Team Update

Phase: Quarterly Staff Update

Previous Reviews: 18 March 2004 (Briefing)

Presenters: Ethan Melone, SDOT

Cheryl Sizov, DPD

Vanessa Murdock, DPD

Scott Dvorak, DPD

David Graves, DPD

Lisa Rutzick, DPD

Attendees: Karen Langrock, SMP

Martha Lester, City Council

Time: 1 hour (SDC Ref. # 219 | DC00231)

Summary: The Commission appreciates the Quarterly update, and would like to make the following comments and recommendations.

- **Appreciates the update on the Alignment Approvals, the Transit Way Agreement, and the briefing on the Station Area Planning (SAP) processes;**
- **Glad to hear that:**
 - **there is a removal bond requirement in place for the Alignment Approvals during the first year of operation;**
 - **the stations will follow a design permitting process through DBOM that will reinforce design review by MRP;**
 - **the goal for MRP these next several months will be to focus exclusively on the Guideway Alignment concept until completion;**
- **Concerned about the feasibility of MRP reviewing guideway and station alignments in its regular three-hour meetings;**
- **Glad to hear about the public outreach process being pursued for SAP;**
- **Appreciates how the City SAP team is presenting and flagging issues of Land Use Policy;**
- **Encourages the City team to examine what other cities have done, and the lessons that have been learned or accomplished;**
- **Encourages the City team to take the opportunity to explain the larger processes in place for monorail activities, such as MRPs accomplishments to date, at the SAP meetings;**
- **Recognizes that SAP meeting attendees may raise controversial issues ,such as the alignment.**

The City project team discussed the City's recent and upcoming Monorail planning efforts, including: updates on Council votes on Monorail alignment; the Transit Way Agreement which is just getting underway; an overview of the permitting process being developed for DBOM; preparations for upcoming Station Area Planning public meetings; and an update on the design concepts for Phase II.

The Alignment Approvals are regulatory actions that set the final locations of the Monorail facilities.

Council deliberated over a two-month period, and made changes to the Approvals that include tightening or broadening the envelope of the manner in which the facilities are accrued. They broadened the envelope at the Elliot and Mercer station to allow for the possibility of an alternative design; and south of King Street station to ensure that the guideway alignment can be placed in a way that doesn't limit track expansion and increased service. Tightening the envelope meant that Council pulled the minimum clearance of the Monorail trains and property lines in closer to the street, and further away from the buildings to achieve a center alignment. This occurred on Harrison Street, 2nd Avenue, and California.

The Transit Way Agreement is an agreement to grant use of the City streets for the Monorail Green Line Project, subject to procedural conditions, substantive project conditions, and provisions addressing risk allocation. The procedural conditions occur before the grant takes effect, and include:

- Financial Review/Verification by the City Council;
- Approval of General Sequence of Construction by SDOT;
- Requirements for Design Review by the Monorail Review Panel;
- Approval of Stations and Operations Center by DPD, Per Land Use/Building Code;
- Approval of Guideway and Related Elements by SDOT;
- Detailed Project-Specific Design Submittal, Review and Approval Requirements for Guideway and Related Elements;
- Detailed Design Submittal, Review and Approval Requirements Specific to the West Seattle Bridge.

Proponents have outlined a working draft of what the Monorail permitting process may look like. The guideway design concept approval is about the form-finish materials of the guideway structures, and gets to the essence of what design review is about. The Monorail Review Panel, DBOM contractors, Seattle Monorail Project, the project contractor, and the City will all have input on its approval. This stage of the permitting process will apply to all fourteen miles of the project. Proponents are hoping that the design concept approval process can be underway in the fall of 2004. Preliminary Design Submittal will break the fourteen-mile project into geographic segments, and will approve the exact location of all elements in the proposal. Proponents suggest that this stage of the process is lined up with the Concept and Schematic Reviews and MUP Submittals, which will allow concepts to be broken down into packages.

Key project conditions include:

- SMP Compliance with/Implementation of FEIS Mitigation Program;
- SMP Compliance with Implementation of Historic Preservation MOA;
- Station-Specific Access Improvements: Includes an elevated connection from the uptown grade to the Elliot/Mercer Station, and a direct connection from the King/Weller station to the Weller St. pedestrian bridge, etc.;
- Pedestrian Improvements in Monorail Station Areas: Proponents identified the major pedestrian routes between monorail stations and trip-generators at station areas within a quarter of a mile, and identified necessary improvements such as streets;
- Funding Commitment for Development Partnership, Business Mitigation Program.

Key risk allocation conditions include:

- SMP Must Require DBOM Performance Bonds;
- City An Additional “Obligee” of Performance Bonds;
- City Broadly Indemnified and Held Harmless as to Hazardous Materials;
- SMP Required to Obtain/Maintain Insurance Coverage At Levels Approved by City;
- City Named as Additional Insured Party;
- SMP Must Bond for Removal of Facilities in Event of Non-Completion.

Proponents are holding a series of public meetings beginning on June 22nd. This round is the second of three rounds of meetings, and will discuss how best to integrate the monorail into Seattle’s urban and neighborhood fabric. Proponents will present visions for the future monorail station areas based on the first round of meetings, and will discuss potential tools by which communities can achieve these visions. Feedback from the second round will be prepared and presented to the community for discussion in the September of 2004 in the form of Draft Station Area Action Plans. The plans will formalize the community’s vision goals for each station area and the recommended policy and investment options to realize that vision, and will conclude the third round of meetings.

Proponents concluded the presentation with a brief explanation of the draft design concepts for station area planning. This included key actions for the area corridor, such as corridor operations, land use policies for the guideway zones, and streetscape design in the guideway corridor; as well as key actions for area stations, such as station area access, station area parking, station area land use policy, the public realm of the area, and strategic development sites in the station area.

Key Commissioner Comments and Concerns

- Wonders what kind of leeway the contractor has when the contractual agreement is made with respect to project design.
 - Proponents stated that the contractor has to submit a design concept in the proposal; and contractors do not have total design control over the guideway design concepts. Stated that bids are due August 15.
- Suggests the addition of street and alley vacation into the permitting process, and asks where that fits in the design review cycle.
 - Proponents stated that they are not anticipating any street or alley vacations. Skybridges may be proposed, but stated that those would be linked to their appropriate segment.
- Asks if the Transit Way Agreement gives the SMP the right to use the ROW.
 - Proponents stated that the Transit Way Agreement is the grant or permission for the SMP to use the ROW.
- Asks how much will be spent on mitigation measures for each station.
 - Proponents stated that these are not allocated as dollar limits, but rather on what needs to be done at each point.

- Asks if proponents have an overall budget in mind for the project.
 - Proponents stated that they do not.
- Suggests that proponents take the opportunity to explain and discuss the Monorail Review Panel at the Station Area Planning meetings, and wonders if questions come up about the MRP.
 - Proponents stated that the first 30 minutes of each meeting is dedicated to an explanation of the City and the MRPs role in the project: who makes decisions, how decisions are made, what station area planning is, etc. Printed materials are handed out at the beginning of break-outs and lend a hand to answering questions people may have.
- Points out that MRP meetings are not listed on the MRP website.
- Asks if issues about the alignments will be discussed at the up-coming meetings, and if there is any flexibility on the alignments given that Council has already voted and suggested changes to the Alignment Approvals.
 - Proponents stated that the alignments will go through as voted on.
- Appreciates how proponents are raising the issues of land use policy.
- Asks how many people attended the meetings in January.
 - Proponents stated that the first round of meetings saw an average of 60-70 people per meeting. Proponents are predicting that up to 100 people could attend all five meetings in this round.
- Points out that the precedent for meeting attendance may be with the controversy over certain stations in Seattle Center.

17 June 2004 Project: Alaskan Way Viaduct and Seawall

Phase: Preferred Alternative Discussion with Design and Planning Commissions

Previous Reviews: 20 November 2003 (Joint Briefing); 04 September 2003 (Joint Discussion); several previous

Presenters: Tom Madden, WSDOT
Bob Chandler, SDOTAttendees: Scott MacColl, City Council Central Staff
Geri Beardsley, City Council Central Staff
Phyllis Shulman, Legislative Assistant

Time: 2 hours (SDC Ref. # 169 | DC00242)

Action: The Design Commission thanked the proponents for coming and for joining the Commissions in a discussion of the project. The Design Commission would like to make the following comments and recommendations.

- **Appreciates the opportunity to have both the Planning and Design Commissions engaged in a dialogue with the Viaduct team;**
- **Recognizes the enormous complexity of the project;**
- **Would like to offer the anecdote that human-kind is infinitely adaptable and will adjust to whatever we have to adjust to, whether we like a given alternative or not, and believes that there is a great deal of flexibility in the general population that needs to be accounted for when considering the five alternatives;**
- **Would like to offer the metaphor of the “guardian knot,” and the idea that the issues of the project can not be skated around, but rather cut through;**
- **Believes that there is a great deal of consensus between what the Design Commission believes is the best alternative, and what the Planning Commission has stated;**
- **Suggests that there is no support for the rebuild or aerial alternatives from either of the Commissions.**
- **Believes that there is little or no support for the surface alternative because it paves the waterfront and does not express any real public benefits;**
- **States that the new “no-highway” option has financial and physical problems, but should be added to the list of final options so it can either be laid to rest, or made viable;**
- **Supports a tunnel option and whichever tunnel alternative provides the maximum flexibility for adaptation as the project proceeds;**
- **Sees a tunnel option as a good compromise in avoiding a full new elevated highway option, and states that its relative cost increase over other options is small in comparison to its benefits in the long term;**
- **Regarding the tunnel option, would like to follow up with the City and develop a statement of some clear long-term benefits, including the health-benefits that would come with reducing the noise and stress levels so people can live, work, and recreate at the surface.**

Action: The Planning Commission thanked the proponents for coming and would like to

make the following comments and recommendations.

- **Expresses no support for the Rebuild or Aerial Alternatives, and little support for the Surface option;**
- **Has concerns about the “No-Highway” Alternative, given the fact that if this option was selected as the preferred alternative the project would lose key State funding;**
- **Knows that some colleagues will advocate for maintaining existing capacity for that reason;**
- **Advocates for some key surface improvements;**
- **Wonders if the team might go down one preferred path and change after evaluating Phase I.**

The goal of this special joint discussion is to address and reflect on Commission opinions about a preferred alternative. The hope is that this will inform the decision-making process of the Mayor and City Council. The team would like to identify a preferred alternative with the Mayor and Council by August or September. Construction is set to begin in 2008-2009.

The team has continued to develop the five alternatives identified in previous briefings and outlined in the DEIS released in the spring, and is now focused on making the decision as to what the waterfront should look like. A Leadership Group meeting will be held on 21 June, and will focus on a review of comments from the DEIS which include: urban design and aesthetic concerns; interest about and concern with the construction impacts questions about how long it will take and how the process can be made faster; concern about the positive or negative, long-term economic effects of the project; preference for the tunnel alternative; concern about the long-term effects of traffic during construction; concern about effects of construction on businesses now and in the future; concern for maintaining current capacity; and concern over views of and from the Viaduct.

Key Commissioner Comments and Concerns

- DC asks proponents to clarify how they define “cost” relative to the positive or negative long-term economic effects of the project: asked if proponents mean the cost of the project, or the effect of the cost of the project on the cost of the economy during construction.
 - Proponents stated that they are having trouble differentiating from those. Concerns have been brought up that relate to the economy in the context of what the different time frames are, and what effects different traffic or capacity schemes have on the economy, etc. Proponents caution the Commissions to be aware of this as they review the categories.
- PC asks if proponents anticipate the selection of a preferred alternative and the follow-up of an FEIS to be a result of the comments received or of design development on components of the project, and asked if there will be an interim step in the form of a DFEIS or other supplemental documents.
 - Proponents stated that it will depend on the approach taken with construction once the preferred alternative is chosen. Construction analysis will be much more detailed than what has already been presented. Proponents anticipate the release of the FEIS in December 2005, and ROD by July 2006, but no other supplemental documents as of yet.

- PC asks proponents to describe the decision-making framework and process.
 - Proponents stated that the decisions by City leaders will focus on what serves the center first, and then what serves the outlying areas.
- DC asks if Federal (FHWA), State (WSDOT), and City interests get equal votes in the selection process.
 - Proponents stated that they are not sure if all agencies have an equal vote, but that all three will provide signatures on the EIS. Proponents would like to think that these three interests are a partnership, and that they discuss, negotiate, and come to an alternative that they can all agree on.
- DC points out that the information in the Replacement Alternatives handout provided by the Viaduct team last fall does not express a significant difference in construction duration among the alternatives, but the more recent DEIS showed a range of construction phases, and it was pointed out as being an area of concern in the Joint letter submitted by the Commissions on the DEIS.
- DC suggests that proponents focus on the criteria in the alternatives that have the largest ranges of difference, because those are the ones that will enable the Commissions to decide between one project over another. Asks proponents to point out the criteria that have the largest range of effect.
 - Proponents stated that all alternatives are based on a schedule that maintains two lanes throughout the building process. The longest construction duration is under the aerial alternative, followed by the tunnel and surface alternatives, respectively. This time frame will be compressed if they can change the rules. Other criteria differences include:
 - Transportation: The first three alternatives meet forecasted capacity to the year 2030, and the last two do not.
 - Future development sites: Affected at the north and south ends;
 - Cost; and
 - Risk: The riskiest alternative is rebuild, the simplest is the surface alternative, and the most complicated is the tunnel option.
- PC suggests that the two Commissions take some time to determine what value the tunnel option is adding and bringing to the City, and how the money for the project will be spent.
- DC addresses the PC and asks if they have a preferred alternative.
 - PC states no support for the rebuild or aerial alternatives, very little support for a surface alternative as presented in the EIS, and feels that there are significant financial downsides to the no-highway option. States that they have preference for the tunnel option, but would like to see what improvements can be made to the alternative.
- DC encourages the reduction of SOV trips, and states that this is a good goal even though it may be contradictory to the economic reality of the project.
- DC states that the proponents present scenarios that project traffic to 2030. Is concerned that traffic model presumes that SR99 will carry 70% of all non-SOV work trips compared to the current 40%
- DC urges proponents to think about south-bound tunnel exit points and the urban design issues that may arise near Terminal 46.

- DC states a dislike toward the rebuild alternative, believes the aerial alternative is not a smart option to approve, and dislikes the surface alternative. Likes the tunnel alternative from a designer's perspective, with people on top, vehicles below.
- PC states that this is a mix-and-match approach to a certain degree. With that perspective in mind, states indifference between the surface and the bypass tunnel alternatives. Concerned about the agreement between the City and the State, and suggests that Commissions think about which alternatives lend themselves to being flexible as the project changes in scope and detail.
- PC would like to look at the long-term values over the scope of 50 years. States that a decision of an alternative needs to be conditioned by this time period, and agrees that putting the transportation system underground will add value to the City and makes the most sense.
- DC questions the possibility of the no-highway alternative, stating that there is currency in that option because people believe that it won't have any effect on the City other than capacity. Questions if the City would be worse off if we didn't build anything, and just took away SR99.
 - Proponents stated that even with tearing down the viaduct, there would have to be significant changes made to the surface to get 4 lanes of traffic. A no-highway alternative isn't too far from the surface alternative.
- PC asks what would happen if the City invests money in putting the circulation through Downtown Seattle.
- DC states that one of the reasons people like the no-highway alternative is because of its low cost, and there is great currency in that belief.
- PC states that the no-build alternative isn't much different from the surface option. What is different, however, is that there may not be a decision to build 6 lanes. Removing capacity is a social cost, and the question is if the social cost is worth what you save by not building the infrastructure.
- DC states that the no-highway option seems like a good idea from a romantic view, and that the rebuild and aerial options do not make sense to further investigate. Seems that the only viable option is the tunnel alternative, and encourages proponents to investigate this in the broader sense.
- PC asks about the funding scenario in the no-highway option.
 - Proponents stated that the State drops out, but then only 2/3 of the votes count with 2/3 of the funding toward the preferred alternative decision.
- PC asks what the cost of the seawall is.
 - Proponents stated that the cost is \$600-800 million.
- PC asks for clarification in needing to replace the seawall in all options. Further states that the cost of the seawall nudges the decision toward the tunnel option a little bit more because the City will have to spend a portion of its budget on replacing the seawall anyway.
- PC asks if proponents have looked at relocating the northbound tunnel to 2nd Avenue.
 - Proponents stated that they looked at tunnel options all the way up to I-5, but in order to allow the seawall to perform double duty, the current proposal location makes the most sense. Battery Tunnel is a traffic constraint in itself, and it would be difficult to

reconfigure and refurbish the existing infrastructure.

- DC states that the State will not fund any option that reduces capacity, and will not receive money for the project if it is seen as a Seattle project.
- PC states that the Bypass Tunnel Alternative has potential as a better traffic solution.
- DC asks proponents if anybody (including those who will be making decisions) is really considering the Rebuild or Aerial Alternatives.
 - Proponents stated that it is still an option for many people.
- DC points out that the overarching goal of this project is to have a good waterfront, not necessarily a great highway. To get a good waterfront, there has to be as much land available as possible. In order to have as much land, there has to be little surface traffic on the waterfront. States that any preferred alternative would have to minimize surface traffic and through-traffic on the waterfront, and the “No-Highway” alternative would have to do this, too.
- DC is concerned with *how* to make the Tunnel Alternative happen, when the Commission has such unclear control over the project.
- DC asks if it is possible to lid Pike Place Market to be included in the Tunnel Alternative.
 - Proponents stated that it is physically feasible.
- PC asks if upgrading Battery Street Tunnel would be made a separate project with separate funding.
 - Proponents stated no, but upgrades to the existing Tunnel are envisioned with the project.