Seattle Design Commission

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printed on recycled paper

APPROVED

MINUTES OF THE MEETING

15 April 2004

Please review these minutes for accuracy and return any comments or corrections by
Wednesday, 04 August 2004
to Carrie Duncan via phone at 615-1107; fax at 233-7886; or email at carrie.duncan@seattle.gov

Convened: 8:30am

Projects Reviewed

Cal Anderson Park: Phase IV (Lincoln Reservoir)
Olympic Sculpture Park
Planning Division Update
South Lake Union and Waterfront Streetcar

Adjourned: 2:00pm

Commissioners Present

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

Staff Present

Layne Cubell
Tom Iurino

15 April 2004	Project:	**Cal Anderson Park: Phase IV (Lincoln Reservoir)**
	Phase:	Schematic Design Update
	Previous Reviews:	16 October 1997 (Predesign); 5 March 1998 (Concept Design); 28 October 1999 (Schematic Design); 6 September 2001 (Schematics); 19 September 2002 (Phase III—Design Development)
	Presenter:	Michael Shiosaki, DOPAR Jonathan Morley, The Berger Partnership
	Attendees:	Jeanette Benton, The Berger Partnership Beverly Barnett, SDOT
	Time:	1 hour (SDC Ref. # 169 | DC00032)

Action: The Commission appreciates the presentation of the schematic design and would like to make the following recommendations.

- **Look again at the NW Denny entrance wall relationships and the way they compare to the other entrances, especially the paving, and try to make it similar to the others;**
- **Be careful with over-doing the introduced historic elements to the park. Be careful with how much is in the design, and make sure each element is necessary so the project details are not over-designed;**
- **Questions the placement of the playground and cautions it might be an intrusion into the lawn. Check the geometry to make sure that it does not overly impact the shape of the overall proposed design;**
- **Questions the unnecessary removal of trees and cluttering of design elements near some of the entries;**
- **Questions whether the SE entrance is generous enough to be viable without the curb extension or bulb-out;**
- **Approves the schematic design and will not need to see it again; instead will defer future reviews to the Landmarks Board.**

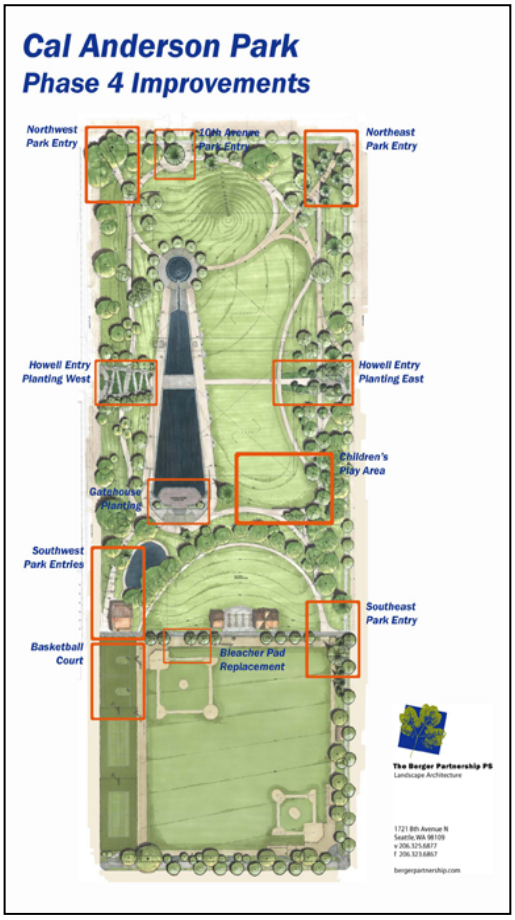
Based on the Commission's comments on the previous phase of this project, the team has continued to work to complete some of the Master Plan items for Phase IV. Work in this phase includes: entry improvements at four entries and the restoration of a basketball court. The team's goal is to design a unified park site, and to balance both historic and modern features.

The northwest corner of the site is closest to the Broadway business district. The master plan proposes the construction of entry walls that are set back from the street, and the creation of a formal, mixed-perennial garden that defines the planting zone from the lawn with low, split-faced granite retaining walls that match the shelterhouse. A Chinese Scholar tree is located on-site, and will remain as a landmark heritage tree.

The northeast corner of the site is closest to residential neighborhoods. The master plan proposes the setback of an arcing wall that will be used to create a place for gathering in the corner, and will define the planting area that currently serves as a community garden. Pulling the wall back will provide more area for informal plantings along the front of the entry. The granite wall is not proposed to provide seating, but is proposed to provide strong visual linkages into the site.

The southeast corner of the site is the park's major entrance and is located near Bobby Morris Playfield to the south, the entry to the Shelter House, and the Sun Bowl area in the park. The proposal depicts granite walls, plantings, and wall lights consistent with those found in an Olmsted park. The addition of a bulb-out, creation of parking spaces within the zone, small planting areas, granite walls along the street, and arcing granite walls for seating will define the park edge and create a space that will balance the pedestrian and existing traffic. Some of the additions near this entry will require the removal of low-value conifers.

A tennis court exists on the southwest corner of the site. Proponents propose replacing the tennis court with a north-south oriented basketball court that will enable the removal of a section of fence on the north and east sides, and reduce the surface by 20 feet on each side. An 18-inch concrete seat-wall will be added that will match other new walls within the park. The proponents further propose pulling the corner back to promote circulation through this entry as a gathering spot. Opening the corner will relate the park space to Seattle Central Community College. The existing pumphouse is an operational building that will remain on-site.



Phase 4 Improvements

Proponents have heard encouragement from committee meetings and the full Landmarks Board to redesign part of the remaining area to include benches, and to consider some sort of pattern and form with special paving at the arcing walls to separate pedestrians from automobiles.

The children's play area is located on the east side of the site. The design proposes to relocate the play area so it is more visible. A free-standing wall will be constructed that will define an edge for this zone, and could be used as a trellis to define the reservoir, and the character of "waterworks" will be incorporated into the play area to create an atmosphere that is whimsical and fun. The proposal calls for a low area with steps up to the upper area with a grand lawn, with circulation routes along the edges. Proponents are currently looking at potential secondary circulation routes so kids are not always using the central stair. Creating grading differences allows for a potential retaining wall. Proponents would like to offer the community some space for local art or children's tiles on the backside of the wall. The wall should be durable, but attractive and integrated into the park.

Key Commissioner Comments and Concerns

- Would like an update on artist collaboration and how the water feature relates to the play area.
    - Proponent stated that there has been ongoing collaboration with Doug Hollis on the water feature for the site, which explores the forces that are put on water: influence, speed, flow interruptions, etc.
    - Proponent noted the opportunity to relate the water feature to the play area perhaps through the utilization of the on-site reservoir.
- Would like clarification as to why the granite wall inside the Northwest entry is located in a different location than the other three entries.
    - Proponent stated that the Chinese Scholar Tree prevents similar placement of the wall, and interferes with natural circulation through the entry.
- Stated that there should be an elimination of the granite wall in the Northwest entry if its placement is different than the other three, or perhaps the geometry of the wall and plantings should be shifted to open up the entry.
- Are concerned that the reservoir will look short and squat compared to the proposed water feature and where visitors will be sitting.
    - Proponent stated that the scale of the water feature is intentional.
- Stated that they appreciate the neoclassic design, and are happy that the proponents are respecting the original Olmsted design.
    - Proponents appreciate the compliment and will carry that with them through execution of the design.
- Are concerned that the pumphouse building takes away from the premise of the overall design, and are afraid that the adjacent plantings are anticlimactic.
- Suggested instead that a column or vertical element should replace the plantings near the pumphouse to better mask it and also paving patterns should be incorporated or continued near the building to help integrate it better with the larger site design.
- Concerned that the proponents have overdone some features of the design. Suggested that the proponents should take out anything that is not necessary near the entrances.
    - Proponents stated that many of the entries can be simplified in design.
- Concerned that the proponents are trying to establish large, expansive spaces without enough definition. Suggested that the proponents should consider relocating the water feature, and find a better way to end the lawn.
    - Proponents acknowledge that there may be a better way of handling the termination of the primary open space.
- Are concerned that the absence of a Southeast entrance bulb-out creates a tight and awkward space.
- Suggested that the art work, or tile work, in the children's play area might be seen as too small and

trivial a gesture and it may not be necessary to encourage additional local involvement.

- Asked if proponents had taken the design proposal out into the community, as yet.
    - Proponents have not, but stated that the design represents a variety of studies that have been a collaboration of many different groups over the years. Proponents will take the proposal to the community soon and to Landmarks at a later date.

15 April 2004	Project:	**Olympic Sculpture Park**
	Phase:	Street and ROW Vacations
	Previous Reviews:	19 October 2000 (Briefing); 20 June 2002 (Concept Design); 6 November 2003 (Design Development); 15 January 2004 (Vacations)
	Presenters:	Chris Rogers, Seattle Art Museum Maria Barrientos, Barrientos Inc.
	Attendee:	Beverly Barnett, SDOT Michael Jenkins, DPD John T. John, Graham & Dunn Tyler Running Deer, DOF Marilyn Senour, SDOT Art Skolnik, The Skolnik Company Jack Soldate, Queen Anne CC
	Time:	1 hour (SDC Ref. # 170 | DC00149)

Action: **The Commission thanks the proponents for their presentation, their update and follow-up on the vacation petition, and their clarification of many items including the public development authority issue.**

- **remains concerned about the Elliot Avenue design, and continues to support on-street parking as well as design refinement of the proposed bridge over Elliot;**
- **Recognizes that the vacating of public land is counter to public policy;**
- **Would like to see the public benefits package refined and resubmitted in a manner that is acceptable to the Commission and ultimately City Council;**
- **Recommends conditional approval of the vacations as currently proposed, following on its earlier reviews of the project; and**
- **Recommends that *should* the City Council approve the proposed vacations, the public benefits package as presented today with several caveats is appropriate; proponent should provide more detail and fewer items, specifically address the trolley barn relocation and seawall improvements that will be necessary on site, and clarify the terms for park access and operations.**

There are two aspects of the vacation discussion. The assessment of whether the vacations make sense from an urban design perspective was approved at the last meeting. A discussion and assessment of public benefits was not approved, and will be discussed at this meeting.

City staff provided updates: DPD will be reviewing any work as part of the shoreline and land use permits that are in process. SEPA review will include looking at the issues of bringing dirt to the site for grading. The Park will be using the dirt from the expansion of the Seattle Art Museum and Washington Mutual projects as part of a clean-up strategy. SDOT is examining the street vacation filed previously and several mechanisms that would facilitate the development of the park. Proponents now want to petition for the linear, shoreline part of the Alaskan Way ROW and noted that this segment was not included in their earlier petition. City consultants are still looking at a proposal from SAM on the Seawall repair and other technical items. Proponents are hoping the vacations review will proceed to Council in the summer or fall.

The project proposal seeks to define the primary and secondary access points into the park from the street. On Western Avenue, the grade should be preserved, but there will be through access by way of a loggia on the corner. Other primary entrances are on the west side of Elliott Ave at Broad Street, and at the north and south ends of the park where the earth comes to grade. The entire side of Alaskan Way is accessible from the bike trail, several pathways, and stairwell. The design proposes making Elliott Ave both more pedestrian-friendly and more visually friendly. Proponents want the city to consider adding on-street parking to Elliott, and to think about putting in meters on Western Avenue for visitor parking.

Proponents conducted a charette with natural resource professionals on the shoreline component. They received input from the Fish and Wildlife Service, the Department of Fish and Wildlife, the University of Washington, though the tribes did not attend. All professional organizations encouraged proponents to look at the educational aspects of the project. They further recommended a monitoring program to evaluate the benefits of the enhancement, and Seattle Public Utilities has been working with UW to come up with a proposal and funding sources.

No updates were available on the location of the concrete walls and landscaping on Elliott Ave or the underside of the bridge, as previously requested by the Commission. Proponents offered to provide those details, as they develop. The design team and SDOT were both directed to look at those elements in more detail.

The proponents reviewed a preliminary list of public benefits. These include:

- Creation of a new park and open space for public use
- Accessible route to and from the shoreline
- Enhanced circulation thorough pathways and connection to the bike trail
- Extension of Myrtle Edwards Park
- Public access to art and sculptures at no charge
- Visitor information and interpretive program
- Improved pedestrian links
- Enhanced views and visual access to water
- Public seating
- Enhanced open space and recreational opportunities
- Management agreement to be developed with City staff which will include details of public access and management accountability

The City has long recognized the creation of the new park space as a general public benefit, but assurances of public access are critical. The design now presumes the vacation of Alaskan Way between Bay Street and Broad streets, west of the railroad tracks. There would be unlimited shoreline access to match the 24-hour operating schedule for Myrtle-Edwards Park. Areas of bridge access will have low gates and will be monitored by electronic security systems to limit access to the rest of the park after hours. The areas owned by the SAM, including the areas of the bridge crossings, will operate on a dawn-to-dusk schedule.

Proponents have created a number of access points, as well as accessible routes and pathways to get to the waterfront from Belltown and Queen Anne. Enhanced circulation through the site will be achieved by

bridges that act as connection points between areas or districts within the Park. Secondary and tertiary trails will circulate through the different garden precincts. The design seeks to preserve and enhance waterfront access points with paths to and from the beach. Transportation studies have looked at pedestrian and bike traffic around the waterfront. 400,000 people visit the waterfront on an annual basis. Proponents maintain that the Sculpture Park would in effect become an extension of Myrtle Edwards Park. Parking studies show that only 30% of spaces are used on a daily basis, and more spaces are available in surrounding areas.

Along with providing public access to the shoreline, the design includes a proposal for shoreline softening. The design proposal will keep the seawall in place, but will add off-shore features such as tidal bowls. Seating is provided to encourage public use; there will be both permanent and flexible seating along the water and in the park. Views and visual access will be enhanced with the Park's development. The design creates a variety of views from inside the park, as well as from the paths around the park that stretch from Elliott Bay to Downtown. In summary, the Museum has committed many resources to the Park and has become a catalyst for larger redevelopment in the area. Proponents noted that there is interest by both the City at large and SDOT to pursue the vacations, but acknowledged that discussions are still in process.

Key Commissioner Comments and Concerns

- Questions what mechanisms would be used to keep people out of the park after operating hours.
    - Proponents have been working with a security consultant from the museum. Will rely on signs with posted hours, as well as visible systems to enforce the hours (gates on the bridge entrances, surveillance system in unfenced areas, etc.).
- Is concerned with the addition to the Alaskan Way ROW portion of the vacation. Would like to know what alternatives proponents looked at to the vacations and what conditions might be imposed. Could the City reclaim the land if SAM closes the Park in the future?
    - Proponents stated that vacations could be looked at with conditions that restrict the use for park purposes (this would be accomplished via a perpetual easement that will be granted back to the City at the time of the granting of the vacation).
    - Looked at alternative approaches, such as street use permits, but they lack certainty and are revocable with 30 days notice.
    - Noted that the current permit system is not very good at dealing with these kinds of issues, especially when an investment is involved.
- Asked if there is any way the City can retain ownership of the streets and the park.
    - Proponents stated that the proposed program for the site is designed to be a public space, and a public art space.
    - Further stated that the City can develop a shoreline park through a transfer of jurisdiction, with a management agreement with the Parks Department, or with permits without the vacations.
    - Stated that it would not be possible for the Sculpture Park to attract funding where ownership and use is uncertain—vacation makes the park a permanent addition to the public waterfront.

    - Also, if the City were to retain ownership, improvements such as the Seawall could not occur within the timeframe they are now proposing.
    - Expressed frustration with the dialogue with the City over the last 18 months because of the fact that the City does not have, nor can it spend money on necessary improvements. There is some conflict over making this a public park and creating public access when the City can not contribute.

- Believes the Commission is getting off track and being driven to a discussion over land ownership rather than the issue of public policy at hand with the vacation petition.
- Questions the difference between the project authority who will manage the Sculpture Park and the SAM.
    - Proponents stated that the Museum Development Authority is a PDA that is managed by the City.
    - Explains that WA state law allows for government entities to create public corporations with the idea that they can take advantage of public and private dollars and systems. They are set up as a body outside of the City. They can acquire land and other assets and execute them as a separate entity.
    - Proponents were unclear as to whether an entity such as the MDA could sell or convey vacations to other entities.
- The Chair reminds both Commission members and attendees that the Commission did approve design development at the previous review, and did approve part 1 of the two-step vacation process.
- Questions whether the public benefits package is adequate, and appropriate to justify the vacation.
- Asks for clarification of which benefits are intrinsic to development, and which are additional elements that may not otherwise be done.
    - Chair suggests that the public open space is a benefit on vacated land. Public open space on private land is less clear, but is suggested in the list of proposed benefits. Self-definition by an institution as providing a public good is generally not adequate, but public open space is clearly defined as a public benefit.
- Questions why the proposal does not include the Seawall or the trolley as a public benefit.
    - Proponents stated that they do not have final approval of the Seawall improvements, but the Seawall is listed as an item in the proposed development agreement with the city.
- Stated that the proponents should provide a shorter, hard-lined list of public benefits in the agreement; and that proponents should provide new benefits, not restate those already existing.
    - Proponents agree, but stated that they were under the impression that the Commission wanted to see a lengthier list based on previous meeting discussions.
- Questions whether the public benefits package meets the criteria for vacations.
- Is concerned by how the term “park” is defined, and would like clarification as to why the proposal is stating that the project is public, when it will be privately owned.
    - Proponents are challenged by how to separate public benefits that are intrinsic to the project.
    - Contends that the benefits listed are black and white, and do not need to be so complicated.
- Consensus that the project is strong, is liked, and the Commission would like to see it built; but also

there is a concern for the conveyance of city land into private land.

- Questions whether a 50 or a 100-year permit has been examined.
    - Proponents stated that permits have been looked at.
- Questions how long the Public Development Authority has been around.
    - City staff stated that is has been around for some time, and that it was the partnership that created the downtown museum.
- Commission is satisfied that the PDA is a quasi-public entity that will add another layer to preventing sole private ownership.
- Since the Commission has previously recommended approval of design development, and has stated that the design meets the urban design criteria, it is now prepared to close out the public benefits discussion, with the caveat that Proponents refine the public benefits list and review it with the Commission before proceeding to Council.
- Commission also agrees with the elimination of the parking on Elliott, as stated previously.

Key Community Comments and Concerns

- Supports the Sculpture Park and the concept of having a regional park.
- Thinks that the vacation is unnecessary for the enjoyment of the sculpture garden.
- Feels that parking is essential, and that its removal causes a problem for the enjoyment of Myrtle Edwards Park for personal use and large event use.
- Is uncomfortable about the proposal for a tunnel through the park which will be the result, if the vacations are granted.
- Feels that more work can be done on examination of the trolley system, and the Burlington northern ROW tunnel relocation.
- Is not satisfied that the design works to better connect the neighborhoods and the waterfront, or will encourage global use of the waterfront.
- Recognizes heavy use of the park, and believes that enhancement of the area will be of great value to the neighborhood and city, and will be a positive impact on the waterfront.
- The vacation of Alaskan Way is an integral part of the design and will enhance the participation of and benefits to the public.
- Is concerned about the transport of hazardous materials.

15 April 2004 Project: **Planning Division Update**
Phase: Discussion
Presenters: John Rahaim, Planning Division Director

Time: 1 hour (SDC Ref. # 170 | DC00322)

Summary: **John Rahaim updated the Design Commission on the Waterfront Plan Proposal, and the recruitment schedule he put together and circulated for the new CityDesign Director.**

Waterfront Plan Proposal: The charette presentation saw more than 600 attendees, more than has ever gathered at a Seattle public planning meeting. Next steps include: Diane Sugimura, DPD Director, will appoint an advisory group with 10 to 12 members, who will advise staff on the creation of a concept plan. Commission members will not hold advisory group positions due to the anticipated frequency and intensity of meetings. Meetings will be regularly scheduled over a three-six month period, and will each focus on a different issue for the waterfront. The ideas from the charette will be pooled and put into a conceptual program. The program will be presented to the Mayor and City Council in the fall, and given to a project consultant at time of hire to produce a master plan. Setup of a district authority, or a review district, has been mentioned as an opportunity for the Commission to look at projects that need a consistent plan of implementation in that area.

There is consensus that the main focus of the waterfront plan is to fix the public environment—public space, open space, streets—and how they work as a whole. Further, it is important to establish guidelines and directions for public space around the project. One specific connection is that of the Pike Place Market and the Waterfront, where a public/private environment exists. Another related topic that may be integral to implementing the Waterfront Plan is the expansion of Colman Dock. This project is the equivalent of four or five blocks of waterfront, and may raise a variety of issues. Redevelopment of this section of the waterfront may require a state Shoreline Act change. Two main issues were raised in the discussion. First, claiming land and building over the water; and second, building tall buildings over the water. A proposal for the ongoing involvement of the Joint DC/PC Waterfront Subcommittee has been passed around. Additionally, an advisory panel is being put together and its first meeting will be scheduled soon.

Neighborhood Business District Strategy: looks at the commercial code. An advisory committee has been developing the concept that the code should reflect the goals and policies of the Comprehensive Plan, and reinforce urban villages and urban centers in the Plan. John stated that he would like to have an Urban Centers chapter of the Land Use code, and would like to see an ordinance to City Council by the end of the year.

Recruitment: David, Don, and Tory along with staff are involved in the CityDesign and Commission Executive Director recruitment process. There are 62 applicants, and there will soon be a selection of 3 or 4 potential candidates who will be interviewed by a panel

and also meet with the Commission as a whole. A recruitment schedule was distributed.

Revised 2004 Budget: the division budget for the current year has been downsized, but the department has been given permission to fill all vacant positions in the division.

Center City Strategy: looking at the Blue Ring Project, and the idea of making the area a high density, residential, 24-hour active center. The City is moving forward with the height and density recommendations for the downtown core, and is making suggestions for the South Lake Union project. Four components define the strategy: housing, in-center city transportation, public space, and streetcar. The Mayor has requested a public dialogue, and several meetings are scheduled over the up-coming months. The next major focus is reinforcing housing in the South Downtown area.

15 April 2004 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 18 MARCH 2004—DELAYED

DISCUSSION ITEMS

C. MRP UPDATE—RUTZICK

D. COMMISSION CORRESPONDENCE—CUBELL

E. BRIEFING TO COUNCIL UD&P COMMITTEE NOW ON 28 APRIL 2004—CUBELL

F. OUTSIDE COMMITMENTS—ALL

G. BEYOND THE EDGE—RAY GASTIL, UW PRAXIS LECTURE, 28 APRIL 2004, 6:30 PM, ARCHITECTURE HALL, UW CAMPUS

ANNOUNCEMENTS

H. VIADUCT DEIS PUBLIC HEARINGS—27 APRIL 2004, LOCATION VARIES

I. DC/PC VIADUCT DEIS WORKING SESSION #2—30 April 2004, 11:30-1:30, KT 4096

J. DC/PC WATERFRONT SUBCOMMITTEE—TBD

15 April 2004 Project: **South Lake Union and Waterfront Streetcar**
Phase: Staff Briefing
Previous Reviews: 21 June 2001 (Pre-design); 17 January 2002 (Schematic Design)
Presenter: Kristen Simpson, SDOT

Time: 1 hour (SDC Ref. # 169 | DC00329)

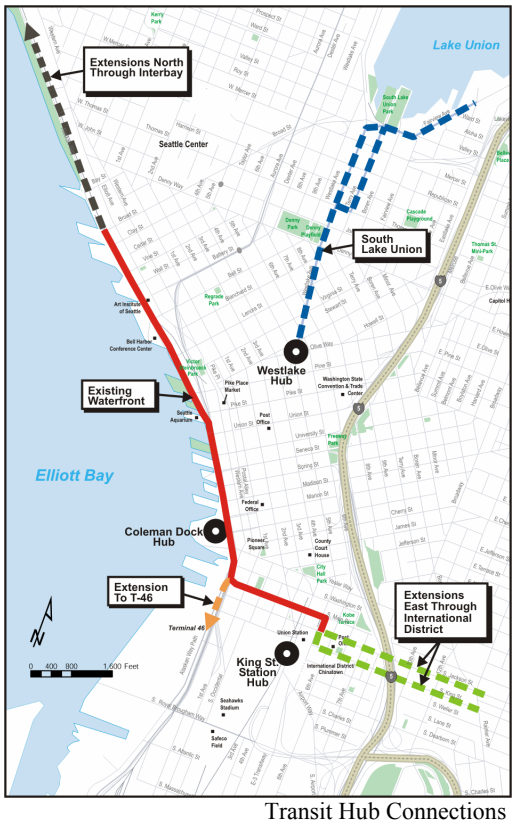
Action: The Commission thanked the proponent for the presentation and the update on the streetcar, and would like to make the following comments and recommendations.

- **Encourages the proponent to take another look at routes and how they will serve riders, and test demographic and historic points;**
- **Encourages the proponent to continue to look at traffic issues and where the routes best minimize impacts, and how the streetcar relates to Terry Avenue and Westlake Avenue;**
- **Approve the human level/scale of the project and look forward to the full analysis forthcoming from consultants;**
- **Believes the "Build it and they will come" prospect for economic development;**
- **Supports the project at this conceptual level and supports moving ahead with additional design and engineering work;**
- **Suggests that the proponents return after presenting an update to Council in June.**

Scope of the current work is to provide information about the proposed South Lake Union Streetcar and about potential extensions of the existing Waterfront Streetcar. Purpose of this briefing: mid-point briefing to talk about hiring the consultants and devising a work plan, and to prepare for the final report in June.

Proponents hired consultants that have done work on the Center City Circulation Report and the Portland Streetcar. These consultants began work in mid-February and are looking at planning context, coordinated with the viaduct assessments, coordinated with King County Metro to look at the streetcar, and did research on peer cities in the US, Canada, and Europe.

Proponents described three multimodal hubs where different transit modes come together (King Street Station, Colman Ferry Terminal, and Westlake Station). These will be included when looking at the streetcar routes and how they will connect with the current transit network. A network integration layout suggests the idea of connecting the Waterfront Streetcar with the proposed



Transit Hub Connections

South Lake Union route. The consultants will look at grade issues, different points of connection, as well as attempts to determine whether there are market demands for this connection.

Streetcars provide local circulation. They can operate in mixed traffic, make frequent stops, can be built quickly with less disruption, and cost less than light rail. The construction technique looked at for the South Lake Union route does not require curb-to-curb reconstruction. Instead, it requires the removal of a strip of pavement, putting the rails in, adding reinforcement, and repaving. Further, the streetcar has the ability to catalyze and organize pedestrian-friendly development.

The key work plan areas look at demand for ridership; the urban design aspects; potential environmental impacts; effects on traffic safety and flow; construction impacts; confirming the cost estimates of the South Lake Union proposal, and preparing estimates for other proposals; looking at different vehicles; and looking at where the vehicles will be maintained and stored. Route-specific elements that will be looked at include timing; configuration; advantages of looking at waterfront and SLU lines; examining what funding opportunities are for funding partnerships; operations and maintenance costs, and how costs will be paid for; and funding for capital costs. Proponents will also be focusing on integrating street operations and streetscape, how the streetcar fits into the overall transit system, and ridership estimates.

The point of the update is to present the project methodology. Proponents are developing estimates for the operation and maintenance of the streetcar that they will report back with in June.

Key Commissioner Comments and Concerns

- Questions where proponents are in the Waterfront Streetcar extension.
    - Proponents stated that the farther north the project goes, the more challenging it gets physically. Thus, the project is being examined in stages.
- Questions if the current system is funded on Waterfront.
    - Proponents confirm, and continue to state that there are issues with the current Waterfront Streetcar Barn?
- Receives the intra-area streetcar transportation in a positive manner, but is concerned that the project is occurring in a piecemeal fashion.
- Questions if the consultants the proponents hired will proceed to do the design work that will be funded with the CIP money.
    - Proponents stated that they have the option to extend their contracts, or to hire new consultants.
- Stated the desire for a Design Commissioner to be involved in the process.
- Questions if the South Lake Union study will look at the extension as part of the initial study.
    - Proponents state that it will be analyzed as a potential future extension, but not part of the initial study in great detail.
- Questions if the streetcar lines could go to the University.
    - Proponents confirm that they are looking at lines that go to the University and utilize existing bridges, but detailed analysis would be part of a future work.

- Questions if the streetcar will operate under a new transit system or under Metro.
    - Proponents state that Metro is very interested in operating the streetcar.
- Would like to see how this project correlates with Terry Avenue Design Guidelines reviewed by the Commission last year.
    - Proponents believe that the plan for Terry Ave. incorporates the streetcar into its design. Proponents are also attempting to analyze all transit modes in order to make the streetcar routes feasible and user-friendly.
- Questions if there have been any initial peer study results.
    - Proponents state results only on compiling data.
- Stated the public's interest in studies, and gives people a sense of nostalgia and history.
- Questions who the primary streetcar users are.
    - For the current Waterfront Streetcar, the proponents project that tourists and visitors are the primary users due to headways of 20 minutes. In other cities where streetcars are located centrally and run more frequently, they are typically used more by residents and by people traveling to and from work.
- Questions if there are maps of the original streetcar, and points out that the old lines are excellent resources.
    - Proponents state that there were approximately 22 historic lines, and some may be good ones to recreate.
- Does not want Seattle to have commercial announcements at each of the scheduled route stops.
- Questions how the streetcar affects traffic, and if the streetcars are impeded by traffic.
    - Proponents stated that the cars would operate in mixed traffic and would not have a separate lane.
- States that Portland gives priority to the streetcar.
- Asks what cities proponents have looked at that have provided negative impacts.
    - Proponents stated knowledge of consultants compiling information on Toronto, Memphis, Tampa, Denver, Kenosha, Portland, and Tacoma. This information includes ridership, costs, connections to other transit, etc.