

Summary of Jackson Hub Station Area Level Setting and Information Seeking Presentations II

August 11, 2020 | 12 – 2:30 pm | Zoom

Purpose

This is the second Level Setting and Information Seeking presentation for the Jackson Hub Station Area Planning effort. The goals of this presentation are to

- Ensure all participants are starting with the same baseline information through brief presentations by agencies;
- Identify interrelated decisions, investments, and policies in the next 5, 10, and 20-year timeframe that the City of Seattle, Sound Transit, King County, the Port, and WSDOT are in process of/making in the study area and area of influence;
- Reveal whether there are gaps, overlaps, and opportunities/areas for collaboration between existing efforts; and
- Identify questions about future uses in the study area and area of influence to confirm what we still need to understand before moving into the next workshop.

Agenda

- 12:00 **Welcome, Overview, and Context**
- 12:20 **City of Seattle Regulatory Roles and Resources**
- 12:45 **Agency projects and plans in Jackson Hub Station Area**
City of Seattle, Sound Transit, WSDOT, King County, Port of Seattle
- 1:50 **Q&A and Discussion: 5, 10, 20 Year Timescales**
- 2:20 **Next Steps**
- 2:30 **Adjourn**

Participants

**Presenters noted with an asterisk*

Alliance for Pioneer Square

Lisa Howard
Jessa Timmer

Chinatown-International District Business Improvement Area

Monisha Singh

Downtown Seattle Association

Jacqueline Gruber

Historic South Downtown

Kathleen Johnson
Angela Battazzo, Consultant
Jamie Strausz-Clark, Consultant

InterIm Community Development Association

Derek Lum

Seattle Chinatown-International District Preservation and Development Authority

Maiko Winkler-Chin

King County

Chris Arkills*
Stephanie Pure
Maureen Thomas

Port of Seattle

Rosie Courtney

Joseph Gellings
Geraldine Poor*
Genevieve Pla-Rucki

Public Stadium Authority

John Marchione

Sound Transit

Katey Bean, Consultant
Leda Chahim*
Sloan Dawson*
Zachary Eskenazi
Wesley King
Alexis Lair
Stephen Mak
Abel Pacheco
Cathal Ridge*

WSDOT

Robin Mayhew

City of Seattle

City Light

Hernann Ambion
Steve Byers
Sherry Edquid*
Colleen Lenahan
Reagen Price

Council Central Staff

Calvin Chow

Department of Construction & Inspection (SDCI)

Lindsay King*

Department of Neighborhoods

Rebecca Frestadt*
David Hlebain

Genna Nashem*
Stanley Tsao

Department of Transportation

Aditi Kambuj
Serena Lehman
Lizzie Moll*
Gabriel Seo
Kit Woo

Design Commission (SDC)

Valerie Kinast
Michael Jenkins*

Office of Arts and Culture

Calandra Childers
S Surface

Office for Civil Rights

Kelly O'Brien

Office of Housing

Bin Jung

Office of the Mayor

Anne Fennessy

Office of Planning and Community Development

Magda Hogness*
Lauren Flemister
Vera Giampietro
Aaron Hursey
Lucien Ong
Janet Shull
Andrew Tran*

Office of the Waterfront

Stephen Pearce*

Public Utilities

Shannon Kelleher

Presentations

See attached slide deck for visual content and talking points from these presentations.

What We Heard

Throughout presentations, participants shared questions and comments in the chat box. After speakers presented, the facilitator moderated an interactive discussion based on questions received in the chat box as well as additional questions raised after the conclusion of the presentations. Participants comments and questions are bulleted below. Where appropriate, presenters' responses and/or follow-on comments are shown in subsequent indented bullets.

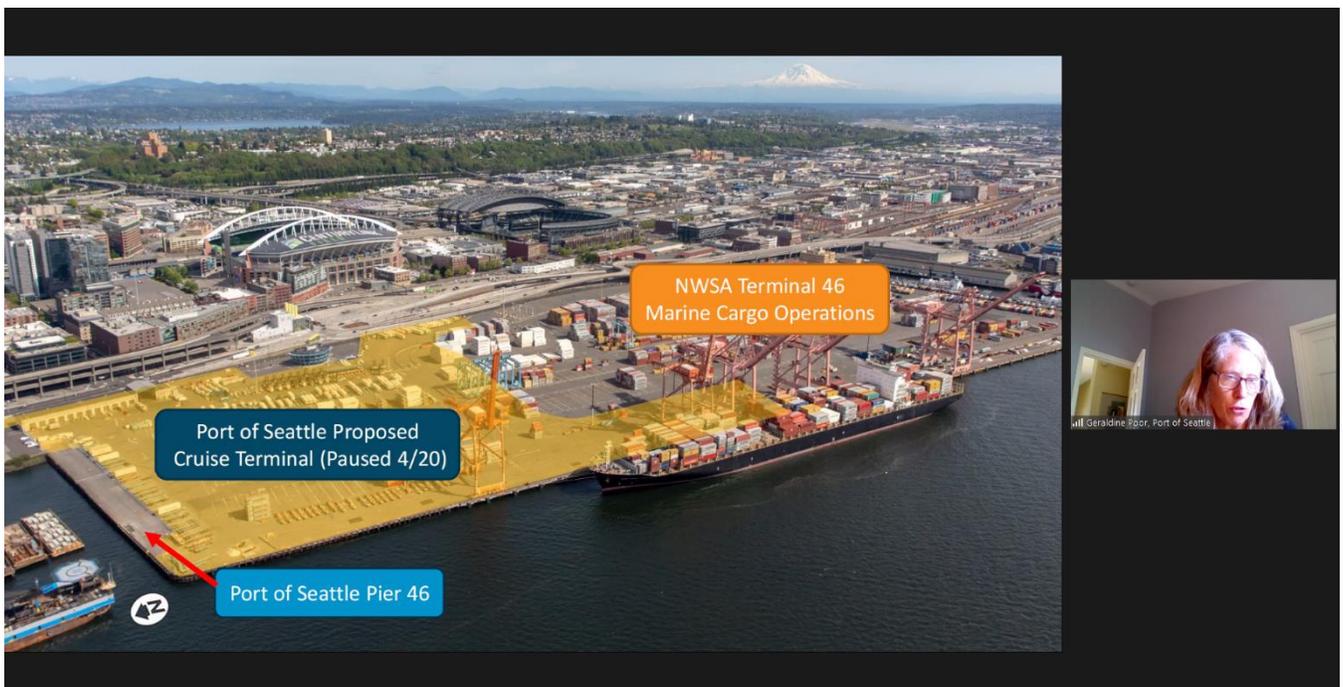
- Does the International Special Review District (ISRD) consider construction impacts?
 - The code that the ISRD and Pioneer Square consider does not address construction impacts directly; construction impacts would be considered in SEPA process.
- This is a wealth of knowledge; we appreciate your time and attention. Some of the five-year projects have tension or conflict with neighborhood planning processes. To use time and resources well, the community organizations would like to participate in ongoing discussions about coordination between projects such as Imagine Greater Downtown and the Bicycle Master Plan. The complexity of everything planned for this small study area creates challenges.
- SDOT, please coordinate with the Office of the Waterfront to address pedestrian issues highlighted in one of the early Jackson Hub walking documents. Signage between Seamless Seattle and the Waterfront need to be coordinated.
 - SDOT: We are looking at Jackson. It's a modest budget without budget for landscape improvements, etc. We will work with the Office of the Waterfront to coordinate. Seamless Seattle's goal is to link neighborhoods and draw people between them. The next phase of Seamless Seattle will begin filling in gaps Downtown, including along Main, Washington, and Yesler.
 - Office of the Waterfront: We're not doing work on Jackson.
- Thank you for all the effort put into this meeting. This is an initiation to ongoing conversation about overlapping projects in the area and how they work together—this is practice for future discussions. Initiate something that helps communicate to alleviate pressures in the area.
- Will SDOT repair impacts to Jackson due to construction around Waterfront and SR 99? Do you know of any private impacts by developers or private utilities?
 - WSDOT: The SR 99 South Access to Surface Streets project will create a new city-side trail, landscaping, and rebuild parts of First Ave, Dearborn Street, and Alaskan Way. The project will constrict the South Tunnel Operation garage and two plazas between Occidental and King Street. The rebuild will include signal at the new Charles and First Ave intersection and updating First Ave and Dearborn signal. The project also includes some minor cleanup work at north

portal and the "old" Seneca off ramp abutment.

- Does County or City have plans for additional human services or shelters near the Chinatown-International District?
 - King County: I do not know of any additional new human services or shelters the county has planned, but I will inquire.
- This is an overwhelming volume of information. How will the agencies coordinate so communities do not get projects mixed up?
- The Chinatown-International District took longer than most neighborhoods to come out of the Great Recession. As community members struggle to come out of COVID, they will be focused on other needs, such as sustaining their businesses. Not only do many in this community not trust government, many are not familiar with the different agencies. How can contact to the community be streamlined?
- I am struck by the uncertainties due to COVID and revenue impacts. We have to take it as likely that some projects will experience delays or meaningful changes, and I do not anticipate that anyone can answer today. We are not just going to need to think about how these projects overlap today, but how they will be moving pieces moving into the future. How can we continue to coordinate and collaborate to make sure that we do not create new conflicts if/when projects are rescheduled or changed?
- Pioneer Square Areaways needs to be on the 5-year look-ahead.
- I have participated in five planning charrettes to address the disconnect between Pioneer Square and the Chinatown-International District created by the railroad. It seems like a gap in this discussion to not address the lack of connection between those neighborhoods, as the Weller Street Bridge did.
 - Reconnecting Pioneer Square and the Chinatown-International District from a pedestrian and urban environment is one of the most important things to us.
 - We heard Metro was thinking of making this area their parking area. I know it is expensive, but other major cities have achieved this. As WSDOT considers lidding I-5, could we lid the railroad tracks?
 - King County: Any planning for an off-street layover facility is not moving quickly. However, Metro and the city are acutely aware of the difficulty of finding layover space at the north and south ends of Downtown and we would like to see if there are opportunities to pair a new development or project with off-street layover.
- Given that some of us have expressed a need to process this information, I wonder if we can consider coming back together soon for follow up discussion.

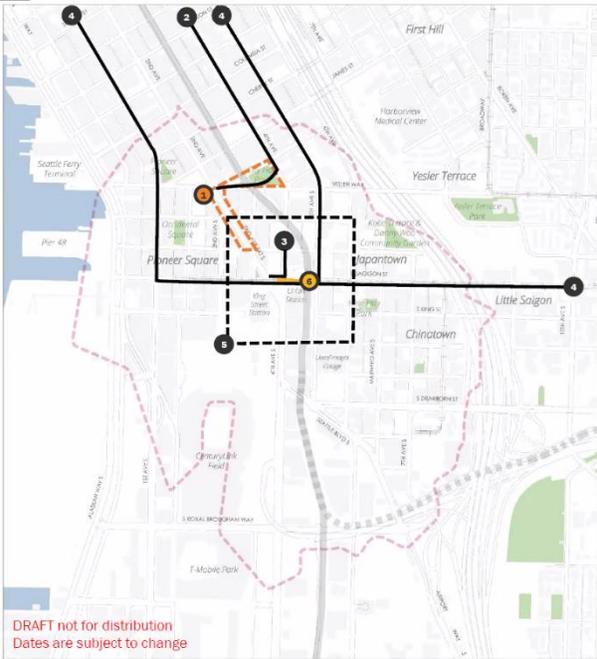


Facilitated Group Discussion



Geraldine Poor presenting for the Port of Seattle

Recording...



SDOT

5 Year Look-Ahead



- 1 Yesler Crescent Public Life Action Plan (2020)
- 2 4th Ave Protected Bike Lane (2020)
- 3 IDS Hub Bus Stop improvements with KCM, ST (2020)
- 4 One Center City Near Term Action Plan (OCC NTAP) Sidewalk spot improvements (2021)
- 5 OCC NTAP Pedestrian Scale Lighting (2021) Seamless Seattle Wayfinding (2021)
- 6 Jackson St/4th Ave-5th Ave Bridge Planning Study (2023)

Project Phase

Planning



Design



Construction



8/11/2020

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Lizzie Moll presenting for Seattle Department of Transportation (SDOT)

Slide 1



Slide 2



Welcome. Today's Agenda:

12:00	Welcome, overview, and context
12:20	City of Seattle regulatory roles and responsibilities
12:45	Agency projects and plans in JHSA: City of Seattle, Sound Transit, WSDOT, King County, Port of Seattle
1:45	Q&A and Discussion: 5, 10, 20 Year Timescales
2:15	Next Steps
2:30	Adjourn

10/15/2020 Jackson Hub Station Area Planning | Agency Level-Setting 2

Speaker: Marcia Wagoner, BERK Consulting

- Welcome
- This is a unique and valuable opportunity to gather the full picture of plans, projects, and perspectives for the area from both the community and agencies
- Thank you for investing your time and sharing your experience by participating in these two level setting and information seeking presentations

Slide 3

Welcome and Meeting Logistics

- Thank you for your time today. When you join the call, please sign in using the chat box to help us document participation
- We plan to record the meeting. If you have concerns with that, please email Rebecca Fornaby
- If you have a question, feel free to enter directly into the chat box or “raise your hand” in the Zoom interface
- Turn on your camera and smile – we’re doing a screenshot!

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Jackson Hub Station Area Planning | Agency Level-Setting

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Speaker: Marcia Wagoner, BERK Consulting

- We will be recording this presentation and discussion
- Please sign into the chat box with your name, title, and organization
- We welcome comments in the meeting chat, and will be taking questions during Q&As via the hand raise function
- Please turn on your camera if you haven’t already, and smile and/or wave so we can grab a screenshot for the purposes of documenting participation in this meeting

Slide 4

Meeting Facilitators and Intro Speakers

<p>Marcia Wagoner <i>BERK</i></p> <p>Magda Hogness & Andrew Tran <i>Seattle Office of Planning & Community Development</i></p> <p>Leda Chahim & Cathal Ridge <i>Sound Transit</i></p>	<p>Meeting Coordination and Documentation:</p> <p>Rebecca Fornaby <i>BERK</i></p> <p>Michelle Eakins-TeSelle <i>BERK</i></p>
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Speaker: Marcia Wagoner, BERK Consulting

- See slide

Slide 5

What we heard since the first workshop



- During the workshop we captured insights from the discussion, including feedback to study the Waterfront Plan and Yesler Public Life study.
- After the workshop we met with community stakeholders and asked for feedback on themes and mapping approach, to better understand what would be helpful.
- Overall, community stakeholders acknowledged the value of the mapping tool and agreed the direction is headed on the right path
- We revised maps and themes to reflect the shared insights and we plan to continue to refine the mapping tool to be useful for implementation projects.

Speaker: Andrew Tran, Seattle Office of Planning and Community Development

- Thank you to community members for all the work they've done to summarize two decades of planning efforts into six themes
- We used those six themes and expanded on them based on other issues and concerns we have heard and are aware of
- These themes served as a foundation for our mapping exercise of recommendations from these planning efforts
- As we went over last time, an overview of objectives:
 - We developed a process we hoped would help us understand areas of continued interest for improvements
 - Compliment the plans with other community issues we know about from working with the community
 - Highlight areas that need more clarity due conflict or range of specificity
- We have heard:
 - Emphasis on other plans to study including the Waterfront Plan and Yesler Public Life Study
 - Insights from community members on how we were representing certain recommendations and how to interpret the themes

Slide 6

Interpreting Community Themes

Community Themes

- » Enhance right-of-way to increase safety, social connections, and physical activity
- » Advocate for development in the neighborhoods that promotes increased employment densities, housing supply, affordable housing
- » Address underused and dilapidated buildings
- » Improve public safety perceptions and experience
- » Enhance pedestrian, bicycle, and “micro-mode” connections between the neighborhoods
- » Connect and activate King Street and Union Stations



Speaker: Andrew Tran, Seattle Office of Planning and Community Development

- These are the Community themes presented from the last meeting
- I'd like to underscore that both neighborhoods, Pioneer Square and C-ID are diverse in both their constituents and issues
- The themes presented came out of a broad range of planning efforts with varying perspectives and involvement with community and agencies
- I won't go over all of the themes in specificity, but heard about:
 - Productive use and contribution of the right of way to contribute to physical activity and increasing safety
 - The conditions of aging buildings and their impacts on public safety, health and well-being of residents
 - Enhancing non-motorized modes and micro-modes of connections between neighborhoods

Slide 7



Speaker: Andrew Tran, Seattle Office of Planning and Community Development

- Here are the all the updated community themes to date
- Each theme are further described in the resource document that was sent out prior to the meeting. Please refer to this document for more information on the themes and the feedback we heard to get us here.
- Based on the input from and since the last workshop, we shaped and updated the themes to reflect the feedback we received.
 - The full slide pdf sent out last week, goes into detail on the feedback and changes, what should be elevated and included.
 - As an example, for open space, the upper green box, we heard that open space is limited and the need for right of way to better contribute to the neighborhood's lack of green, public open space streets including sidewalks space along storefronts to encourage more places to interact and pause.
 - We emphasized the importance of small businesses as it relates to displacement
 - We broadened the theme around addressing dilapidated buildings to include community benefit and ownership
 - We expanded public safety to include issues related to building safety, the pandemic, lighting, etc.
 - We also added several themes to capture the importance of economic development, the historic character of both neighborhood and the historic racism that impacts these neighborhoods that you will hear more about
- As we mentioned earlier, we are not finished with this part of the work
- We are looking for feedback on themes and maps (including what is still relevant, to what degree)
- We want to get this part right and will continue to work with Community stakeholders to understand recommendations and policies

Slide 8

Why we're here today

- Infrastructure projects have reinforced systemic racism.
- Communities of color have endured a disproportionate share of impacts from major infrastructure investments.
- Pioneer Square and C-ID are neighborhoods with large populations of communities of color that have been disproportionately impacted by large infrastructure projects.
- Improve coordination within and among agencies to center racial equity.
- Focus on community values that have been elevated.

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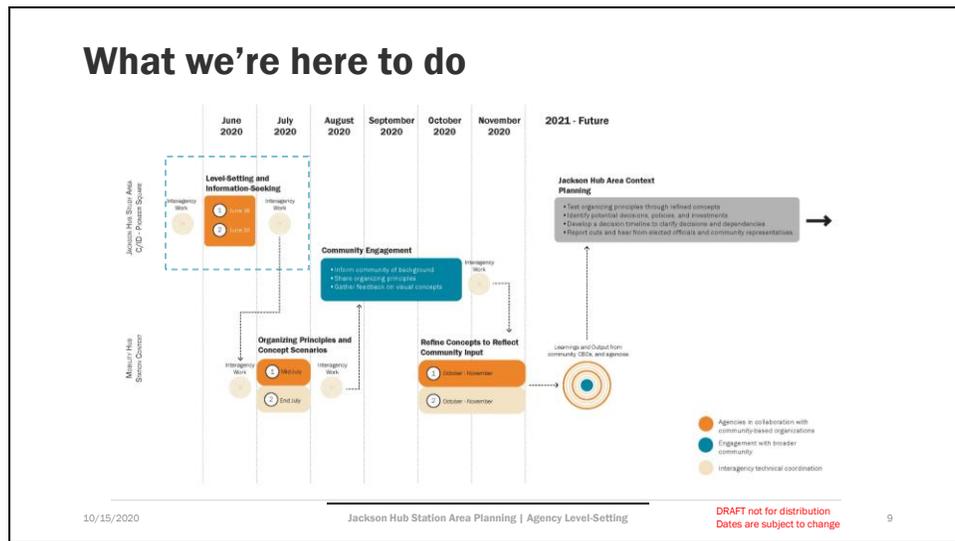
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Speakers: Magda Hogness, Seattle Office of Planning and Community Development & Leda Chahim, Sound Transit

- Thanks Andrew, Leda and I are now going to into the why we are here today, what brought us here, and why today's discussion is a critical step in advancing what community has asked for.
- Throughout the history of planning, infrastructure projects have reinforced systemic racism. The impact of infrastructure projects, has disproportionally impacted communities of color. These actions have had reverberating effects.
- Pioneer Square and the Chinatown-International District neighborhoods are neighborhoods with large populations of communities of color. Pioneer Square has a large population which relies on human services, and those experiencing homelessness are predominately people of color. In the C-ID, people of color make up about 70% of the population. These neighborhoods have historically been impacted by transit investments including heavy/light rail, I-5, Alaskan Way Viaduct, the First Hill Streetcar and more.
- We know and we have heard time and time again that we need to do better by communities. We can do that by coming together and coordinating our efforts. By breaking down silos and establishing racial equity as a common frame for this work, within our institutions and among our institutions. It is in part in response to those calls for coordination that we're here today.
- One example of partnership in this space is the partnership that the City of Seattle and Sound Transit have had around racial equity for one of the many projects we'll highlight today, the West Seattle and Ballard Link Extensions. We have been partnering for over two years on applying a racial equity toolkit to the project. And, each agency has taken those principles and that charge to inform their internal structures and processes. Our hope with this effort is to elevate potential issues to inform more racially equitable outcomes.
- We are also striving to focus on community values that have been elevated through past planning processes, with extensive engagement and which we went over last time.

- Andrew mentioned the community themes, this is an initial step of on-going collaboration.
- The City has invested in an effort to map out projects and previous plans and how they intersect. This will allow us to center community priorities and themes to frame planning efforts. We want to make sure we are setting up the right foundation with for future collaboration.
- This process is one part of work in trying to figure out how we can coordinate better. In today's discussions we are hoping to understand how to build on opportunities together, work across silos and advancing toward equity, understanding that the process will be messy, not always clear, disruptive and demands vigilance from all of us.
- We have a lot of work to do – and we're thankful for community stakeholders and all our partners who have shared their commitment to this work.
- And another thank you to community members for helping us synthesize all the information from previous efforts, and being able to meet with us outside of workshops to give us feedback, and for giving us the charge to coordinate as agency partners and with community around Jackson Hub.

Slide 9



Speaker: Magda Hogness, Seattle Office of Planning and Community Development

- The last meeting included this graphic showing how we envisioned the Jackson hub planning process to flow over the next year and beyond.
- It identifies engagement at various levels, including agency coordination in collaboration with community-based organizations (in orange), engagement with the broader community (in blue), and interagency technical coordination (in beige).
- The process began with our meeting on June 16th (top left) with the first of two sessions on Level setting and Information Seeking. And today is the second part of the Level Setting stage.
- These two Level Setting/Information Seeking meetings focus on the broader Jackson Hub Study Area scale.
- And the idea was that the information developed would inform the development of concepts for the West Seattle and Ballard Link Extensions new C-ID Station, and would inform broader community engagement.
- This cycle would also serve as a model and inform future phases of work in the Jackson Hub planning area (beyond the West Seattle and Ballard Link Extensions project).
- But, as you can quickly tell from the graphic, we have not quite been keeping up with this schedule for reasons that are obvious to us all. We've had to adapt to the COVID environment and we know that we are going to need to continue to adapt as we move forward.
- That said, the graphic itself has not been changed, it's been left as it is for now because it's a reminder of what we're still trying to do. With all the unknowns, we recognize that the process will likely need to be adjusted. And that's something that we will all work through together.
- Now, I'd like to hand it over to Cathal to talk about the WSBLE process specifically.

Speaker: Cathal Ridge, Sound Transit

- We're working to develop a Draft EIS which we hope to make available to everyone early next year. At the same time, we're trying to advance the station planning effort in the CID station area, as well as throughout the project corridor.
- It's been challenging to do those things in the COVID environment: the technical work is more challenging, the engagement with partners is more challenging, and community engagement is particularly challenging.
- Our intention continues to be to actively engage community in both the Draft EIS and in the station planning efforts, but we know there's concern about how you provide that opportunity for the community to actively engage in the current environment.
- With the many unknowns, we're looking to be creative, to be responsive to where the community is and taking things one step at a time. We're going to need to be flexible in terms of how we advance the planning effort in the CID station area. And that's also true of the project more generally.
- That said, today is a good day where we can take a positive step forward. A lot of work by folks from each agency has gone into making today happen and I think we can all look forward to learning a lot of new information.

Slide 10

What we're here to do

- Ensure all participants are starting with the same baseline information through brief presentations by agencies.
- Identify interrelated decisions, investments, and policies in the next 5, 10, and 20-year timeframe that the City of Seattle, Sound Transit, King County, the Port, and WSDOT are in process of/making in the study area and area of influence.
- Reveal whether there are gaps, overlaps, and opportunities/areas for collaboration between existing efforts.
- Identify questions about future uses in the study area and area of influence.

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Speaker: Marcia Wagoner, BERK Consulting

The purpose of this meeting today is to:

- Ensure all participants are starting with the same baseline information through brief presentations by agencies.
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Slide 11

Agenda for Today's Meeting	
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1:40	Break
1:50	Q&A and Discussion: 5, 10, 20 Year Timescales
2:20	Next Steps
2:30	Adjourn

10/15/2020 Jackson Hub Station Area Planning | Agency Level-Setting 11

Speaker: Marcia Wagoner, BERK Consulting

- Today we will hear from public agencies whose information will complete the picture the community presentations began developing at the first meeting on June 16th
- First, we'll hear from city staff about roles and resources, after which we'll hold a brief Q&A
- Then we'll hear from the City, Sound Transit, King County, WSDOT, and the Port about their plans and projects for the next 5, 10, and 20 years
- Please hold your questions about the agency plans and projects until 1:45 when we'll discuss them as a group
- Hand off to Magda Hogness and Andrew Tran with the Office of Planning and Community Development

Slide 12

Agency Presenters

<p>Rebecca Frestedt & Genna Nashem <i>Seattle Department of Neighborhoods</i></p>	<p>Sloan Dawson <i>Sound Transit</i></p>
<p>Michael Jenkins <i>Seattle Design Commission</i></p>	<p>Chris Arkills <i>King County</i></p>
<p>Lindsay King <i>Seattle Department of Construction & Inspection</i></p>	<p>Robin Mayhew <i>WSDOT</i></p>
<p>Steve Pearce <i>Seattle Office of the Waterfront</i></p>	<p>Geri Poor <i>Port of Seattle</i></p>
<p>Lizzie Moll <i>Seattle Department of Transportation</i></p>	
<p>Sherry Edquid <i>Seattle City Light</i></p>	

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Speaker: Marcia Wagoner, BERK Consulting

- See slide

Slide 13



Seattle

City of Seattle Regulatory Roles and Responsibilities

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Slide 14



Department of Neighborhoods Historic Preservation Program

Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

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Department of Neighborhoods Historic Preservation Program

Roughly a two-block area around and including Union Station is jointly located within the **International Special Review District (ISRD) and Pioneer Square Preservation District (PS)**. A Certificate of Approval from *both* Districts will be required.

Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

- Community's visions have been expressed in existing planning documents
- To build on that, we will touch on roles and objectives of this organization
- Pioneer Square Preservation District and International Special Review District abut each other along 4th Ave and overlap in a two-block area around Union Station
- The Jackson Hub Station Area is immediately adjacent to the historic core of the Chinatown-International District which falls within the Seattle Chinatown National Register District (dashed boundary)
- A Certificate of Approval from both Districts will be required

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Department of Neighborhoods Historic Preservation Program

Role of the Boards - Certificate of Approval requirement

Land Use Code requires that a Certificate of Approval (C of A) is issued for any alterations to buildings, demolition, new construction, and alterations to public rights of way and open space within the ISRD and PS Districts, prior to issuance of other required permits.

The C of A confirms proposed work complies with:

- [Seattle Municipal Code Chapter 23.66](#)
- District Design Guidelines – [ISRD & PS](#)
- [Secretary of Interior Standards for Rehabilitation](#)

Composition of Historic Review Boards

- **ISRD** - 7 members: 5 elected members represent business and/or property owners, employees, residents and tenants, and an at-large seat. 2 Mayoral appointees who have an architectural background.
- **PS** - 10 members: architects, property owners, business owner, attorney, human service, historian, at-large member, and a Get Engaged program participant.

Process

- Board briefings (conceptual, early design and as needed through design development) > Application for C of A > Boards make recommendation to the DON Director on the application for a C of A.



Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

- Land Use Code 23.66 requires projects in the Districts receive a Certificate of Approval before any other permit is issued
- Proposed projects are reviewed by a board of community members with demonstrated interest or expertise
- The Certificate of Approval confirms that proposed work complies with Seattle Municipal Code Chapter 23.66, District Design Guidelines for International Special Review District and Pioneer Square and Pioneer Square Preservation District, and Secretary of Interior Standards for Rehabilitation
- This process consists of
 - Briefings to the Board so the project can incorporate feedback into the design
 - Applications for Certificate of Approval are submitted
 - Board reviews and makes recommendation to the Department of Neighborhoods Director
 - If approved, the Certificate of Approval is awarded
- All meetings are open to the public for input

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Department of Neighborhoods Historic Preservation Program

Historic District Goals and Purposes

International Special Review District (ISRD)
SMC23.66.302 - The International District is the urban focal point for the Asian American community. The **International Special Review District is established to promote, preserve and perpetuate the cultural, economic, historical, and otherwise beneficial qualities of the area**, particularly the features derived from its Asian heritage, by:

- A. Reestablishing the District as a stable residential neighborhood with a mixture of housing types;
- B. Encouraging the use of street-level spaces for pedestrian-oriented retail specialty shops with colorful and interesting displays;
- ...
- D. Encouraging the rehabilitation of existing structures;
- E. Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces and public improvements within the International District;
- ...

ISRD Coordinator contact info: rebecca.frestedt@seattle.gov

Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

- The International Special Review District's guidance relates to exterior alterations and proposed new construction to make sure work is compatible with character of Districts
- The Board also reviews changes within the public right-of-way and open space
- The Board will often refer to criteria established in the code under Districts goals and objectives (see slide)
- Code also emphasizes pedestrian experience (see slide)

Slide 18

Department of Neighborhoods Historic Preservation Program

Historic District Goals and Purposes

Pioneer Square Preservation District

SMC 23.66.100 - It is recognized that the Pioneer Square area of Seattle is an area of great historical and cultural significance. **To preserve, protect, and enhance the historic character of the Pioneer Square area and the buildings therein;** to return unproductive structures to useful purposes; to attract visitors to the City; to avoid a proliferation of vehicular parking and vehicular-oriented uses; ... to stabilize existing housing, and encourage a variety of new and rehabilitated housing types for all income groups; to encourage the use of transportation modes other than the private automobile; to protect existing commercial vehicle access; to improve visual and urban relationships between existing and future buildings and structures, parking spaces and public improvements within the area; and to encourage pedestrian uses, there is established as a special review district, the Pioneer Square Preservation District.

PS Coordinator contact info: genna.nashem@seattle.gov

Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

- See slide

Slide 19

Department of Neighborhoods Historic Preservation Program

- 5th & Jackson and 5th & King are significant focal points and gateways into the Historic Core of the ISRD.
- Union Station, constructed in 1911, is an historically-contributing building within the ISRD and PS. It was individually listed on the National Register in 1974.
- The western boundary of the Seattle Chinatown National Register District abuts 5th Ave S.



5th & King - looking East



5th & King - looking West



- 5th Ave S. is also the western boundary of the *Asian Design Character District* and *Retail Core*, where street-level uses and design character have added importance within Chapter 23.66.

Themes: Historical significance in the area of the Coast Salish peoples; Railroad history, pan-Asian immigrant heritage, architectural typology of single-room occupancy hotels (SROs) and warehouse buildings

Speakers: Rebecca Frestedt and Genna Nashem, Seattle Department of Neighborhoods Historic Preservation Program

- These are the types of things the boards look at as the project moves into the design process
- The Jackson Hub Station Area covers a significant footprint within two locally designated historic districts and in close proximity to two sites on the National Register
- Union Station is individually listed on the National Register
- Intersection of 5th and Jackson and 5th and King are key gateways into the Chinatown-International District
- Western Boundary of 5th includes the overlay within the land use code that includes additional criteria for street level uses and pedestrian orientation
- Design development is an opportunity to celebrate rich cultural history and correct negative impacts of past projects, celebrate history and make it a gateway to these two neighborhoods

Slide 20



Speaker: Michael Jenkins, Seattle Design Commission (SDC)

Slide 21

Seattle Design Commission (SDC)

- 1. SDC advises Mayor, City Council, and City departments on:**
 - City funded capital improvement projects
 - Private or [public agency proposals](#) for the long-term use of public rights of way
 - Requests for long term or permanent use of right of way.

- 2. Light Rail Review Panel**
 - Established by Seattle to evaluate ST investments from 1998 - 2017
 - Empaneled from members of Planning, Design, and Arts Commissions
 - Empowered through a series of MOA between City and ST
 - ST and City jointly developed an urban design review manual for ST investments
 - Completed following final review of Judkins Park station designs

Speaker: Michael Jenkins, Seattle Design Commission (SDC)

- I'm the Executive Director of the Seattle Design Commission
- Thanks to Sound Transit for inviting me to comment on the role of the Design Commission in Sound Transit's investments in this incredibly important part of the City
- The Design Commission is a 10-member body of architects, engineers, and others in the design community that advise the Mayor and City Council and city departments on capital projects and projects like this one where a public agency is proposing long term or permanent change to the right-of-way
- The Design Commission has a long history of reviewing Sound Transit's light rail plans—in the past, a Light Rail Review Panel was created through series of agreements with City and Sound Transit to look at implications of capital investments from an urban design, placemaking, and neighborhood context

Slide 22

Seattle Design Commission (SDC)

SDC activities - ST3 investments in CID/PS

- **2018 – 2019 - SDC provided input to ST system expansion committee on urban design implications of ST investments in CID/PS**
- **Feb 2019 – joint Arts/Planning/Design commission meeting on ST implications on CID**
- **2019-2020 – Worked with community stakeholders to advocate for a charette on repurposing King and Union Street stations as cultural and transportation hub**

Speaker: Michael Jenkins, Seattle Design Commission (SDC)

- Specific to ST3 and the West Seattle Ballard Link Extensions in the Jackson Hub Station Area, we've focused our efforts in three areas:
 - We provided input to the Sound Transit System Expansion Committee on urban design implications disclosed in 2018 and 2019 as part of the alternative analysis that Sound Transit developed in forming part of their EIS alternatives
 - In 2019, the Arts Planning and Design Commission convened to look at implications of Sound Transit's investments in the area, which resulted in some advocacy within the City to look at opportunities relative to Sound Transit investments at King and Union St stations
 - One of the key takeaways was looking at the role of these stations as cultural and transportation hubs

Slide 23

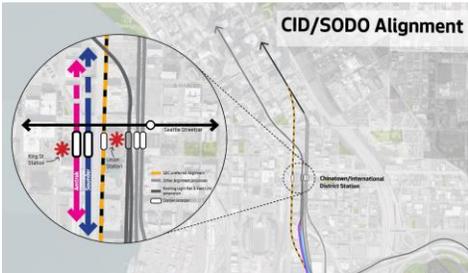
Seattle Design Commission (SDC)

SDC - September 2018 Level 2 recommendations to Sound Transit

"Level 2" was the second of three levels of screening that comprised the Alternatives Development phase, which directly informed the ST Board action to identify DEIS alternatives

Station location

- Designate Union Station as transportation and cultural hub
- Create a joint King Street and Union Station public development to govern and operate both facilities as a multi-modal transportation and cultural hub
- Enhance physical connections between King Street and Union Stations
- Convert underutilized open space on east side of Union Station to culturally oriented public space for CID



Speaker: Michael Jenkins, Seattle Design Commission (SDC)

- In Sept 2018, we looked closely at implications of the various alternatives at King and Union Stations
- In terms of station location, the we had advocated for designating Union station as a transportation and cultural hub and joint governance models between the two stations (public development authority)
- Build on previous work of Jackson Hub and what had been previously recommended
- Reclaim space to elevate culture and transportation for the Chinatown-International District to leverage public investment

Slide 24

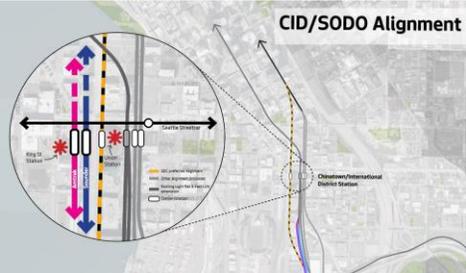
Seattle Design Commission (SDC)

SDC - September 2018 Level 2 recommendations to Sound Transit

"Level 2" was the second of three levels of screening that comprised the Alternatives Development phase, which directly informed the ST Board action to identify DEIS alternatives

Alignment

- Support 4th Avenue alignment
- Create ST/City/County partnership to replace 4th Avenue viaduct
- Do not support 5th Avenue alignment due to short and long-term impacts on businesses and traffic mobility
- If 5th Avenue alignment is selected, use deep bore tunneling to offset short and long-term construction impacts on CID businesses
- Consider location north of Jackson with connecting tunnels to protect local businesses and public realm
- Consider implications of multi-modal transfers when evaluating alignment options



Speaker: Michael Jenkins, Seattle Design Commission (SDC)

- We made a series of recommendations about the alignment and were in support of the 4th Ave alignment
- We looked to City and Sound Transit to create a partnership to support that alignment (another proposed public development authority)
- If a 5th Ave alignment was selected, it was important for the Commission to memorialize that we thought a deep-bore tunnel would be key to offsetting impacts to businesses

Slide 25

Seattle Design Commission (SDC)

Ongoing work of SDC on evaluating ST investments

- **Interagency evaluation of previous LRRP review model**
- **Working with Mayors office to determine scope and focus of a City-led review body for WSBLE**
- **Evaluation of proposed Design Guidelines for new review body and City staff**
- **SDC-led workshops focused on urban design implications of select stations and investments**
 - CID
 - Westlake
 - Overwater crossings
 - Delridge
 - Key guideway segments

• Collaboration between SDC, ISPD, and BSPP over ST investments

Speaker: Michael Jenkins, Seattle Design Commission (SDC)

- We will continue to work in the areas listed here
- We will look at appropriate mechanism to continue work of Light Rail Review Panel that existed with previous investments, or otherwise continue to evaluate investments
- We will work with Mayor's Office and City Council to memorialize the role of the Design Commission in Chinatown-International District and Pioneer Square
- Once the EIS is out, we will look at variety of urban design implications of investments in the Chinatown-International District and Pioneer Square
- It will be key to collaborate with City
- We will memorialize how the Design Commission and regulatory boards are transparent and clear with community about respective roles

Slide 26



Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- I'm a 16-year planner with SDCI and co-lead for the West Seattle and Ballard Permit Plan

Slide 27

SDCI- Planning and Permits

- SDCI issues permits and performs inspections for all proposed work on private property.
- Permit applications are required to show they meet regulations adopted City of Seattle to be consistent with Federal and State regulations and the Seattle Comprehensive Plan.
- The Land Use Code provides authority to the various project review bodies based on
 - the project proposal and scale,
 - location in the City
 - and whether the project is a public or private development:
- SDCI provides permits for projects most are completed in 5-year scope.



Codes



Inspections

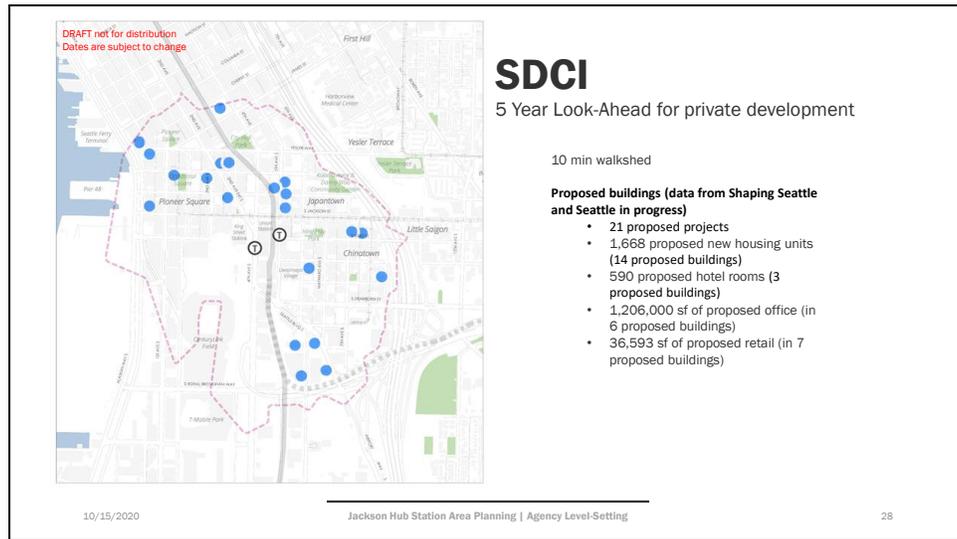


Permits

Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- SDCI issues permits and performs inspections on private property
- In turn, SDOT is the agency responsible for right-of-way permitting
- We apply 26 codes adopted by the City of Seattle, developed to be consistent within state and federal regulations, as well as with the Seattle Comprehensive Plan
- Codes are adopted by ordinance through City Council and signed by the Mayor
- Land use code describes the zoning development standards and permitting process and provides authority to the Design Commission and the International Special Review District
- SDCI generally doesn't complete long term planning, but focuses on near-term projects

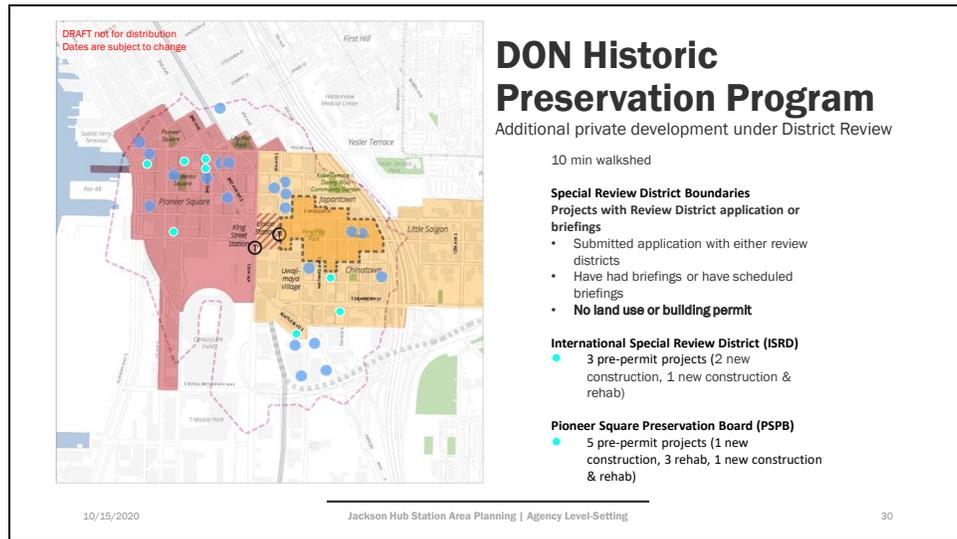
Slide 28



Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- This map shows the approximate location of the light rail station and a 10-minute walkshed
- 21 new projects with a mix of residential, commercial, and hotel are proposed within the walkshed

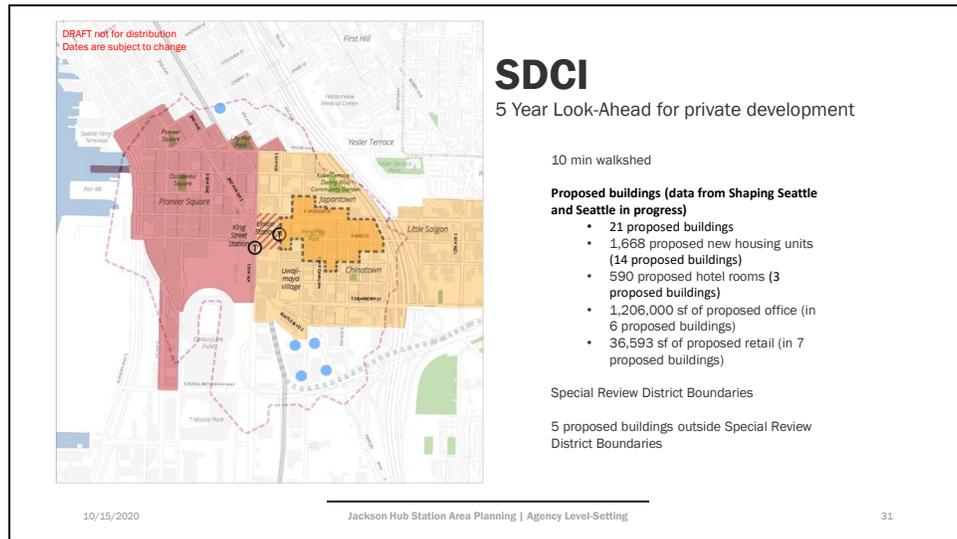
Slide 30



Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- This map adds in a number of new projects that have started the International Special Review District process but haven't yet sought permits from SDCI

Slide 31



Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- Five buildings are located outside the International Special Review District boundaries
- Given the size of these projects, they require a process called Design Review

Slide 32

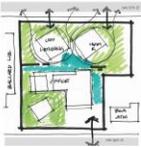
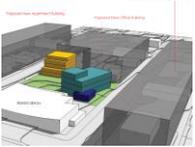
SDCI- Design Review

Design Review is one of the tools we use to create a better city. It gives residents, our planners, and the professional volunteers serving on the Design Review Boards a voice in the design of new multifamily and commercial buildings.



Our Design Review Program and its boards review multiple aspects of a building and its site such as :

- Relationship to adjacent sites and street frontage
- Pedestrian and vehicular access
- Materials, open space, and landscaping

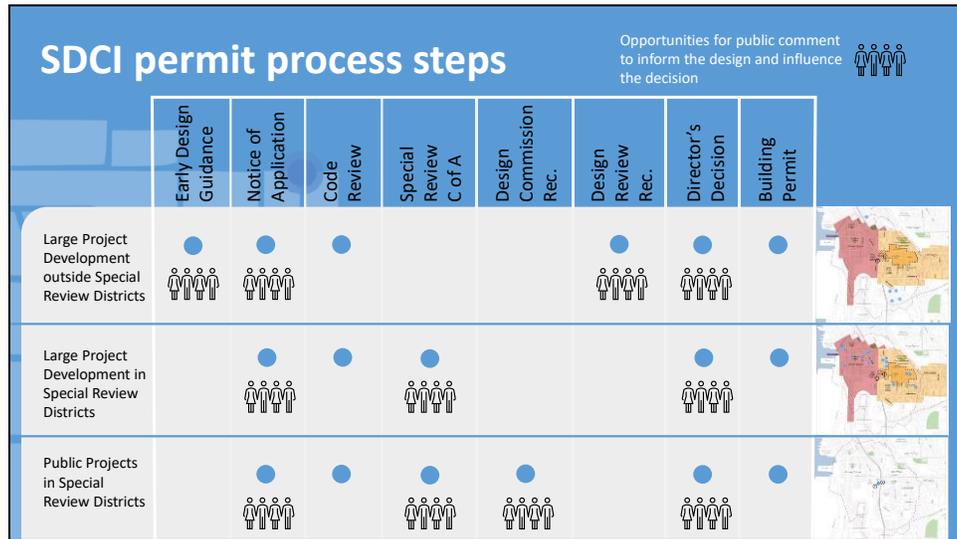


10/15/2020
Jackson Hub Station Area Planning | Agency Level-Setting
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Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- Design Review is a public process by which communities and the Design Review Boards shape private development proposed in our city
- Design guidelines are used to inform aspects of development
- Guidelines for commercial and downtown are supplemented by neighborhood design guidelines
- Work to achieve higher quality of development through site design, architecture, and integration into the neighborhood

Slide 33



Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- This slide describes the permit process steps for different types of development
- On the left are three different categories (see slide)
- At the top of the graphic are the master use permit process steps
- The blue bullets note applicability
- The people represent key windows for public engagement
- The different process steps depend on whether a project is private or public or inside or outside the International Special Review District
- The light rail station will participate in both Design Commission and International Special Review District processes, along with the typical SDCI steps
- The station will not be subject to Design Review process steps

Slide 34

SDCI

General Tips and References

SDCI <https://www.seattle.gov/sdcj>
 Permit Overview [http://www.seattle.gov/sdcj/permits/permits-we-issue-\(a-z\)](http://www.seattle.gov/sdcj/permits/permits-we-issue-(a-z))
 Design Review <http://www.seattle.gov/sdcj/about-us/who-we-are/design-review>
 Design Review Tip 238 <http://www.seattle.gov/DPD/Publications/CAM/cam238.pdf>
 Master Use Permit Tip 201 <http://www.seattle.gov/DPD/Publications/CAM/cam201.pdf>

Search for upcoming reviews

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/upcomingreviews/>
<https://web8.seattle.gov/sdcj/shapingseattle/buildings>
<https://www.seattleinprogress.com/>



10/15/2020 Jackson Hub Station Area Planning | Agency Level-Setting 34

Speaker: Lindsay King, Department of Construction and Inspection (SDCI)

- These links will help you delve deeper into the permit process and search for upcoming reviews

Slide 35



Any Questions?

10/15/2020 Jackson Hub Station Area Planning | Agency Level-Setting 35

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Speaker: Andrew Tran, Seattle Office of Planning and Community Development

- Before we jump into the presentations on the capital and infrastructure projects, we just want to show the themes again from the community planning efforts as reference for folks to think about and keep in the back of your mind as you learn about the capital projects
- To reiterate, these are themes that we are continuing to develop and has come out of previous efforts as well as feedback that we continue to hear

Slide 37

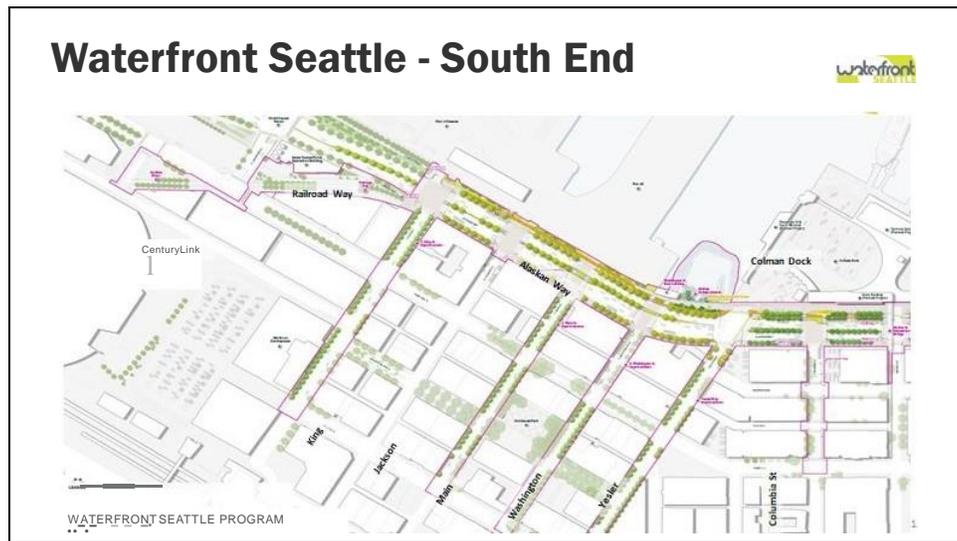


Seattle

Major Projects, Plans, and Initiatives

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Speaker: Stephen Pearce, Office of the Waterfront

- I'm Steve Pearce, Urban Design Manager with Office of the Waterfront and I manage the Pioneer Square East West Improvements Project
- We have a big program to the west of the Jackson Hub Station Area
- Following removal of Alaskan Way Viaduct, City is building a new waterfront and east-west connections to it
- Some things have been completed on this site plan—there's a new habitat beach near Coleman Dock, we restored the Washington St boat landing, and completed the sea wall replacement in this area
- Other projects include
 - Main Corridor/Alaskan Way (the street and adjacent promenade)
 - We're building a new boulevard with wide sidewalks, street trees, signalized intersections with generous crosswalks, special transit and ferry lanes, and a two-way cycle track that's separated from traffic
 - It's under construction—the roadway portion of the project will be complete by 2022, and the whole thing will be completed by 2024
 - Railroad Way (King St S to intersection of Occidental and Railroad)
 - Removal of Viaduct opened opportunity to converting to a shared street
 - Connections from new waterfront into Stadium District
 - Will be completed by 2023
 - Pioneer Square East West Streets
 - Four segments
 - We're improving King and Yesler between Alaskan Way and First Avenue
 - Washington and Main between Alaskan and Occidental to connect new waterfront park to Occidental Park

- Connecting neighborhood to new waterfront
- Unique condition of an at-grade connection
- Opportunity to improve Main and Washington (non-arterial) streets for pedestrians, especially those with disabilities
- This project is in design now—construction will start in mid 2022

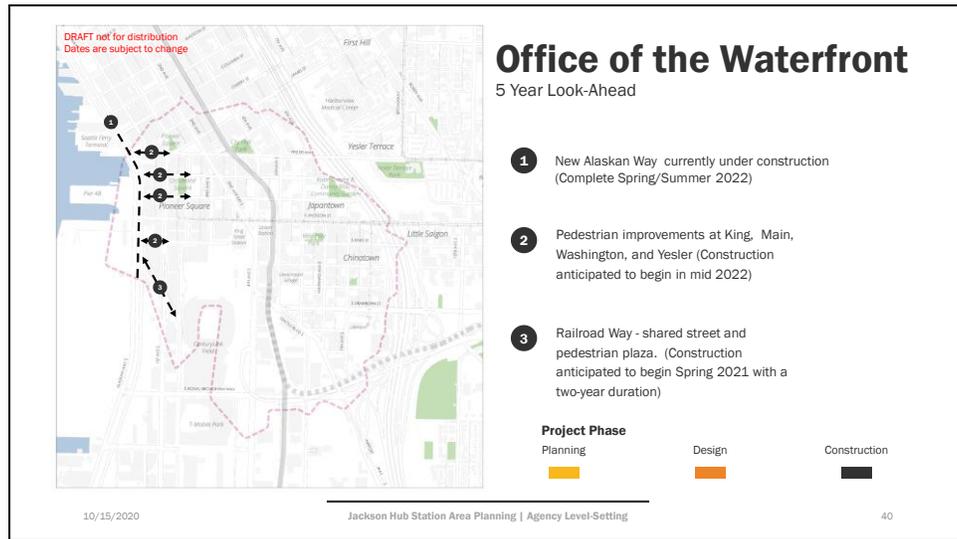
Slide 39



Speaker: Stephen Pearce, Office of the Waterfront

- This is the overall schedule for the waterfront program
- Some projects are complete, some are under construction, and some are in the design phase
- We're looking to complete all by 2024

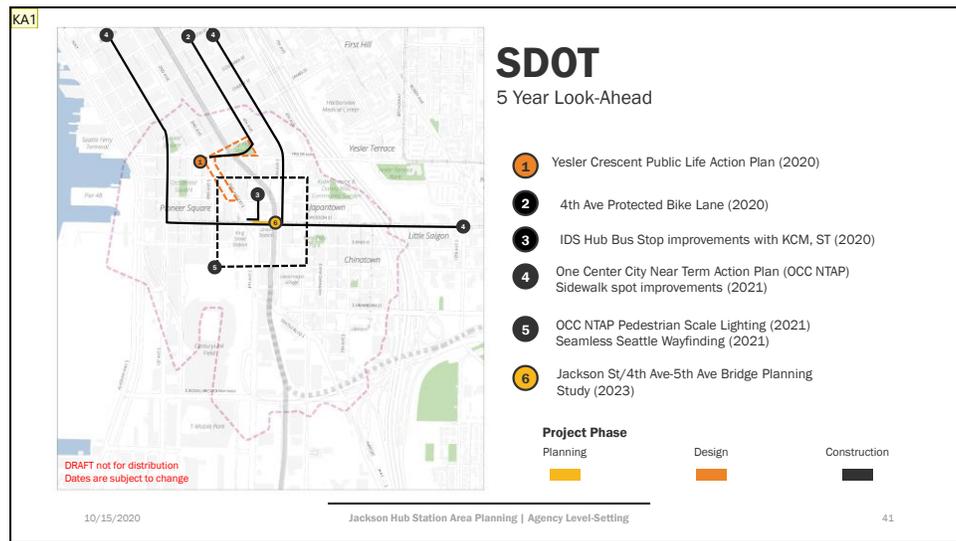
Slide 40



Speaker: Stephen Pearce, Office of the Waterfront

- This shows the sequence of events for the next five years for the projects I've spoken to

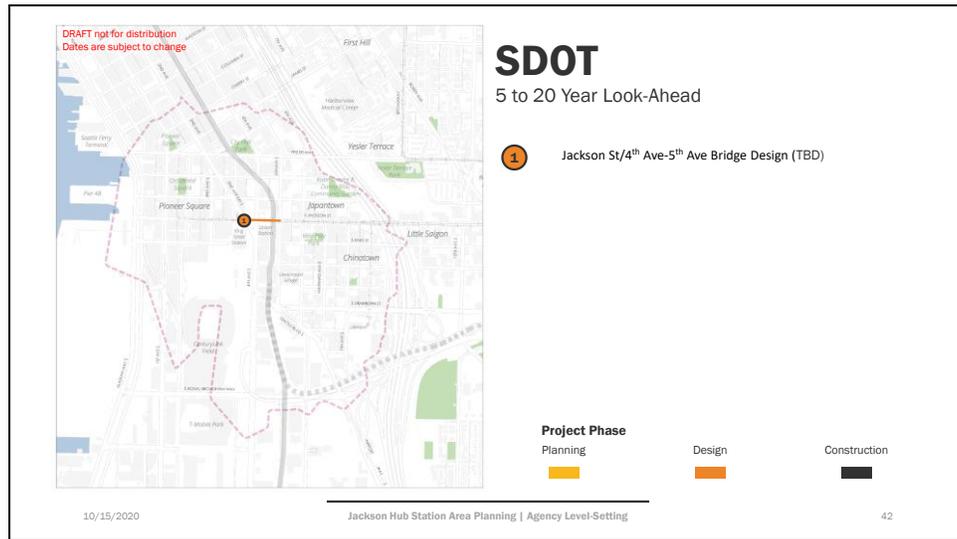
Slide 41



Speaker: Lizzie Moll, Seattle Department of Transportation (SDOT)

- I'm Lizzie Moll with SDOT in the Policy and Planning Division
- SDOT is planning on delivering a few projects in the next five years including pedestrian improvements like sidewalks, trees, benches, curb ramps, wayfinding, lighting, and mobility improvements (4th Ave PBL).
- Pedestrian improvements like pedestrian lighting and wayfinding will be implemented in the five-minute walk around the Chinatown-International District station area, extending a few blocks into Pioneer Square and Chinatown-International District neighborhoods
- There has been engagement on wayfinding over the past couple of years and we are kickstarting the conversation about pedestrian lighting now
- We also have funding for sidewalk spot repair and installing new age-friendly seating along major walking routes in Pioneer Square and Chinatown-International District
- SDOT is coordinating with King County Metro and Sound Transit around sidewalk and bus stop improvements at Jackson and 4th
- The Yesler Crescent Public Life Action Plan includes coordination with Parks and private partners to fund and implement recommendations for public spaces and mobility at Yesler Way and 3rd Ave centered around the Pioneer Square station area.
- Bicycle mobility improvements on 4th Ave are planning on being constructed in 2020 and 2021 to connect the downtown bike network with the existing 2nd Ave Extension S protected bike lane
- The Bridge rehabilitation/replacement program will be studying the S Jackson St Bridge between 4th and 5th Ave from Fall 2021-2023. This study will help determine the future need and cost to rehabilitate or replace the current structure that supports S Jackson St.

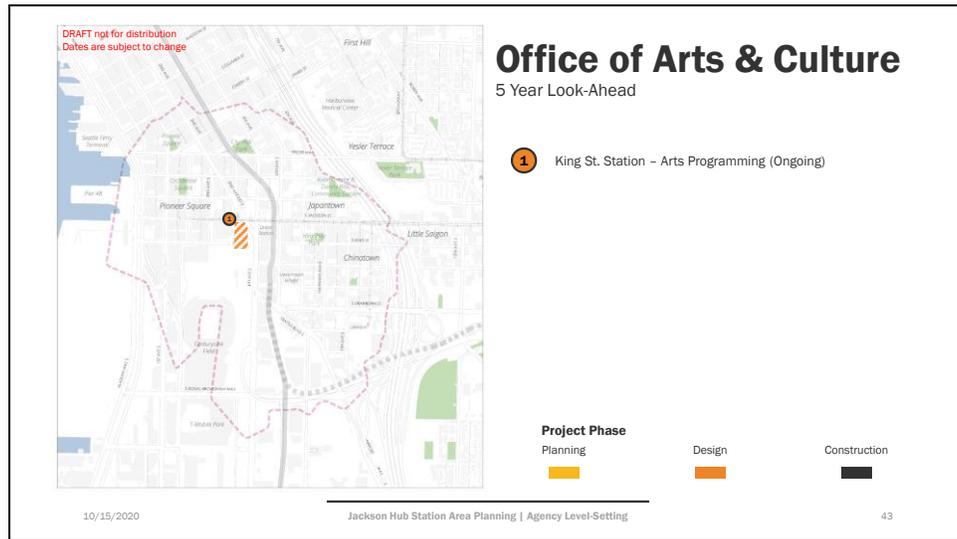
Slide 42



Speaker: Lizzie Moll, Seattle Department of Transportation (SDOT)

- There might be design or construction work happening on this portion of S Jackson depending on the outcome of the bridge planning study

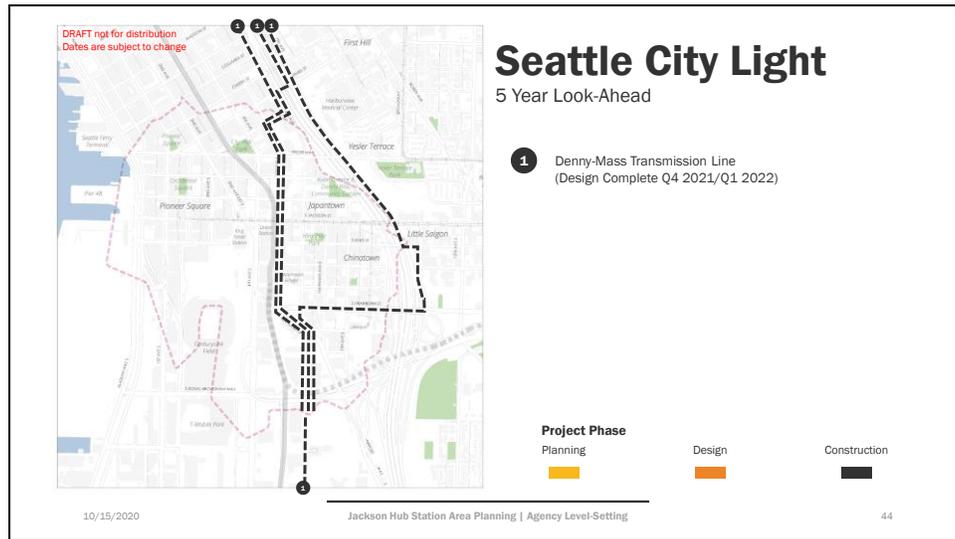
Slide 43



Speaker: Andrew Tran, Seattle Office of Planning and Community Development presenting on behalf of the Office of Arts and Culture

- This is a programming effort of both the King Street Station space within the building—exhibition and community space—and the plaza in front of the Station
- The project isn't really planning or design, but it is programming
- We included it because it influences how community members will use the space
- Programming started in 2018, space opened in 2019
- Ongoing effort served by an advisory board who serve up to two two-year terms
- Art in plaza turns over annually in June
- Art has been selected for 2021-2023

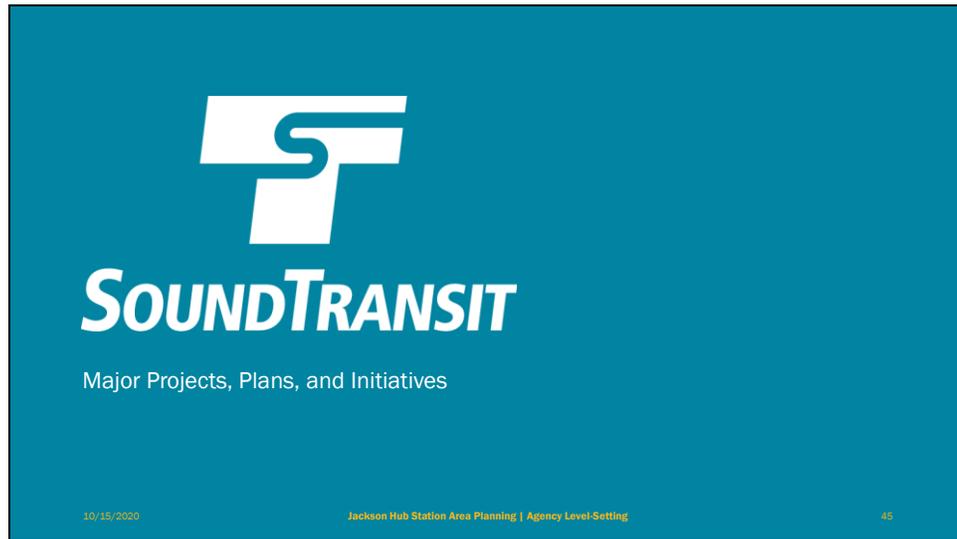
Slide 44



Speaker: Sherry Edquid, Seattle City Light

- I'm the Project Manager for the Denny-Mass Transmission Line
- It goes from Denny Substation to Massachusetts Substation in the south
- 2.7 mile route
- Three proposed routes shown here
- Majority of route is underground, above ground just south of I90
- Route will be selected in 2021 when a designer is on board
- Benefit is that it will install new transmission line that's more reliable and improves grid system to make all systems more reliable
- Construction will start in 2022 which will include a three-foot wide continual open cut in the right-of-way
- Larger open cuts will be needed to place vaults (22x12 feet)
- Vaults are installed—approximately 2-3 per mile
- Work will primarily occur during the day requiring a single lane closure for a couple weeks to install the line, and for a longer, 30-day period to install the vaults
- Won't require outages, businesses will remain open and we will provide signage directing to their businesses
- We would put down temporary paving during work
- We look forward to collaborating with other agencies doing work in this area

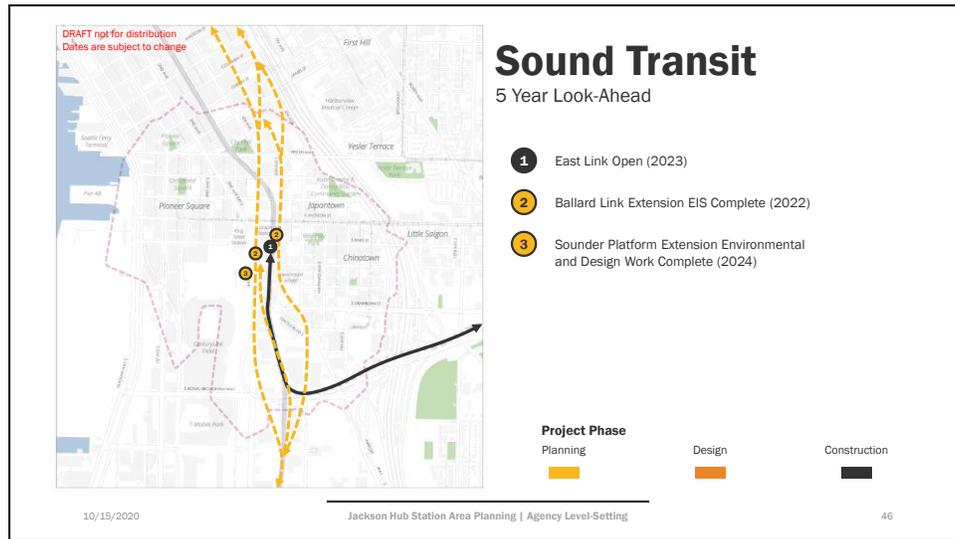
Slide 45



Speaker: Sloan Dawson, Sound Transit

- I'm going to be speaking to Sound Transit's major projects planned in the Jackson Hub area
- Timelines are subject to change given the unique fiscal and political circumstances confronting our society and major infrastructure projects
- Sound Transit will be going through its own process to evaluate adjustments to the ST3 plan in the coming year
- We will be keeping the broader community apprised as those conversations happen and sharing ways to engage

Slide 46

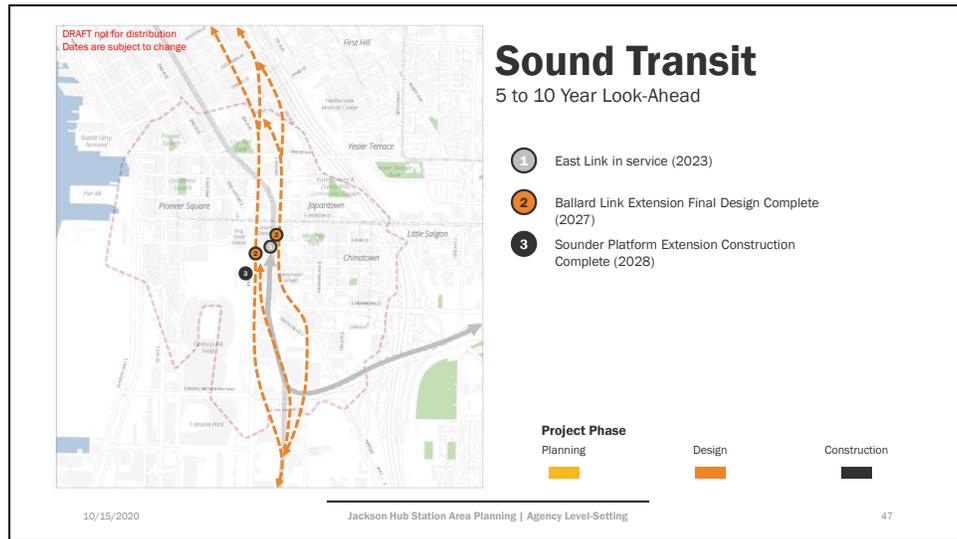


Speaker: Sloan Dawson, Sound Transit

- We have a lot happening in the Jackson Hub area over the next five years
- You've probably seen construction work happening on I90 ramps and I'm sure will recall the Connect 2020 service disruptions
- All of this work was to ready Sound Transit for activation of East Link, which started nearly 15 years ago
 - East Link is slated to enter service in 2023
 - East Link will connect downtown Seattle to Microsoft's campus in Redmond via downtown Redmond and the Bel-Red corridor
 - Service to Downtown Redmond will follow quickly in 2024
- The Ballard Link Extension will introduce a new light rail station to the Jackson Hub area
 - Transit riders will be able to transfer between regional light rail, commuter light rail, local street car, regional and local bus, and Amtrak passenger rail
 - This project is in the planning phase, currently developing a Draft EIS
 - As part of this EIS phase of work, Sound Transit is engaging with the City and community to co-plan the station area in terms of access, circulation, public realm, and integration with the public realm
 - Sound Transit is evaluating several alternatives in the Draft EIS—a couple under 4th Ave S and a couple under 5th Ave S
 - Station alternatives would be below grade
 - Sound Transit is currently studying ways to connect those potential stations with different alignments through Downtown and SODO.
- As part of ST3, Sound Transit will enhance platforms and access structures to existing stations along the South Sounder line

- We will be conducting environmental review of the platform extension which will be at the South End of the current Sounder platform at King Street Station
- This is an opportunity for coordination with other projects in the area and engagement with community

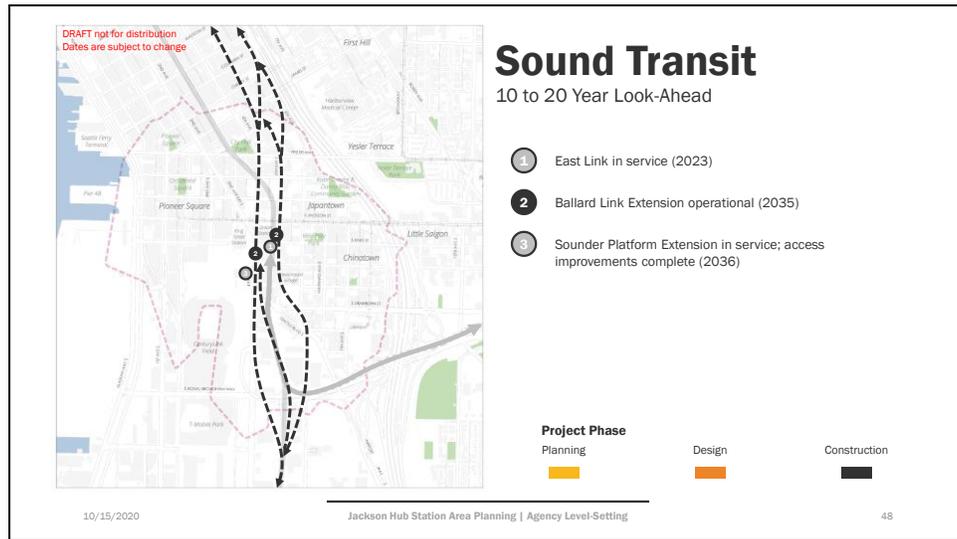
Slide 47



Speaker: Sloan Dawson, Sound Transit

- In the 5 to 10 year horizon, East Link will be well into operation and service
- We will be advancing the Ballard Link and Sounder projects
- The Ballard Link Extension will have entered final design around 2023 and will be complete in 2027, at which point it would enter construction
- Construction of the South Sounder Platform Extension will be complete by 2028

Slide 48



Speaker: Sloan Dawson, Sound Transit

- In the 10 to 20 year time horizon, major construction will be well underway for Ballard Link Extension in 2030
- The station will be complete and service operational in 2035
- The extended platform for Sounder will be in service
- ST3 Plan calls for completion of all of the access improvements to South Sounder stations in 2036

Slide 49



Speaker: Chris Arkills, King County

- I'm Chris Arkills and I work in government relations for King County Metro
- We didn't fit the capital projects framework as well as some of the other organizations as Metro is more of an operational agency than a capital agency
- Right now we only have two small capital projects
- The first capital project is the bus island and sidewalk improvements at the NW side of 4th and Jackson, which are nearing completion
- The second is to improve the bus stop at 3rd and Main
- We focused on what our bus network is like in the area and the county's civic campus

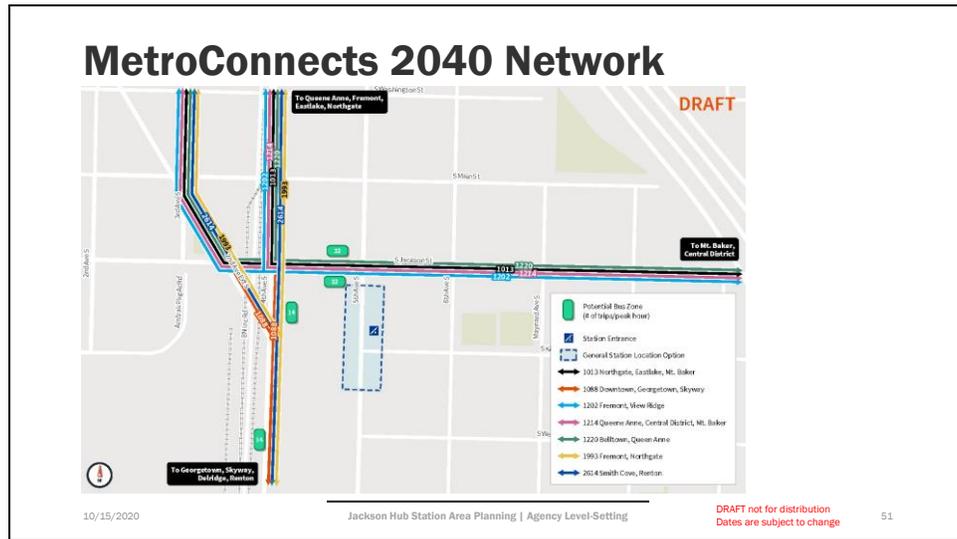
Slide 50



Speaker: Chris Arkills, King County

- This slide shows the rough volumes of service coming through the Jackson Hub area each weekday
- 4th Ave is a critical route for busses due to its connection to the south, to our bus bases, and access off of I90 and I5, and access to the downtown bus service network on 2nd, 3rd, and 4th Aves
- Jackson is a busy corridor due to frequent trolley busses and other busses
- Orange lines show "deadhead services" to get to a layover or get up from the bus bases
- You can also see where the trolley wire is located

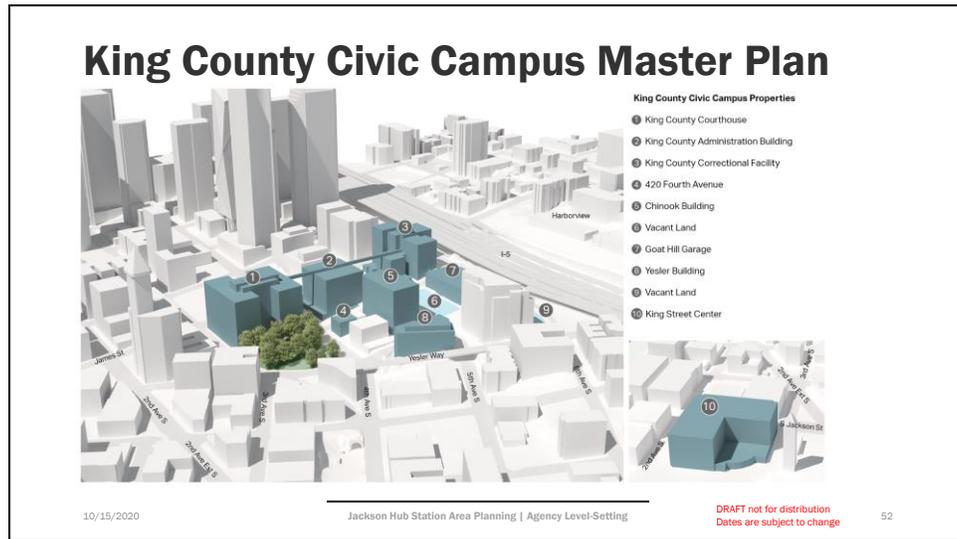
Slide 51



Speaker: Chris Arkills, King County

- This rough map shows routes expected to go through study area in 2040
- Volumes will go down somewhat as light rail expands, but we expect sizeable bus volumes will remain here

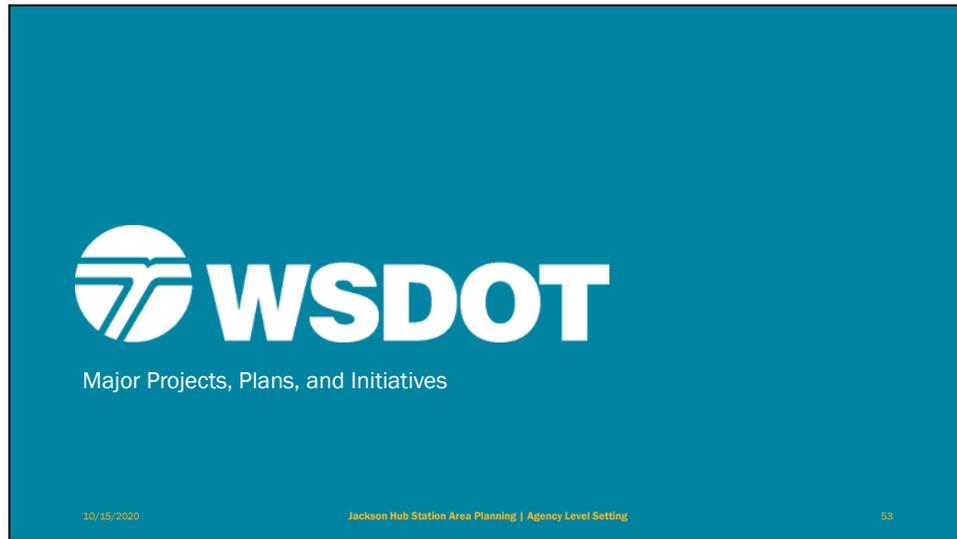
Slide 52



Speaker: Chris Arkills, King County

- King County is creating a Civic Campus Master Plan
- We're aware of our role as a major land owner and employer in south Downtown
- The county is looking at its buildings and properties and their future uses
- This process is complicated by Covid

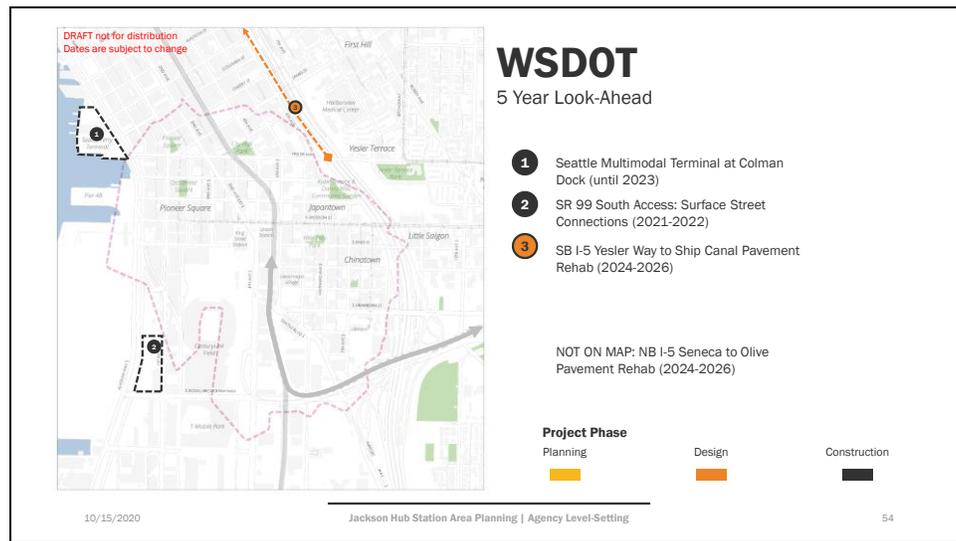
Slide 53



Speaker: Robin Mayhew, WSDOT

- I'm Robin Mayhew, the Management of Mobility Director with WSDOT
- There are four projects that I'll highlight
- Some of the projects I'm going to mention haven't been awarded yet and may be caught up in the same funding issues others have mentioned

Slide 54



Speaker: Robin Mayhew, WSDOT

- Colman Dock Multimodal Project is a major rehab project to make seismic improvements and improve circulation and accessibility. This includes replacing existing timber trestle with concrete and steel, main terminal building, passenger only ferry facility (done), elevated walkway
 - It's at Pier 48, Alaskan Way
 - The project underway and will be completed in 2023
- SR 99 South Access: Surface Street Access
 - Intended to connect local streets to SR 99
 - The project complete final surface street improvements around the south portal
 - Includes this area:
 - SR 99 south portal (north end of project)
 - Royan Brougham (south)
 - 1st Ave (east)
 - Alaskan Way (west)
 - Plan to advertise this fall and will be completed in 2022
- Southbound I-5 Ship Canal Bridge to Yesler Way Concrete Rehab
 - Part of our larger Revive I-5 work which typically includes a few projects in King County each year
 - Right now the 10 year plan has 29 I-5 rehab jobs in King County
 - At SB I-5 Ship Canal Bridge to Yesler Way
 - Will be completed in 2026
- Final project is not on the map: Northbound I-5 Seneca St. to Olive Way Mobility Improvements
 - Adds a lane for four-miles where NB I-5 narrows from 4 to 2 lanes
 - Also includes metering on Cherry street off-ramp to NB I-5 and the NB collector distributor ramp

- Extends the NB I-5 active traffic management system (the electronic overhead signs) further north to SR 520
- The system currently ends near I-90
- Plan to advertise this fall and will be completed in 2022

Slide 55



Speaker: Geraldine Poor, Port of Seattle

- The Port is committed to working with near-port communities, whether the Duwamish near the airport or here

Slide 56



Speaker: Geraldine Poor, Port of Seattle

Terminal 46

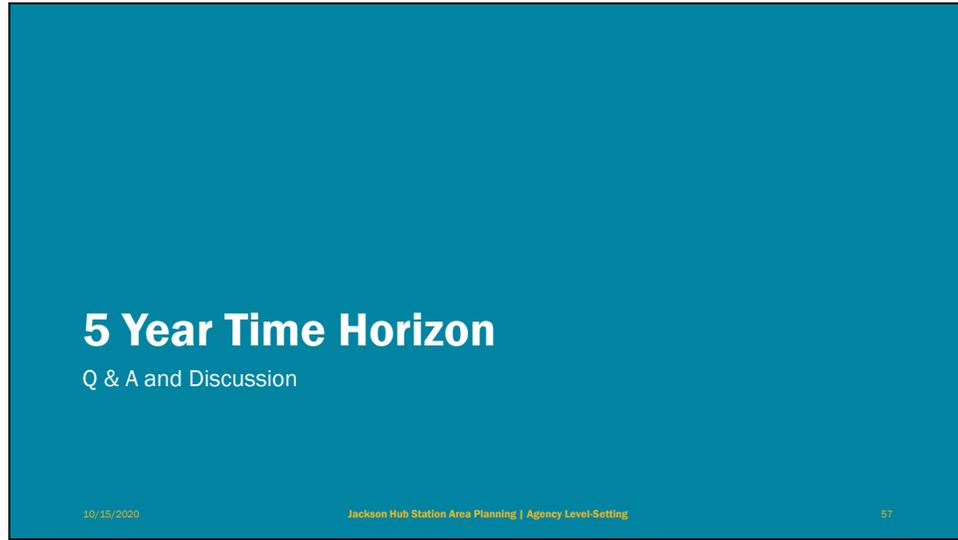
- 88-acre parcel
- Located at the south end of the downtown waterfront that stretches from Jackson Street on the North to Atlantic Street on the south end
- Historically, T46 has been an active cargo terminal operated and maintained facility for maritime industrial uses by the NWSA
- Recently, the NWSA realigned cargo facilities and infrastructure in the harbor including the modernization of Terminal 5
- The NWSA and the Port of Seattle envision the entire Terminal 46 site as a flexible maritime transportation facility and a critical asset to Seattle's working waterfront
- In October, 2019, the Port began a SEPA review of a proposal to develop a 4th Cruise berth to serve the growing demand for Alaska
- T46 was the preferred location
- In April, 2020, the cruise terminal project and the environmental review were paused due to the impact of COVID-19 on the cruise industry and the investment partner process has been cancelled

Pier 46 Replacement Structure Project

- The Pier 46 Replacement Structure Project was identified by the Port Commission this April as a project to accelerate
- We have just started organizing ourselves now to conduct a feasibility study of Pier 46
- The 1.5 acre parcel of commercial moorage has reached the end of its useful life
- Historically, it's been used primarily for fishing vessels, and you may also remember Bertha, her conveyor belt to the barge spoils which was docked here

- We'll be looking at what maritime uses make sense at this north pier, to determine its role and uses, and given its deteriorated condition and strategic waterfront location
- The Port is considering a range of options for potential uses including fishing boats, trawlers, passenger ferries, barges and small passenger vessels
- The feasibility study is not a decision-document, but rather an opportunity to understand the existing conditions and a tool to learn more about the potential uses, market analysis, cost estimates and engineering questions along with a discussion about environmental review
- The next step will be to begin the actual planning for a project
- Community input is always valuable—through the cruise terminal DEIS we received a substantial amount of input about the community's interests and development values for this waterfront area.
- That is helpful input to have for this feasibility study and will help us shape the community engagement plan for the project in 2021, if we move into project planning
- We expect to share the details of the feasibility study with Commissioners by end of the year or early next year

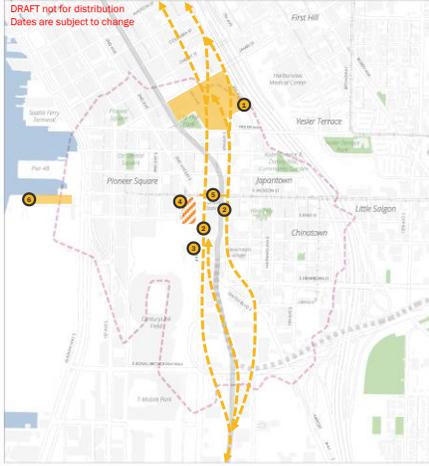
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5 Year Time Horizon
Q & A and Discussion

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Dates are subject to change



Planning

5 Year Look-Ahead

- 1 Civic Center Master Plan, KC (2020/2021)
- 2 Ballard Link Extension EIS Complete, ST (2022)
- 3 Sounder Platform Extension Environmental and Design Work Complete, ST (2024)
- 4 King Street Station Arts Programming, OAC (Ongoing)
- 5 Jackson St/4th Ave-5th Ave Bridge Planning Study, SDOT (2023)
- 6 Pier 46 Replacement Structure Planning, Port of Seattle (2020-2021)

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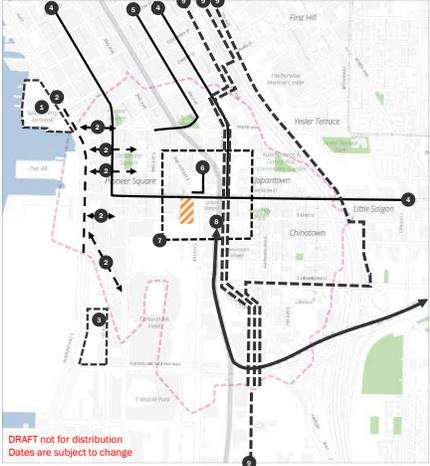
Design
5 Year Look-Ahead

- 1 Denny-Mass Transmission Line, SCL (Design Complete Q4 2021/Q1 2022)
- 2 SB I-5 Yesler Way to Ship Canal Pavement Rehab, WSDOT (2024-2026)
- 3 Yesler Crescent Public Life Action Plan, SDOT (2020)

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The map displays the Jackson Hub Station Area with various streets and landmarks. Three specific design projects are highlighted with orange dashed lines and numbered circles: 1. Denny-Mass Transmission Line, SCL; 2. SB I-5 Yesler Way to Ship Canal Pavement Rehab; and 3. Yesler Crescent Public Life Action Plan. The map also shows other streets like Pioneer Square, Chinatown, and Yesler Terrace.

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Construction

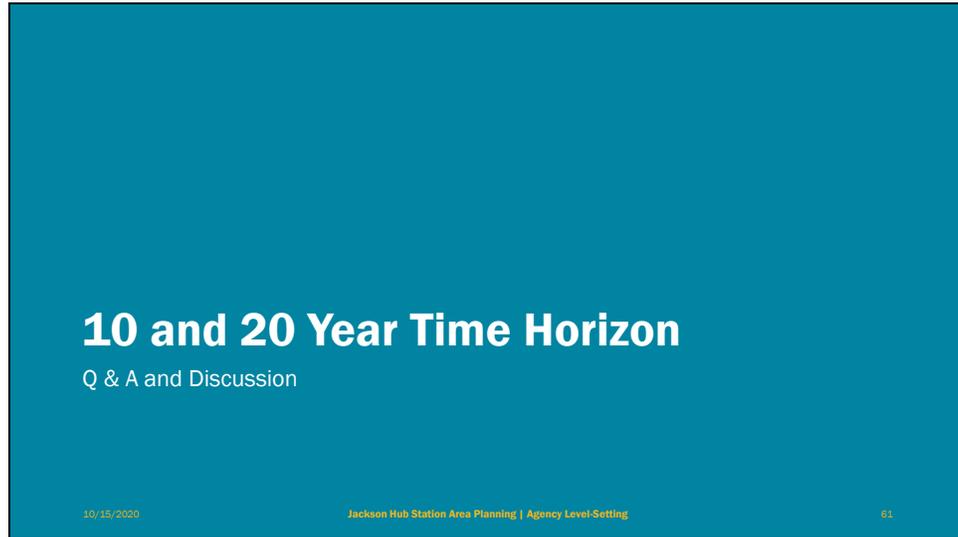
5 Year Look-Ahead

- 1 Seattle Multimodal Terminal at Colman Dock, WSDOT (until 2023)
- 2 New Alaskan Way currently under construction, Pedestrian improvements, shared street/plaza, Office of Waterfront (2021-2023)
- 3 SR 99 South Access: Surface Street Connections, WSDOT (2021-2022)
- 4 One Center City Near Term Action Plan (OCC NTAP) Sidewalk spot improvements, SDOT (2021)
- 5 4th Ave Protected Bike Lane, SDOT (2020)
- 6 IDS Hub Bus Stop improvements, SDOT with KCM, ST (2020)
- 7 OCC NTAP Pedestrian Scale Lighting, SDOT (2021)
Seamless Seattle Wayfinding, SDOT (2021)
- 8 East Link open, ST (2023)
- 9 Denny-Mass Transmission Line, SCL

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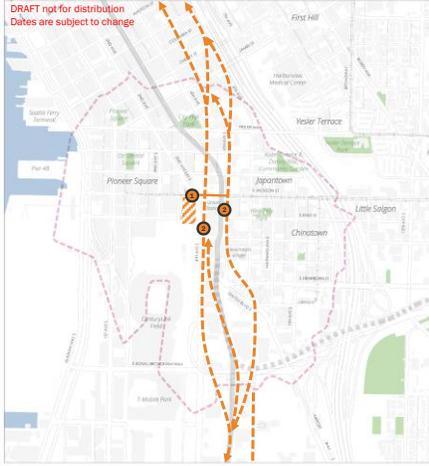


10 and 20 Year Time Horizon
Q & A and Discussion

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Dates are subject to change



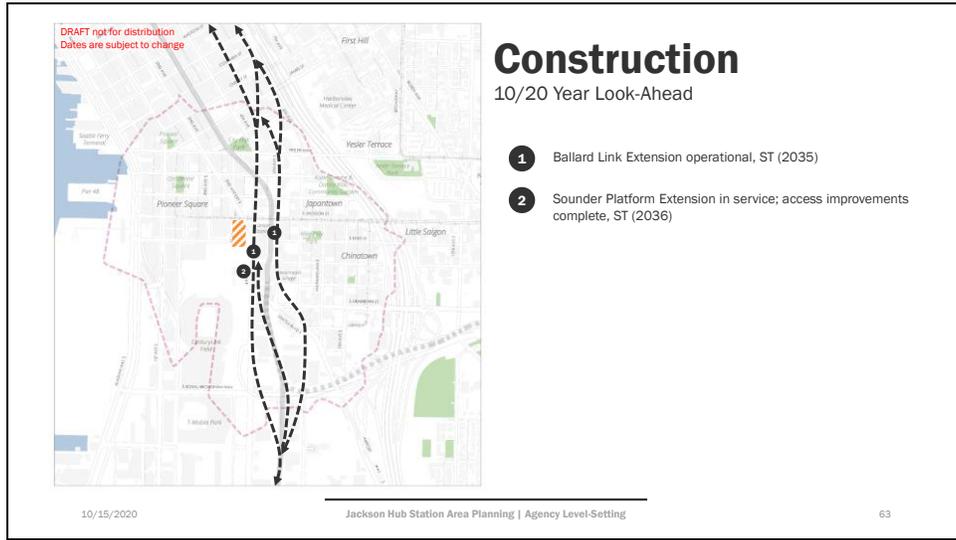
Design
10/20 Year Look-Ahead

- 1 Jackson St/4th Ave-5th Ave Bridge Design, SDOT (TBD)
- 2 Ballard Link Extension Final Design Complete, ST (2027)

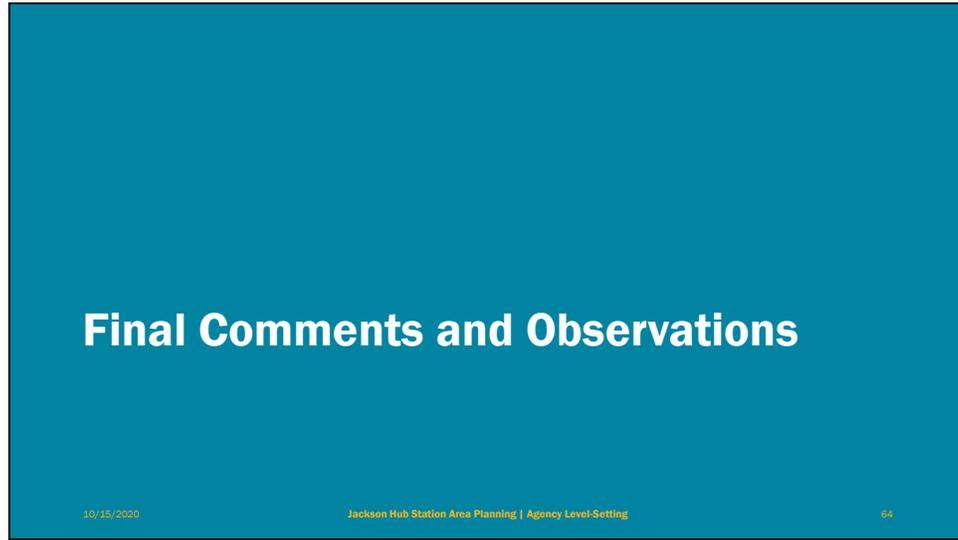
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The map displays the Jackson Hub Station Area with various transit routes. A dashed orange line indicates a route from Pioneer Square, through the station area, and extending south. Two specific locations are marked with numbered circles: '1' is located at the intersection of Jackson St and 4th Ave, and '2' is located further south on the route. The map also shows surrounding areas like First Hill, Pioneer Square, and Chinatown.

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Final Comments and Observations

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Next Steps

Possibilities for future workshops and implementation needs

Continue to work with Community stakeholders to understand recommendations and policies

Highlight common themes, recommendations, opportunities and gaps. Inform interagency collaboration.

Which agency/departmental projects, programs, and decisions could use this analysis?

Identify tools for collaboration to help different agencies track planning recommendations, policies and projects.

How do you see this being a tool for your project, agency or department?

Speaker: Magda Hogness, Seattle Office of Planning and Community Development

- As part of an agency, we know we can do better by communities by coming together and coordinating our efforts and breaking down silos.
- This mapping process is one part of work in trying to figure out how we can coordinate better. As we mentioned earlier, we are looking for feedback on themes and maps (including what is still relevant, to what degree). We want to get this part right and will continue to work with Community stakeholders to understand the nuances of the recommendations and policies
- We will use this work to highlight common themes, recommendations, opportunities and gaps that could inform and invite agency collaboration.
- For continuing the discussion for this workshop collaboration generally, we wanted to ask the group to reflect on these two questions
- **Which agency/departmental projects, programs, and decisions could use this analysis?**
- **How do you see this being a tool for your project, agency or department?**
- Thank you, open for feedback or any questions you may have.

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Adjourn
Thank you.

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