



**Pike Place Market Preservation and Development Authority (PDA)  
WATERFRONT REDEVELOPMENT COMMITTEE (WRC)  
Meeting Minutes**

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**Wednesday September 14th, 2011  
4:00 p.m. to 5:00 p.m.  
Pike Market Senior Center**

**Committee Members Present: Patrick Kerr, Gerry Kumata, Matt Hanna, Bruce Lorig**

**Other Council Members Present: Gloria Skouge**

**Staff Present: Ben Franz-Knight, Ryan Yale, Marlys Erickson**

**Others Present: Ken Johnson, Peter Steinbrueck, Marshall Foster, Steve Pearce, Mike Johnson, Kathryn Cox-Czosnyka, Andrew Barash, Bob Chandler**

The meeting was called to order at 4:00 by Patrick Kerr, Co-Chair.

**I. Administrative**

- A. Approval of Agenda  
The agenda was approved by acclamation.
- B. Approval of Meeting Minutes for August 29<sup>th</sup> & September 6<sup>th</sup>  
The Meeting Minutes were approved by acclamation.
- C. Announcements and Community Comments  
None

**II. WRC Planning**

Steve Pearce presented the waterfront presentation, including an update on the bored tunnel and previous and current Elliot/Western connector designs. He commented on the slides within the presentation. The full presentation is included within these minutes. Steve commented on the PDA letter discussing the Guiding Principles and noted that he had passed these principles onto the design team. He also stated that the next iteration for the design concept will be given in late October.

Matt inquired as to how the meeting was initiated and the intent of the meeting.

Pat responded that there are concerns about the Elliot/Western connector and how that will relate to the Market. Pat noted that the main issue of the meeting will be to discuss the WRC's concern that the Elliot/Western, as currently proposed, will divide the Market from the Waterfront instead of connecting it to Alaskan Way and the waterfront.

Ben added that the WRC's goal of this meeting will be to understand the way in which the decision about the current plans have been made, what the path forward is, and how a final resolution will be decided upon. In addition, he noted that the other intent of the meeting was to allow the WRC members to voice their concerns regarding the decision process and current proposed design concepts.

Peter added that the transportation plan and entire configuration below the Market, including the connection and arterial roads, should be discussed to fully understand how the current plans were determined to be the most optimal solution to direct vehicular traffic.

Steve described the process the city has taken to arrive at the decision and began the presentation. He noted that the city is also taking into consideration the Market's concern regarding the Final EIS and stated that there will be additional work done and consideration taken in the future. He added that in mid-2012 they will have a better understanding of the environmental impacts and will work with the PDA and Historic Commission at that time. He stated that there will be a NEPA or SEPA process to identify significant impacts to neighboring communities. Steve then discussed the project implementation and current responsibilities of the city, including the bored tunnel and Elliot/Western Connector. He discussed the considerations for the NW Seattle connection, which included;

- Provide efficient and reliable connections to NW Seattle neighborhoods and industrial areas served by current SR99 Elliott/Western ramps
- Avoid at grade rail crossing at Broad Street
- Avoid new aerial roadway structures on waterfront
- Provide workable freight route –7% maximum grade

Steve gave an overview of the history of design concepts from Alaskan way to Elliot Western connection. A question and answer period on previous design concepts dating back to the early 2000's followed.

A discussion among the city representatives and the WRC took place throughout the presentation.

Pat commented on the presentation and stated he has concerns about the lid design concept and the potential costs of the project. Pat added that the connector could be problematic in transitioning pedestrians between the Market and the Waterfront.

Marshall commented that the current lid design will work as an attractive connection to the waterfront. He added that the lid has been looked at as an extension of the Market.

Gerry added that the lid fold that was presented is a long way to travel for pedestrians. He added that there will be a potential for security problems with the amount of open space. Gerry noted that the current design concept of placing the parking garage entrance at the 2<sup>nd</sup> level will create confusion and added problems for visitors. He added that the entrance would have to remain where it is now. He stated that the amount of space will make it very hard to make it attractive to pedestrians including natural light.

Steve stated that they have asked the design team pay close attention to the folds and how it can be attractive including natural light, commercial uses, night time uses, etc. Steve also discussed the rough estimates of the amount of vehicle traffic for all roadways included in the current design plans and noted that this is also something the city is looking very closely at especially with the possible tolling fees.

Pat inquired if there has been any discussion of using the current Western Avenue and Alaskan Way instead of what has been proposed in the design concept. He added that with the removal of the viaduct there is an opportunity to use the area as opposed to adding the proposed roadway, which would essentially just replace the viaduct and continue to cut off a large portion of the downtown/Market area from the Waterfront.

Peter commented on the current design concept seems to be directing the majority of the traffic up the Elliot/Western connector and stated that he has a hard time understanding the rationale of the design.

Steve discussed the design concept and noted that part of the intent of the design was as related to the Elliot/Western connector was to open up a larger public space on the waterfront that is not separated by a roadway.

A question and answer period followed on the remainder of the presentation, which has been attached to the minutes.

**III. Adjournment**

The meeting was adjourned at 5:30 p.m. by Patrick Kerr

Meeting minutes submitted by:  
Ryan Yale, Executive Assistant