



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

**Wednesday September 30th, 2011
11:00 a.m. to 12:30 p.m.
PDA Conference Room**

Committee Members Present: Jackson Schmidt, Patrick Kerr, Gerry Kumata, Matt Hanna,

Other Council Members Present:

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

Others Present:

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

I. Administrative

- A. Approval of Agenda
The agenda was approved by acclamation.
- B. Approval of Meeting Minutes for September 14th, 2011
The Meeting Minutes were approved by acclamation.
- C. Announcements and Community Comments
Ben updated the committee on the Design RFQ process and discussed the interview process of the six respondents in addition to an alternative proposal that Pat Kerr would share with the committee. He also stated he will return to the WRC with the results.

II. Discussion of the Elliot/Western Connector

Jackson began the discussion and stated he had a conversation with Matt Hanna, who raised the issue at the Council meeting in order to frame a motion for discussion.

Matt stated he would like to have a discussion prior to a motion for full Council. He noted that there are technical drivers to the Elliot/Western Connector and requested that Ben and Peter Steinbrueck give an overview of the framework submitted, which consists of the transportation and Elliot Western Connector.

Peter stated that the road system does not appear to integrate with an urban design overly. He added that when you separate people from streets, cars and traffic it results in a less than optimal outcome. He noted that the design should maintain the functionality of the surroundings and he feels that the position statement he submitted implicitly accepts that there will be a transportation corridor and there are more pros than cons involved. Peter gave an overview of the design dimensions and grade level associated with the corridor.

Ben stated that the discussion of the E/W connector should focus on the surfaces we should be weighing over one another and what parts of the connector are critical to interact and with the

design team and make the concerns of the Market clear. He added there are multiple areas of concern, but the WRC should begin the discussion and conversations with the design team of building from the ground up in regards to the connector and proposed grades instead of concentrating on the fold/lid concept.

Matt stated that if the WRC believes that the fold/lid connector has a negative effect on the Market then the WRC and PDA should convey that to the design team. Matt asked Peter about the questions asked after the SDOT presentation and inquired if he believed we should focus on integrating the roadway or could we still challenge the concept of the roadway.

Peter stated that at this stage we are in a great spot due to the fact that an EIS has not been done for the roadway and if we are not satisfied with the level of the analysis, impacts and design then we can press the issue further. He added that it is currently there should not be any pushback to suggest there should not be a transportation corridor, but there should be new analysis on the way the design team has configured the roadway and Alaskan Way. He noted that a grade separation at Broad Street on the corridor is not a viable option.

Jackson stated that he does not object to the road itself, but he does object if the road becomes a barrier and limits the work and flow to the Market.

Pat stated that the compromise of putting the roadway in simply doesn't work and he feels the design team should focus on Alaskan Way as a corridor instead of the E/W Connector.

Peter stated that the grade separation at Broad Street may be problematic, but there are specific benefits of the roadway including the queuing of buses on Western, service access from below, ease of access from below and visiting other amenities on the Waterfront. He stated that if it was designed as a front entry to the Market it could work very well if done right and does not impede access.

Matt voiced his concern that the roadway would turn into a vacuous vacant area unless the Market makes plans for integrating it.

Gerry stated that the roadways in place currently are not a benefit to the market and there is an opportunity right now to improve access and allow for additional parking, storage and space as necessary. He noted that the projected roadway serves more than the Market and feels it would cause additional problems if the Market takes a stance against the roadway due to its potential effect on other neighborhoods and access areas, which in turn could create additional disruptions of the Market's goals.

Bruce stated that the roadway should be closer to the hillside in order to get over it in an easier way.

Gerry stated that the roadway can only be so close to the hill due to the garage being designed to be naturally ventilated.

Peter gave an overview of the PDA's strategic position, which was displayed to the committee through a design sketch. He also discussed the position/stance the PDA and WRC should have on the Integrated Street Function and Design Objectives for the Market and Central Waterfront.

Matt motioned to approve the recommendation of PDA Staff on the position of the AWWV replacement for the Elliott/Western Connector. He stated that the Integrated Street Function and Design Objectives for the Market and Central Waterfront should include the following:

- The new arterial corridor (E-W Connector) west of Pike Place Market extending from Union Street to Lenora should be designed to fully integrate transportation goals with land uses.
- The E-W Connector should be designed to promote safe and inviting ease of passage at the surface level for pedestrians between the Market and central waterfront at each of east – west street crossings.

- The intersection at the E-W Connector and Alaskan Way should be located to balance and distribute north/south vehicular traffic volumes equally between the E-W Corridor and Alaskan Way north of Pine Street.
- The design of the E-W corridor should service as a new front entry point to the market and facilitate entry to the Market Garage at street level in accordance with the proposed grade.

Matt motioned to approve the recommendation and submit to the full PDA Council

Gerry seconded

Approve: Jackson, Kerr, Hanna, Kumata, Lorig

Against: 0

Abstain: 0

It was approved by acclamation.

Set as a separate resolution.

III. Adjournment

The meeting was adjourned at 11:55 a.m. by Patrick Kerr

Meeting minutes submitted by:
Ryan Yale, Executive Assistant