



Summary Minutes

Agenda

- I. Welcome
- II. What's Happened Since Our Last Meeting?
 - a. Alternative H
 - b. Port's Activities
 - c. Public Involvement
- III. Economic Impacts – Brief Overview
- IV. Public Comment
- V. Adjourn

Attendees

Design Advisory Group

- ✓ Dan Burke
- ✓ Fran Calhoun
- ✓ John Coney
- Eric Fahlman
- ✓ Erin Fletcher
- Grant Griffin
- Bob Holmstrom
- ✓ Lise Kenworthy
- ✓ Doug Lorentzen
- ✓ Jose Montaña
- ✓ Mike Smith
- ✓ David Spiker
- Dan Bartlett (alternate)
- Robert Foxworthy (alternate)
- ✓ Janis Traven (alternate)

Project Team

- ✓ Lesley Bain, Weinstein A|U
- ✓ Sarah Brandt, EnviroIssues
- Richard Butler, Shapiro
- ✓ Hadley Greene, EnviroIssues
- Brad Hoff, EnviroIssues
- Katharine Hough, HNTB
- Steve Johnson, Johnson Architects
- Kirk Jones, City of Seattle
- ✓ Anthony Katsaros, Shapiro
- ✓ Erica Natali, ECONorthwest
- ✓ Teresa Platt, City of Seattle
- Don Samdahl, Mirai Associates
- ✓ Lamar Scott, KPFF
- ✓ Peter Smith, HNTB
- Marybeth Turner, City of Seattle

Meeting Handouts

- ✓ Agenda
- ✓ DAG #11 Summary Minutes
- ✓ Economic Impact Presentation (handout from PowerPoint)

I. Welcome

Sarah Brandt, EnviroIssues

Sarah welcomed the group and asked for approval of the minutes from the last meeting. There were no comments. Sarah asked the group to submit all further comments by Friday, March 5th.

II. What's Happened Since Our Last Meeting?

Teresa Platt, SDOT Project Manager/Peter Smith, HNTB

Alternative H

Teresa said that Alternative H officially will not be carried forward for further analysis in the Environmental Impact Statement (EIS). However, Grace Crunican, Director of SDOT, feels strongly that more than two alternatives should be studied in the EIS. There may be a third build alternative included in the EIS, but SDOT does not have a clear idea of what that will be at this time. SDOT will consider several options, including some of the Port of Seattle's suggestions.

Discussion:

Kenworthy We have not seen any schematics from the Port. Can the DAG see the alignments they are proposing?

Platt The Port has not submitted any official drawings to the City.

Burke The Port is currently working on several alternatives, but has found some problems with putting an alignment north of CityIce. Before anything official is submitted to the City, the Port Commission must approve it. Hopefully, this will happen sometime in March.

Kenworthy Can the Port notify the DAG when they decide when this issue will go in front of the Port Commission?

Conclusion: Dan Burke confirmed that he would notify the DAG when the bridge alignment is scheduled to be presented to the Port Commission. Teresa moved on to a discussion of the Port's recent activities.

Port's Activities

The Port is mainly concerned with the effect the Magnolia Bridge Project will have on its North Bay efforts. Currently, the Port is focusing on going out to groups in the community to update them on the North Bay project.

Public Involvement

Sarah discussed upcoming public involvement efforts including briefings for BINMIC, the Magnolia Community Council, the Queen Anne Community Council Transportation Committee, and the Uptown Alliance. Two targeted neighborhood meetings are planned

for later in the spring. In addition, the project is hoping to present to the Seattle Design Commission in the next few months. Sarah asked the group to recommend any other groups they felt the project should talk to.

Discussion:

Burke The Port will be hosting a community meeting on-site in North Bay on Saturday, April 24th. DAG members are encouraged to attend.

Conclusion: **It will be a busy spring for public involvement. The City will try to keep the DAG updated on all community outreach efforts and opportunities.**

III. Economic Overview

Erica Natali, ECONorthwest

Erica Natali explained that ECONorthwest is preparing the economic section of the socioeconomic discipline report. A key element of their work has been interviewing businesses. In addition, ECONorthwest will conduct a cluster analysis of the project area. Paul Sommers' recent report on the marine industry, commissioned by the City, will be released on March 10; ECONorthwest will incorporate the report's findings into their report. (Note: The release of the Sommers' report was delayed until late April.)

Interviews were conducted with the 11 businesses that could potentially be affected by one of the alternatives. Marine businesses made up the largest sector of interviewees. Other business sectors included sports, petroleum/lubricants, music/video production, real estate marketing, and landowners. Most of the businesses that were interviewed are located along 15th Avenue W or are Port tenants. The interview questionnaire touched on many different topics including what the business does, number and ethnicity of employees, how employees get to work, business operations and access, relocation effects, and what the business pays in taxes and revenues. Some of the information obtained during the business interviews will be used for the environmental justice report.

The business interviews resulted in several interesting and significant findings. Many businesses have been in the same location for many years (an average of 16 years for the businesses interviewed) and are very established. A total of 628 employees work at the businesses, including 406 full-time employees and 222 part-time employees. These businesses pay approximately \$1 million in annual sales and B&O taxes, and their total revenues (Interbay operations only) equal approximately \$540 million. When asked to rate the importance of various factors on their current operations, businesses indicated that proximity to customers and clients and access to transportation infrastructure including ship, rail, or roadway, were the most important factors.

Important lessons learned from the interviews were that the businesses relied heavily on their location, and that where they are determines how the business is run and its success. A relocation or transition could heavily affect these businesses, especially the maritime industries. Erica stressed that the maritime businesses are very interdependent, both physically and economically. They routinely transfer product between buildings and rely

on their proximity and shared business for customer relationship building and operational efficiency. If one of the businesses were to leave, or go out of business, it would heavily impact the others. Relocation, as long as it remained within the general area, would generally not be a problem. Other things that were found to be important included security and low lease rates. Some businesses mentioned that increased congestion and delays in the corridor would have a dramatic impact on sales, especially for businesses along 15th Avenue W.

Several businesses had specific concerns that will be noted in the report. Victory Studios was concerned about noise and vibration if the bridge was built near their building. This could cause disruption to their sound and video work, and possibly impede loading at their primary access door. Trident Seafoods is very concerned about construction impacts. They have a sophisticated air filtration system and have certain cleanliness requirements. Their business also is restricted from working at night, due to noise restrictions for the Magnolia community, so it will not be able to work around the construction schedule. Trident Seafoods would prefer not to lose any of their buildings to the project, even if it is one of the older buildings. Trident and Independent Packers are very concerned about the flow of traffic and product underneath the bridge; they rely on access to the piers and on moving back and forth underneath the bridge. Anthony's and other businesses run on a very tight, 24-hour schedule; they cannot be moved or closed for any amount of time. If these businesses do need to be moved, the move would have to be done well ahead of time to allow ample time to set up new operations before the old ones are shut down.

Discussion:

Burke Are your figures on the number of employees referring to the number of employees who work in buildings that could be impacted by the project, or the total number of employees for each business?

Natali We are including all employees at the location that could be affected by the project.

Kenworthy It is refreshing to have this information being shared with the public. It has been hard for those of us who know the industry to show the interdependence of the maritime businesses. Mayor Nickels referred to the maritime cluster industry and the importance of family wage jobs in his recent State of the City address. One of the reasons Seattle is considered an unfriendly city for business, is the lack of concern for family wage jobs. The maritime industry, and the businesses in Interbay in particular, are an important source of family wage jobs and are important to the city. It is very impressive how ECONorthwest articulated the issues and grasped the importance of this industry.

Conclusion: Erica thanked the group and said she would be available to speak with DAG members who have further questions or information to share that could help

the economic report. Stephen Fitzroy from ECONorthwest will present more information on the economic analysis at the May DAG meeting.

III. Public Comment

- Member of the Public** Is the Port considering residential housing for North Bay?
- Burke** The Port Commission has not specifically sanctioned housing, but it is part of the options being considered for mixed-use development in North Bay.
- Member of the Public** The community has heard rumors that the Port is considering low-cost or subsidized housing. Is this true?
- Burke** The Port cannot respond to that rumor. One thing is certain; if housing is built in North Bay it will be rental housing. The Port is not interested in selling its property.
- Member of the Public** At one meeting, the Port said that North Bay was not zoned for housing. Is this correct?
- Burke** That is correct. Under the current industrial zoning, housing is not allowed. The Port would like to consider a range of options and uses, but ultimately, what uses are included will be up to the Port Commission.
- M. Smith** Paige Miller's presentation to the Magnolia Chamber of Commerce seemed heavily focused on residential uses for North Bay, not industrial.
- Burke** Residential is an element of the Port's plans for mixed-use development. From a planning perspective, it is important to have housing near jobs.
- M. Smith** Opus' plans for their property along 15th Avenue W may be retail focused. Does the Port coordinate with Opus about their plans for their property.
- Burke** Yes, the Port does meet with Opus about their plans.
- Kenworthy** Last summer, GM Nameplate said they were looking to move and the Port did not talk with them about relocating onto Port property. What is the current status of discussions with GM Nameplate?
- Burke** The Port has had conversations with GM Nameplate, but I do not know the exact nature of the discussions.

- Kenworthy** Could the Port please provide the DAG with the information from those discussions? GM Nameplate is an important employer and Queen Anne residents would be happy to see them move across 15th Avenue West to Port property.
- Burke** I will find out more information and have EnviroIssues share it with the group before the May meeting.
- Kenworthy** It would be helpful to have EnviroIssues share the economic cluster reports with the DAG when they are released in March.
- M. Smith** Will the City review another bridge alignment option, not just the two that are being considered now? Will there be a total of three options?
- Platt** The City may consider another option. As of now, the possible third option is not defined.
- Conclusion:** EnviroIssues will distribute information on the Port's discussions with GM Nameplate and the economic cluster reports to the group. The next DAG meeting will be in May 2004. The meeting was adjourned without further discussion.