256821

FOSTER PEPPER & SHEFELMAN PLLC

ATTORNEYS AT LAW

Direct Phone
(206) 447-4676

Direct Facsimile
(206) 749-1997

E-Mail
PearR@foster.com

October 10, 2003

VIA FEDERAL EXPRESS

Federal Docket Management System
Department of Transportation
400 7th Street S.W. PL 401
Washington, D.C. 20590

Re: USCG - 2003-15797 - 21

Dear Sir or Madam:

Please include the enclosed transcript (with exhibits) in the record under the federal docket no. USCG-2003-15797.

The enclosed transcript is from the Public Hearing to Accept Comments for the Draft Environmental Impact Statement for the Seattle Monorail Project Green Line Lake Washington Shop Canal Bridge and Duwamish Waterway Bridge Modification.

Very truly yours,

Roger A. Pearce

RAP/lmc
Encl.

cc: Shelly Haislip, USCG
Austin Pratt, USCG
Helene Kornblatt, Seattle Monorail Project – (w/o encl.)
Katie Melchior, Seattle Monorail Project – (w/o encl.)

1111 THIRD AVENUE
Suite 3400
SEATTLE
Washington
98101-3299

Telephone
(206)447-4400
Facsimile
(206)447-9700
Website
WWW.FOSTER.COM

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1 PUBLIC HEARING
2 TO ACCEPT COMMENTS FOR THE
3 DRAFT ENVIRONMENTAL IMPACT STATEMENT
4 FOR THE
5 SEATTLE MONORAIL PROJECT GREEN LINE
6 LAKE WASHINGTON SHIP CANAL BRIDGE
7 AND DUWAMISH WATERWAY BRIDGE MODIFICATION
8 DOCUMENT NUMBER USCG-2003-15797
9
10 Held before:
11 NICK MPRAS, Chief of Administration of Coast Guard
12 headquarters, Washington, D.C.
13 JOEL HORN, Director of the Seattle Monorail Project
14 FRANK MARTIN, Chief of the Permits Division
15 AUSTIN PRATT, Chief of the Bridge Section, 13th
16 Coast Guard District
17
18 1:00 p.m.
19 Olympic Room, Seattle Center
20 September 29, 2003
21
22
23
24 Margaret Walkky, CCR, RPR, RMR, CRR
25 Court Reporter, License No. 2540

COPY

1 I N D E X

2 1:00-3:00 p.m. SESSION

3

4 (* indicates written material submitted in addition to

5 public comments)

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25

1 MR. HORN: Good afternoon. I'm Joel Horn and
2 I'm the executive director of the Seattle Monorail Project
3 and on behalf of our board and staff, I'd like to welcome
4 you today. In some ways, this is a just another piece in
5 our process of getting the Monorail up and running, and for
6 those you who have been in these meetings before, we hope to
7 have the opening segment of the Monorail open in 1,538
8 days. That's December 15, 2007.
9 The things that are different about today is
10 that, one, I'm wearing a suit and many people have noticed
11 that. And the other is that I'm speaking from notes because
12 this is actually an official, an important meeting, not that
13 others aren't important, but this one is a major milestone
14 for our project, which is our hearing on our environmental
15 impact, our draft environmental impact statement.
16 It's also different today because we've got
17 some very important partners with us at the table. We're
18 partnering with the United States Coast Guard and we've been
19 working very closely with them all year and the Coast Guard
20 is our lead federal agency.
21 I think I need to start by saying a few
22 personal words about our relationship with the Coast Guard.
23 You know, for some people, you hear that it's real difficult
24 to work with DC or to work with the feds. It has been a
25 sincere pleasure to work with the Coast Guard. They have

1 been tremendous partners and I just want to give my
2 sincerest thanks to them and to Nick Mpras for your
3 leadership. It has been wonderful and we've been very happy
4 to work with the Coast Guard.
5 I want to acknowledge a few of our partners in
6 our ongoing partnership with the City of Seattle that's
7 going very, very well. I see a number of City of Seattle
8 folks in the audience and thank you. Our ability to open
9 the Green Line on time and under budget and with excellent
10 design will depend on this relationship with the city
11 continuing, and so we look forward to continuing that and we
12 may have some city council members join us today. We've
13 invited them to come, so during the day they may show up.
14 Also it's hard to acknowledge enough the hard
15 work of our board. We would not be here today without the
16 leadership on our board. I don't think people realize just
17 how hard our board works, weekends, evenings, long, long
18 hours. Tom Weeks, who is chairman of our board, is with us
19 today and I'd like to thank Tom and acknowledge Tom for
20 coming in today and also dressing up. That's a rare sight.
21 You look good.
22 So this public hearing today is one step in a
23 year long process that's involved not insignificant
24 opportunities for the public involvement. We've had over
25 7,000 comments during January and February as part of our

1 scoping, but also a great deal of rigorous technical design
2 and engineering analysis.
3 Today's public hearing is on the draft
4 environmental impact statement and Section 106 of the
5 National Historic Preservation Act. This is your chance to
6 give us comments relating to environmental impacts,
7 alternatives and mitigations. All of your comments will be
8 addressed in the final environmental impact statement,
9 including spoken comments at today's hearing, written
10 testimony submitted today, and letters and email that you
11 send us before October 14th.
12 Many of us joined the leadership team of the
13 Monorail because we wanted to show how one can implement a
14 large project that's good for the environment with new and
15 innovative approaches. The Coast Guard's collaborative
16 approach, our intensive work with the community and our
17 partnership with the city and Metro and other public
18 agencies have helped us turn a process that on average takes
19 years and years to get through, and we at the Seattle
20 Monorail Project are going to spend about one year getting
21 through this process, and it's going to be a great process
22 and we think we're going to have a much better Monorail
23 because of it. So we've learned a great deal over the
24 year.
25 We look forward to hearing from you today, and

1 before I hand it over to Nick, I wanted to also acknowledge
2 that we have Austin Pratt with us today from the Coast
3 Guard, and Frank Martin. I wanted to thank you gentlemen
4 for joining us as well. So with that, I'll turn it over to
5 Nick.
6 MR. MPRAS: Thank you very much, Joel.
7 Ladies and gentlemen, it is now 1:08 p.m.
8 Welcome to the United States Coast Guard public hearing for
9 the proposed Lake Washington Ship Canal Bridge and the
10 proposed modification of the Duwamish Waterway Bridge, both
11 part of the Seattle Monorail Project.
12 My name is Nicholas Mpras. I am the chief of
13 administration of Coast Guard headquarters,
14 Washington, D.C. With me this evening are Commander Douglas
15 McCrimmon, chief aids to navigation; Austin Pratt, chief of
16 the bridge section 13th Coast Guard district; Mr. Frank
17 Martin to my left, chief of the permits division; and Ms.
18 Shelley Haislip, the project officer; also Mr. Tom Hayes
19 from the office of the chief counsel, he's chief of
20 environmental law.
21 This public hearing is conducted under the
22 authority granted to the Coast Guard under the Code Section
23 115.60 of Title 33, Code of Federal Regulations. The
24 decision to call this hearing was announced in Federal
25 Register on August 29, 2003. The purpose of the hearing is

1 to obtain views of interested and affected parties and to
2 gather information concerning the impacts of the proposed
3 project on navigation and its effect on the quality of the
4 human environment.
5 The Seattle Monorail Project involves two
6 bridges projects, the one across the Lake Washington ship
7 canal and the other across the Duwamish waterway.
8 This hearing is not another serial
9 proceeding. Rather, it is one in which all interested
10 parties have the opportunity to present a full and frank
11 statement of their views regarding the impacts of the
12 proposed project. Statements will not be given under oath
13 and cross-examination of speakers will not be permitted.
14 However, the presiding official may ask for clarification or
15 amplification of statements.
16 Speakers will be called in order of speaker
17 cards or written requests received. To ensure that everyone
18 has an opportunity to be heard, I request that remarks be
19 kept to three minutes. A 30-second warning to make closing
20 remarks will be indicated. Views of committees or
21 organizations should be presented by a single spokesperson.
22 Submission of written statements and information in lieu of
23 oral presentations is encouraged. Written statements will
24 be included in the hearing transcript.
25 As registration cards are filled out, those

1 indicating a desire to speak will be brought forward to me.
2 The names will then be added to the bottom of the list. I
3 will call each person forward by name at the appropriate
4 time. This is necessary so that the hearing will go forward
5 in an orderly businesslike manner.
6 This proceeding is being recorded by a court
7 reporter employed by Seattle Deposition Reporters.
8 Interested parties may purchase copies of the transcript
9 once available. Those who desire to do so should make
10 arrangements directly with the reporter. If you have
11 written material to present or if you have copies of your
12 speech, please hand it to the court reporter sitting at the
13 table right next to us here.
14 The record of this hearing will remain open
15 for the receipt of additional written comments until October
16 14, 2003. As a matter of record, we have an attendance
17 roster and if you have not already signed it, please do so
18 before leaving this afternoon.
19 The United States Coast Guard is the lead
20 federal agency for purposes of the National Environmental
21 Policy Act of 1969 as amended. The Coast Guard will make a
22 decision on the bridge permit applications based on the
23 merits of the case. At this point, it is important to state
24 that the United States Coast Guard has not made a final
25 decision on the merits of the case before us. No

1 recommendation regarding the issuance or denial of the Coast
2 Guard bridge permits has been made.
3 Ultimately a decision as to whether or not
4 approval of the location and plans for the proposed section
5 will be granted will be based on evaluation of the probable
6 impacts of the proposed activity on navigation and the
7 quality of the hearing environment. Other pertinent factors
8 such as information concerning public parks, wetlands, water
9 quality, fish and wildlife, coastal zone, historic and
10 archeological sites and navigational safety will be made
11 part of the case record and will be fully considered prior
12 to the taking of final agency action on the bridge permit
13 applications.
14 I would now like to introduce any federal
15 elected officials that are present. None? Any state or
16 local elected officials present?
17 In order to minimize delays between speakers,
18 I will call one or two speakers in advance. When your name
19 is called, please move forward quickly and be prepared to
20 take the microphone after the preceding speaker has
21 finished. When speaking, please state your name and
22 address, and any affiliation when you begin. Please speak
23 slowly and distinctly so that the court reporter can
24 understand you. If you have written material to present or
25 if you have copies of your remarks, please hand them to the

1 court reporter.

2 The hearing record will be kept open for the

3 receipt of written comments until October 14th, 2002.

4 Now I will call forward the first couple of

5 speakers. The first one is Kathy Johnson, to be followed by

6 Abby Rubinson.

7 MS. JOHNSON: Good afternoon. My name is

8 Kathy Johnson. I am the lead facilities planner for Seattle

9 Public Schools. Our mailing address is post office box

10 34165. My mail stop is MS 22-336, Seattle 98124-1165. I'm

11 here to testify on behalf of the school districts in regard

12 to the Seattle Monorail Project.

13 As you may be the aware, the Monorail either

14 crosses or comes in very close proximity to five Seattle

15 public school properties: Ballard High School, Memorial

16 Stadium, Center School, John Stanford Center for Educational

17 Excellence, and Jefferson Square. We have been working very

18 closely with the Monorail staff to ensure compatibility of

19 this route with our properties. We would like to thank and

20 compliment the staff on the cooperation and their ability to

21 analyze our concerns and provide timely additional

22 information as we have requested.

23 We do have some concerns still regarding the

24 effect of the Monorail on our properties. I'd like to go

25 through a few points on each property.

1 Ballard High School: The Monorail is planned
2 for the west side or the center of 15th. We could not
3 identify adequate study information on the following points:
4 There's still some concerns if there will be
5 impacts to the high school with regards to the loss of
6 light, air and potential noise impacts.
7 Construction activities could cause short-term
8 impacts and we will need to discuss a mitigation plan for
9 these impacts in the future.
10 Impacts to parking with the projected net loss
11 of parking spaces within the study area identified and how
12 the high school will be impacted, and the pedestrian
13 facilities and safety concerns during the construction and
14 over the long-term operations of the Monorail.
15 With regard to Memorial Stadium, within the
16 northwest route, the Monorail staff has worked diligently to
17 reduce the impacts to the stadium. However, we still have
18 some reservations regarding the visual distractions of the
19 train along the east end zone and do prefer an alignment
20 that does not cross the stadium.
21 The Center School: In regards to the
22 northwest route, the Monorail staff has indicated that there
23 will be no light intrusion impact to the Center School from
24 the Monorail and that the anticipated sound level is
25 approximately 50 decibels from operations, which is below

1 the tested exterior ambient noise level. However, if these
2 impacts are identified after construction, we reserve the
3 right to request mitigation in these areas. There is
4 concern also for excessive noise and vibration during
5 construction.
6 Stanford Center: Stanford center is located
7 at Third and Lander. The Monorail staff was very diligent
8 in their effort to develop a route that is acceptable to the
9 school district and Stanford Center. We will support the
10 proposed alignment through the north parking lot, southwest
11 over the Burlington right of way.
12 (See attached Exhibit-1 for further material
13 submitted at the hearing by this speaker).
14 MR. MPRAS: Your three minutes are up. If you
15 will end, I will appreciate it.
16 MS. RUBINSON: Abby Rubinson, Pioneer Square
17 Community Association, 119 First Avenue South, suite 100,
18 Seattle, Washington, 98104. I just wanted to express some
19 concerns on behalf of our community. One of them is, well,
20 actually this is not so much a concern, stressing the
21 importance of the development of the Sinking Ship site.
22 That site would be a great spot for residential development
23 and that is a huge priority in our community as far as
24 objective and ways to make the neighborhood better. So we
25 would love to see residential development incorporated into

1 the station site at the Second and Yesler Sinking Ship
2 garage right now.
3 And as far as economic development, that would
4 also be a good spot for that as well possibly by
5 incorporating retail on the ground floor and we think that
6 that would be another good priority. We don't want to just
7 see that space become open space, and we feel that that is
8 often what happens by default, that the site around the
9 station might become a park, and we really would like to see
10 development there.
11 Aside from that, the concerns that we have
12 regard the negative economic impacts not only from Monorail
13 construction, but also from the bus tunnel closure that's
14 going to be happening at the same time. So we anticipate
15 some discussions on mitigation regarding those negative
16 economic impacts, and in addition, mitigation as well for
17 the negative impacts of vibration, both during construction
18 and operations, both on our historic buildings and on the
19 area ways, particularly the area ways that were just
20 reconstructed at Second and Yesler right by the Sinking
21 Ship.
22 So we're particularly concerned about those,
23 and our concerns about economic impacts and vibration also
24 apply to King Street Station as an historic building and a
25 key part of our neighborhood.

1 Thank you.

2 MR. MPRAS: Thank you. The next speaker is

3 Terry Williams followed by Stan Kohls.

4 MR. WILLIAMS: My name is Terry Williams and I

5 represent the Southwest District Community Council and also

6 the West Seattle Chamber of Commerce.

7 The Southwest District Council supports the

8 Monorail's presence in West Seattle and believes that it

9 will benefit of the businesses in the Alaska and Morgan

10 junctions as well as the citizens of the West Seattle

11 peninsula.

12 The Southwest District Council supports the

13 alternative route of turning south on 35th Avenue Southwest

14 from Avalon Way Southwest to Southwest Alaska and then

15 heading west on Alaska to 42nd, running 42nd south on 42nd

16 to a location south of Edmonds and then going over to

17 California Avenue Southwest.

18 The Southwest District Council recommends that

19 the alignment on California Avenue Southwest running from

20 the Alaska junction to the Morgan junction have the least

21 amount of impact on traffic and parking as possible. This

22 is the major route between the three business districts and

23 needs to be kept as open as possible. Due to the lack of

24 information from Seattle Department of Transportation, we

25 will be addressing this issue more specifically before

1 October 14th in a letter.

2 The Southwest District Council understands
3 that specific station location in the Delridge area has not
4 been agreed upon by the Delridge community. We recommend
5 that all station alternatives be studied as described in the
6 written request from the Delridge community in this
7 hearing.

8 The Southwest District Council supports
9 station locations on the southeast corner of the
10 intersection of 35th Avenue Southwest and Avalon, 42nd
11 Avenue Southwest, approximately mid block between Alaska and
12 Edmonds on the west side of the street, and on the north
13 side of Fauntleroy Way along the west side of California
14 avenue, approximately the location of Fauntleroy Auto
15 Works.

16 The Southwest District Council believes that
17 parking for the Monorail in West Seattle is important and
18 supports the idea of parking being provided in the Alaska
19 and Morgan junctions through public projects or
20 public/private partnerships if they can be arranged. We
21 feel the DEIS has minimized the parking problem in West
22 Seattle and more study is required. We will address this in
23 more detail before October 4th in a written response.

24 The Southwest District Council supports
25 pedestrian connections to the areas around the stations,

1 including parking areas. In the business districts we
2 support overpasses, walkways, pass-throughs and other
3 amenities that will help the business districts mitigate and
4 support the Monorail. We request that these connections be
5 included in the design of the two stations in the Alaska
6 junction and in the Morgan junction.
7 The Southwest District Council also recommends
8 that any parking spaces lost to route and alignment be
9 replaced in the Alaska and Morgan business districts as
10 mitigation.
11 On a positive note, the Southwest District
12 Council applauds the SMP for allowing the community through
13 representatives to be a part of the architectural selection
14 process. This process has allowed the community to help
15 select the stations designers who are best suited for all
16 stations on the West Seattle peninsula.
17 There are quite number of other issues and
18 I'll just give them to the reporter.
19 (See attached Exhibit-2 for further material
20 submitted at the hearing by this speaker).
21 MR. MPRAS: Thank you.
22 MR. KOHLS: Good afternoon. My name is Stan
23 Kohls. I'm the owner the CC Filson Company. We're a
24 garment manufacturing company here in Seattle who has been
25 in business since 1986. We employ about 150 employees. We

1 have been at the location on Fourth Avenue since February of
2 '98.
3 We were forced to move when the Safeco Field
4 was built for the Mariners. We spent the last two years and
5 during the overpass over Atlantic on Fourth Avenue with all
6 the construction going on for the on and off-ramp. In fact,
7 we no longer have any access, direct access to our parking
8 lot if you are driving north or south on Fourth Avenue.
9 So we were quite surprised in April when we
10 learned about the different alternatives that were being
11 considered to going down Third Avenue, the route of the
12 Green Line. Frankly, we're quite shocked when we learned
13 that the staff had recommended an eastbound, an eastbound
14 location for the Green Line. It was explained to us that
15 that would have a train going 50 miles an hour within five
16 feet of our building. So obviously the interruption and
17 damage and the resulting impact of that on our production
18 was very much a concern of ours.
19 If you can imagine, this is going through our
20 mind, one side of Third Avenue is railroad tracks. The
21 other side are buildings. Say, if you lived in a two-story
22 house. Visualize a train coming by every four minutes at 50
23 miles an hour. What kind of impact would that have on
24 anything you happen to be doing in your home at that time?
25 It has to do with maintenance in the wet

1 weather or anything else. You can imagine the type of
2 either the wetness or the damage that could occur that close
3 to the building. If you wanted to try to maintain your
4 building, imagine again five feet, you've got somebody up
5 there either trying to paint your building or clean the
6 windows. It would be a tremendous safety hazard. So
7 therefore, we were quite shocked to even think that was a
8 strong consideration versus next to the railroad lines.
9 The other thing when we were able to find that
10 location, we were hoping our business would continue to grow
11 and at some point we would have the ability to expand. All
12 of a sudden with something five feet within our building,
13 for sure, there would be serious setbacks on our building to
14 expand. Therefore, that would certainly reduce the value of
15 our property. It would be basically an inverse condemnation
16 which would have its own repercussions.
17 What we really would prefer is to have
18 somebody, anybody at all, that's making a responsible part
19 of input on this decision, is go down on the Atlantic Street
20 overpass and take a look at the view southbound and look at
21 where the Monorail would be on the east side versus the west
22 side. As one of the people that came down to look at it,
23 they said it's a no-brainer.
24 Thank you very much.
25 MR. MPRAS: Thank you very much, sir.

1 Next speaker is Bob Kendall to be followed by
2 Steven Huling.
3 MR. KENDALL: Mr. Chairman, members of the
4 United States Coast Guard team and others, thank you for
5 your time. My name is Bob Kendall. I'm the president of
6 the Star Rentals. Our business is located at 1919 Fourth
7 Avenue South. We've been there for 43 years providing
8 rental equipment to contractors and industry, and also
9 houses our administrative offices. We have 16 other
10 branches in Washington and Oregon and this is our corporate
11 facility. We employ approximately 40 people at this
12 location.
13 Star Rentals is pro Monorail. I see the
14 Monorail project as good for the long-term economics of our
15 region, but I'm also pro common sense and I see negative
16 impacts to our business and to our property. To our
17 property, the Green Line to be located on the east side
18 versus the west side of Third Avenue, is to put the line
19 within five feet of our building.
20 There will be vibration, there will be noise,
21 there will be weather effects from the trains passing by at
22 a second story level within five feet of our building.
23 There's certainly building and maintenance issues, possibly
24 structural issues that could come into play that concern
25 us.

I think there's also an issue with employee morale of trains coming by on a frequent basis within a five-foot proximity of our facility.

It also brings to issue as our business grows, is there going to be an inability to expand our facility to meet the growth of our business from the loss of the ingress and egress from Third Avenue? Currently we have access to our facility on Fourth Avenue and Third.

If we were to lose our Third Avenue ingress and egress, 50 percent of our facility's productivity will be lost. Relocation of personnel, possibly company assets, is almost certain. This is going to dramatically disrupt our ability to service our customers, which is the essence of our business. It certainly will have significant financial burden on Star Rentals.

In closing, you can only appreciate why I'm so concerned if you would come visit our business and I invite you to do so at your convenience. I would like to take you to the end of Third Avenue and look back south, and if you look south and you see buildings on the east side and wide open spaces on the west side, it's only common sense that this should go on the west side of Third Avenue.

Thank you very much.

MR. MPRAS: Thank you.

MR. HULING: Good afternoon. My name is Steve

1 Huling. My mailing address is 4745 40th Avenue Southwest,
2 Seattle, 98116, and I'm here as the president of Huling
3 Brothers Auto Center to request consideration be given to an
4 alternative route from up Fauntleroy Way from 35th to 39th,
5 at the end of Avalon as the alternative, taking a left on
6 35th and taking a right on Alaska Way up to the West Seattle
7 junction.
8 These two alternatives from what I've heard so
9 far, it's scheduled right now, the Monorail, to come almost
10 up our sidewalk in front of our Buick agency, which we
11 employ 200 people. We have an annual payroll of six and a
12 half million dollars. We provide a nine million dollar
13 revenue source to the Seattle, City of Seattle and State of
14 Washington, which will be heavily negatively impacted if
15 this comes up the Fauntleroy route. We have a large amount
16 of support going up 35th and down Alaska.
17 Our business in the auto business, very much
18 is a level of convenience to our customers and visible for
19 display purposes, which will be heavily impacted in a
20 negative way if it comes up Fauntleroy.
21 The difference between the traffic flow on
22 Alaska Way and Fauntleroy is there's 35,000 cars coming up
23 Fauntleroy a day. There are a total of 6,800 coming up
24 Alaska Way. We have property on both sides of the street.
25 We have property on Fauntleroy and we have property on

1 Alaska Way. So this isn't an issue of not in my backyard,
2 because it is in our backyard on both cases.
3 I'm a long-time, lifetime resident of West
4 Seattle. We've been in business since 1946, and I know how
5 our customers shop. These are four-foot columns with
6 three-foot on each side buffers or a total of 10 feet taking
7 up space in front of our dealership and I would just, you
8 know, ask that consideration be given.
9 I've got several letters here that I'm going
10 to give out later written by citizens in the area,
11 employees, also the business association as I mentioned
12 earlier, the Chamber of Commerce and South Seattle Community
13 College, Joel Wakefield.
14 I thank you very much for your time and you
15 have a pleasant day.
16 MR. MPRAS: Thank you.
17 The next speaker is Dwayne Mullen to be
18 followed by Devon Harrison.
19 MR. MULLEN: Good afternoon. My name is
20 Dwayne Mullen. I reside at 5953 45th Avenue Southwest. I'm
21 an employee of Huling Brothers. I'm also a resident of the
22 community. I'm the service advisor there and I work at a
23 Buick store with our elderly customers.
24 I have concerns twofold: One is access to the
25 company; the other is also a safety concern for traffic.

1 I'm here of my own volition. Today is actually my day off
2 and I don't think Mr. Huling even knows that. I came out to
3 bring you my comments today.
4 Our customers typically are senior. They're
5 the ones that I call sir and ma'am, as my father taught me.
6 Buying a car is a difficult prospect and getting in for
7 service is even more difficult at times. It involves many
8 of their family members. They have to come out and spend
9 their time and invest a lot to get there.
10 I'm concerned about a project that is going to
11 take a year in front of the store. I'm also for it. I live
12 three blocks from the Morgan Street junction. I intend to
13 use it, but I'm concerned of the customers' access.
14 We have customers that come from as far as
15 Marysville, Bremerton, Puyallup, Tacoma, just to come to the
16 store, and the more difficult it gets, the more people will
17 take their interests elsewhere. Anybody that works in
18 customer service knows that it's far easier to keep the
19 customers you have than to go out and get new customers.
20 When you lose a customer even just for once, to take it down
21 the street to an oil change, if they're happy there, they
22 may not come back. Because our customers come from such
23 distances, we know we make them happy. But I really think
24 there is a law of diminishing returns and it can become too
25 difficult for customers to come.

1 My second concern is safety-related. There is
2 almost not a day that goes by we don't here brakes lock up
3 out in front of our store. Traffic moves too quickly as it
4 is on Fauntleroy Way. Visibility is difficult. The
5 intersection at Alaska and Fauntleroy is a concern. Even
6 just making a right turn, the signs say right turn only onto
7 Alaska Street. Somebody always goes straight, straight onto
8 Fauntleroy Way.
9 I'm concerned for my own safety, even that of
10 my customers. I've seen customers in accidents, I've seen
11 people with Huling Brothers license plate frames in
12 accidents. That may be they didn't buy it, but they came
13 from some part in town and got into an accident. I myself
14 was in an accident out front of our store.
15 Before I got involved in this industry for the
16 last seven years, I was a professional shuttle driver,
17 before that I was a courier, and the only accident on my
18 record came from in front of our store when a person
19 exceeding the speed limit after I'd passed two lanes safely
20 with eye contact with the other drivers, basically
21 intersected me and pushed an 8,000 pound Yukon Denali 16
22 feet sideways and I pushed them five feet sideways. They
23 were exceeding the speed limit.
24 It's a difficult stretch of pavement. I'm
25 concerned on a road like Fauntleroy that gets so much

1 traffic, it would be better off going down Alaska Street.
2 Thank you.
3 MR. MPRAS: Thank you, Mr. Mullen.
4 MR. HARRISON: Good day, my name is Devin
5 Harrison. I'm speaking today as an employee of Huling
6 Brothers. I am very nervous. This is my first time
7 speaking at a meeting like this, so excuse me.
8 MR. MPRAS: Go right ahead.
9 MR. HARRISON: I am a mechanic at Huling
10 Brothers Auto Center in West Seattle. I have never really
11 been involved in public issue before. I work hard each day
12 and I love my job very much. I worked there for 14 years.
13 When I go home, it is to relax and wind down, not to think
14 about politics. But after hearing about the possibility of
15 the Fauntleroy line in front of my company, I felt strongly
16 that I should say something.
17 You will hear from business owners, residents
18 and property owners, but I suspect you don't often hear from
19 people whose jobs are threatened by some government action.
20 I work in a Buick department right on Fauntleroy. We
21 service dozens of vehicles each day. More than 200 trips
22 are made each day in and out of the service area. It is
23 crowded and there is little street parking. Each trip back
24 onto the street, there's risk of collision with the traffic
25 that runs up the street.

1 When we finish servicing a car, we usually
2 take it for a test drive to make sure the job is done
3 correctly. Each time I leave the garage and enter
4 Fauntleroy, I'm extremely cautious about merging into the
5 traffic. When cars are parked just right in the right spot,
6 you cannot see an oncoming vehicle. You have to be very
7 careful pulling out into traffic.
8 Concrete pillars supporting the Monorail
9 guideway will be a permanent obstruction that will cause
10 accidents. I have watched in the morning as drivers pulling
11 out for service narrowly avoiding collisions. Traffic on
12 Fauntleroy is always crowded at commuting times. It is
13 congested.
14 Construction process of the Monorail, the
15 location of the facility will have a very negative impact.
16 We maintain standards for business comfort, any of the
17 customers coming in there be comfortable, and if they can't
18 come out or feel nervous in coming out on the streets, we
19 are very concerned about our customers for them coming back
20 or going somewhere else buying cars.
21 I thank you for your time.
22 MR. MPRAS: Thank you, Mr. Harrison.
23 The next speaker will be Bob Niemann and
24 followed by Bob Patterson.
25 MR. NIEMANN: Hi, I'm Bob Niemann, 1741 Fourth

1 Avenue South, Seattle, 98134.

2 Mr. Weeks, first let me commend you and your
3 staff on the mountainous task that you have undertaken and
4 many hurdles that you will face on the project. I am a
5 proponent of the Monorail and most transportation systems
6 that are proposed in the city. I own a building on 1741
7 Fourth Avenue South. This building is a main office for my
8 company, Specialized Homes, and a tenant, Express Credit
9 Union. Specialized Homes is in the land development
10 business so we understand and sympathize with your
11 situation.

12 As you know, the Monorail proposal to run
13 southerly from the Safeco Field location on the east side of
14 Third Avenue will have a huge detrimental effect to my
15 business and property. We have a small manufacturing
16 facility and the western portion of our building needs truck
17 and trailer access. Additionally, our parking lot has
18 access from Third Avenue which is used primarily by
19 approximately 70 percent of our tenants, Express Credit
20 Union, retail customers.

21 Furthermore, the Monorail was sold to the
22 voters and is still touted as a transit system which
23 promoted jobs in the area. Locating the Monorail on the
24 east side of Third Avenue parallel to the already existing
25 line of the Sounder in an ideal location for further mass

1 transit, but the easterly location directly adversely
2 impacts the businesses supplying jobs in this area. The
3 development and access rights of many primary development
4 properties along the stretch of Third Avenue will be
5 derogated by an eastern location.
6 With the loss of these rights comes the loss
7 of jobs. If jobs are lost, the obvious intent of the
8 Monorail project to promote transportation for work
9 opportunities is defeated. I know that there are a lot of
10 decisions still being made, but to me, this one should be
11 the easiest decision with the Monorail route since the
12 westerly location has zero impact on any businesses or
13 individuals.
14 Thank you again for your time and good luck.
15 MR. MPRAS: Thank you.
16 MR. PATTERSON: Chairman Weeks, board members
17 and members of the United States Coast Guard team, I am Bob
18 Patterson, Fourth Avenue Holdings. I'll give you a business
19 card. We own the building at 1705 Fourth next to the Filson
20 building. Our property extends 340 feet south of Filson's
21 wall. The preferred alternative to route the Monorail
22 tracks on the east side of Third concerns me in many ways.
23 I'll limit my remarks to two.
24 Authorizing Monorail tracks next to our
25 building will be dangerously close to the piling support

1 system. The foundation of our building consists of 110
2 pilings, 60, 75 and 100 feet deep in the shale. While our
3 building footprint is only 36,000 square feet, the 110
4 octagonal pilings support 12 inches of concrete with rebar
5 interlaced through that floor.
6 The engineers that designed this building or
7 foundation in 1974 knew what many have painfully learned
8 since about the difficulty of building structures on
9 tidelands. Pile driving alongside is not a good idea.
10 Locating the tracks on or near Burlington tracks could be
11 safer and far less costly.
12 My second concern is jobs. The economic
13 impact of this preferred easterly routing on Third has
14 already contributed to the loss of a tenant of 15 years.
15 That tenant employed 72 to 85 people and elected to move
16 just August 31st due to the uncertainty of the track
17 location for the Monorail. Access to our truck docks on
18 Third has been impeded for years by City Light, Amtrak
19 fences and lengthy delays in building the Atlantic Street
20 Intermodal. The possibility of the Monorail tracks on the
21 east side of Third was too much, so they moved after 15
22 years and the area lost 72 to 85 jobs.
23 On-time freight deliveries are critical in
24 today's business world. We're losing jobs on Fourth due to
25 freight transportation, where the only access again is

1 Third.
2 Please, let's finalize the location for your
3 tracks near the Burlington tracks so we can have unimpeded
4 freight transportation and good jobs in this quality
5 building. Again, our only access to this building is
6 Third.
7 Thank you for permitting me to speak.
8 (See attached Exhibit-3 for further material
9 submitted at the hearing by this speaker).
10 MR. MPRAS: Thank you, Mr. Patterson.
11 The next speaker is Dennis Dunphy to be
12 followed by Bill Zoberst.
13 MR. DUNPHY: Mr. Mpras, representatives of the
14 United States Coast Guard, Chairman Weeks, members of the
15 board of directors Monorail, my name is Dennis Dunphy and
16 I'm an attorney with the law firm of Schwabe Williamson &
17 Wyatt. I represent the CC Filson Company. I have a written
18 presentation so I'll just hit a few points in the three
19 minutes allotted.
20 Filson occupies a building at 1555 Fourth
21 Avenue South. The property is bounded by Fourth and Third
22 Avenues. It's just south of South Atlantic Street.
23 Alternative 5.1, which I've placed in front of
24 you, places the Monorail five feet from the Filson
25 building. That building is designed with full height

1 windows, the length of its western exposure at 30 to 35 feet
2 top of beam elevation. The guide will be a hulking
3 structure separated from the Filson workers by a pane of
4 glass if it is to run down the east side alternative 5.1.
5 Alternative 5.2, the west side of Third Avenue
6 alternative, takes advantage of the existing rail
7 transportation corridor on the west side of the street and
8 the almost complete absence of buildings.
9 The choice between the alternatives should be
10 pretty much self-evident. Unfortunately, because the EIS in
11 its present draft form fails to adequately catalog and
12 discuss the east side impacts, it is not really apparent
13 from a reading of the cold EIS, and despite what we believe
14 are the best intentions of the Monorail staff, that document
15 fails to meet the environmental review legal standard as a
16 purported full disclosure document. It needs to be improved
17 and I hope it will be.
18 Others have spoken or will speak about the
19 erroneous link in the DEIS. We believe it establishes like
20 a yes on the west side alternative being a no on the Safeco
21 Field station. We don't think that was intended. We are
22 also confident that will be corrected because those are
23 totally separate issues.
24 Assuming the Green Line must go down Third
25 Avenue South, Filson supports alternative 5.2, the west side

1 alternative. However, the EIS in its draft form overlooks
2 an obvious alternative as you see in the sketch in front of
3 me. If for any reason the southwest diagonal across the
4 railyards cannot be accomplished or not chosen, the
5 alternate is not to go to alternative 5.1 on the east side,
6 but rather an unexamined alternative which should be put
7 into the EIS, and that is extending alternative 5.2 down the
8 west side for the full length of Third Avenue South. This
9 takes full advantage of the rail transportation corridor.
10 There's some 25 buildings on the east side.
11 There is a projection of the Seattle School District
12 building that comes out, it's a very small portion of that
13 entire building. And if you look at it, you'll see that
14 with that exception, the east side businesses in that end
15 would actually be closer to the west side alternative than
16 would the school district building itself.
17 I appreciate the time that I've been allowed
18 and I would ask you to look at the written comments. Thank
19 you.
20 MR. MPRAS: Thank you, Mr. Dunphy.
21 (See attached Exhibit-4 for further material
22 submitted at the hearing by this speaker).
23 MR. ZOBERST: My name is Bill Zoberst. I
24 represent Fourth Avenue Holdings Limited Partnership. I'd
25 like to add my voice this afternoon to those in favor of a

1 west side alignment on the Sodo segment of the Green Line.
2 Mr. Patterson, Fourth Avenue's general partner, has already
3 touched on the danger to his buildings, his business, and
4 his tenant's jobs that an east side alignment would entail.
5 I'd like to briefly touch on why we believe a
6 west side alignment, alternative 5.2, is clearly the
7 preferable choice. First, west side alignment would place
8 the Green Line guideway to, as other speakers have noted,
9 next to nothing but existing railroad tracks. Simply as a
10 matter of space, economy or elegance, this alternative would
11 leave more of the neighborhood to the neighborhood.
12 Second, the west side alignment would be
13 safer. In this area, with its active earthquake faults
14 liquefaction will be a certainty in the event of a major
15 quake. Aligning the tracks furthest from busy commercial
16 buildings would minimize the toll to be paid for any
17 derailment or collapse. Moreover, the cost of railroad car
18 damage is minimal when compared with the potential loss of
19 human life.
20 Third, as a matter of construction dollars, it
21 would likely be cheaper. Buildings would not need to be
22 extensively shored or reinforced during the excavation and
23 construction. Fewer restrictions would be placed on column
24 locations to avoid interfering with businesses.
25 Fourth, as a matter of taking and inverse

1 condemnation, it would ultimately be less costly. The
2 further from businesses the tracks are placed, the less
3 disruption there will be. Redevelopment of the adjacent
4 commercial properties would still be possible.
5 Finally, like Mr. Dunphy before me, I want to
6 touch on the packaging of alternatives 5.1 and 5.2. As you
7 obviously know, SMP has previously stated their preference
8 for an east side alignment, much like alternative 5.1. My
9 client is concerned that staff has been unable to set that
10 initial statement preference aside in the way it's packaged
11 these alternatives for your consideration. We urge you as
12 the EIS process continues to accept as a working principle
13 that tracks belong next to tracks whenever possible and
14 demand a thorough justification for all reasons why it
15 should be otherwise.
16 Thank you for your time.
17 MR. MPRAS: Thank you.
18 The next speaker will be Craig Pitt to be
19 followed by Frank Rutledge.
20 MR. PITT: Mr. Horn, Chairman Weeks, members
21 of the panel, thank you very much for your time. Craig
22 Pitt, I'm the manager of Star Rentals located at 1919 Fourth
23 Avenue South. I again thank you for your time allowing me
24 to outline our concerns about the location of the Green
25 Line, particularly the original plan to put it on the east

1 side of Third Avenue South through the Sodo district.
2 As Bob pointed out earlier, this will result
3 in many significant hardships to our business. In the
4 interest of time, I'll limit, I'll emphasize three.
5 The first is the ingress/egress issues. We're
6 a service oriented business. Anything that negatively
7 affects the service will cause us to ultimately lose
8 customers. Locating the columns five feet from our building
9 will make it virtually impossible for some of our larger
10 delivery trucks to operate in and out of our yard. We'll
11 most likely have to relocate those vehicles to some of our
12 suburban Seattle locations resulting in a loss of our
13 ability to service our customers. This will mean a direct
14 loss of family wage jobs in the Sodo district, a disturbing
15 trend that we and our neighbors have noticed over the last
16 four or five years.
17 Secondly, the extremely close proximity of the
18 columns to our building will certainly limit our future
19 expansion plans, and again, limit our ability to grow in the
20 future, limit our ability to add family wage jobs to the
21 Sodo district. It will have a large negative impact on our
22 business.
23 Last is the building maintenance issue.
24 Having these columns so close to our building will make it
25 virtually impossible to paint and do other work on the west

1 side of our building. We're also concerned about structural
2 damage that might be caused by pile driving we've been told
3 100 to 150 feet deep in very unstable soil five feet from
4 the site of our building.
5 So again, our major concerns, transportation
6 issues, the loss of ingress and egress, loss of our ability
7 to expand our business in the future and add family wage
8 jobs to the Sodo district, and loss of our ability to do
9 proper maintenance, and concerns about our structural damage
10 to our building. We can't foresee any of these concerns if
11 the Green Line is located correctly, we believe, on the west
12 side of Third Avenue South. We welcome the Monorail, we
13 just want it done correctly.
14 We appreciate your time, and again, I'll
15 repeat Bob's earlier invitation to visit us at any time.
16 We'll be happy to illustrate our concerns. Thank you very
17 much.
18 MR. MPRAS: Thank you.
19 Mr. Rutledge?
20 MR. RUTLEDGE: Frank Rutledge, address is 4745
21 40th Avenue Southwest. I want to say, I grew up in West
22 Seattle and I've worked in the community my entire adult
23 life. I've watched the community grow as a business from a
24 business perspective. I'm the vice-president and general
25 manager of Huling Brothers and I've been employed there

1 since 1974.

2 I've seen both good times and not-so-good

3 times for West Seattle businesses, and one of the -- if you

4 don't remember, one of the not-so-good times is when the

5 freighter hit our bridge and stuck it in the open position,

6 and it was not too easy to get customers to come to West

7 Seattle to buy cars. It was quite a hassle for them. It

8 almost killed a couple of West Seattle businesses.

9 It was very tough, especially if you rely on

10 people coming into our community, and we have a battle that

11 we fight every day with customers and that's as far as our

12 visibility on Fauntleroy Way, and we have a very, very

13 limited amount of parking spaces in front of our building.

14 And this Monorail if it goes up Fauntleroy Way, it'll block

15 the signs to our showroom, it'll take away our customer

16 parking, the few that we have. And for our Buick store, it

17 would almost say goodbye, it would be very tough to get

18 customers in and out of there. As Mr. Huling said, I'm in

19 charge of dealerships that are on both Alaska Street and on

20 Fauntleroy so this isn't -- it's just that we feel it's a

21 better route.

22 And I have reviewed the two alternatives you

23 have, and I think that the low impact alternative which

24 would head south up 35th Avenue Southwest and west up Alaska

25 Street to the junction is the definite alternative, and I

1 want to tell you that I've talked to lots of friends of
2 mine, people who are homeowners and property owners in West
3 Seattle, and I have not found anybody, myself personally,
4 that didn't prefer that route. So I'm here to say that
5 that's the route that I'd like to see.
6 A lot of it is just sheer volume of traffic,
7 people getting on and off the ferry. Fauntleroy Way is
8 just, I mean, it's five to six times more traffic down
9 Fauntleroy Way than Alaska Street. And I don't know how
10 many of you gentlemen have been over to West Seattle, but
11 just the traffic getting on and off the ferry, I tell you
12 what, when people are running late for a ferry, they,
13 exactly, they tend to hit the gas a little bit and that's
14 what Dwayne was talking about. They really fly up there
15 when they're running late.
16 So anyway, I'd like you to choose what I have
17 read is the low impact alternative, much less impact to
18 parking, businesses, streets, the citizens and environment.
19 I hope in November, you'll choose the right alternative.
20 Thank you.
21 MR. MPRAS: Thank you, Mr. Rutledge.
22 The next speaker is on Ondine O'Neill to be
23 followed by Bob Thorpe.
24 MS. O'NEILL: Good afternoon. My name is
25 Ondine O'Neill and I'm an employee of Huling Brothers,

1 mailing address is 4745 40th Avenue Southwest. I'm here
2 today to ask you to take into consideration some concerns I
3 have as West Seattle resident and as a local employee.
4 For the past 10 years, I have been part of a
5 large family-owned business as well as the West Seattle
6 community. As you know, as I know you're aware, our economy
7 of late has not been very favorable to a lot of families and
8 local businesses. However, Huling Brothers has been very
9 successful at being able to weather the good and bad times.
10 That being said, this plan to run the Monorail
11 down Fauntleroy in my opinion will jeopardize the health of
12 this company as well as other companies residing on
13 Fauntleroy. These companies generate enormous amounts of
14 revenue in a local and state economy that is in desperate
15 need of that tax base. It would seem contrary to any sort
16 of an economic rebuilding plan to hurt those businesses that
17 not only provide revenue, but jobs as well. These jobs
18 contribute to consumer spending, which generates revenue, et
19 cetera, et cetera.
20 The other concern I have is that of increased
21 traffic and decreased safety. I have seen the traffic only
22 increase over the years and have been witness to many near
23 collisions. With the speed that many travel down on
24 Fauntleroy, it would make it near impossible to cross or
25 even merge on this street with the proposed Monorail columns

1 impeding the view.

2 I do want to applaud you for the foresight to

3 move forward with a much needed public transportation plan

4 such as this. It is this type of proactive investment in

5 the future that will set Seattle apart from many other

6 cities. But I think the environmental impact statement is

7 correct, that the proposal alternative route down 35th would

8 be a safer and less obstructive choice. Planning this route

9 in a way that has fewer impacts would ensure success in

10 every aspect.

11 I thank you for the opportunity speak to you

12 today and hope you will agree with the environmental impact

13 statement in November. Thank you.

14 MR. MPRAS: Thank you.

15 Mr. Thorpe?

16 MR. THORPE: Good afternoon, honorable Coast

17 Guard members and Monorail board members, Robert Thorpe, 705

18 Second Avenue. I'm speaking as an expert witness today on

19 the issues that I've been asked to talk about on the EIS and

20 land values in the plan.

21 A quick bullet point, I had the honor of

22 working on the I-90 EIS with Mayor Aubrey Davis and worked

23 on the I 605 and teach classes at several universities and

24 licensed by the state to teach in these areas.

25 I'm representing about 25 property owners who

1 are here from Third Avenue South. And I know you're hearing
2 a lot of bad news, so the good news is that most people
3 support the Monorail, but we believe very strongly that
4 there are serious flaws in the east side location of the
5 Third Avenue South and the majority of those can be
6 ameliorated under NEPA/SEPA conferencing approach and the
7 growth management activities by going to the west side.
8 The three key issues are the future
9 development under highest and best use, and the attorneys
10 HAVE alluded to this. I'm working on a number of Sound
11 transportation, airport taking, and I'm expert in this
12 area. The numbers I give you I believe will be factually
13 true. They're pretty significant.
14 The comprehensive plan, the city comprehensive
15 plans calls for keeping jobs in this area and the
16 development, the east side location is in serious conflict
17 with the city's comprehensive plan and.
18 Third, the seismic issue, we believe the
19 geotechnical people, we'll rely on that in the letter,
20 serious issues in that example.
21 The one I want to talk about is shown up in
22 this alignment. We've suggested a couple of alternatives.
23 We're not engineers to do this, but planners can show this.
24 The bottom line in this is that in terms of highest and best
25 use, if you would, probably a knowledgeable property

1 owner/developer will set back 25 feet from the Third Avenue
2 and Fourth Avenue the front of the building and there's a
3 setback there, there's a zero setback under city codes.
4 This would result in knowledgeable owners
5 reducing their development from 400,000 to 2 million square
6 foot in this corridor, 400,000 to 2 million. Over time,
7 this equates to a 24 to 120 million dollar loss of property
8 values and jobs and income streams over time. Very
9 significant issue.
10 The second thing is the location of the
11 Monorail columns. We know there's soils, high water table,
12 seismic. I think this is the key scale of your EIS. I've
13 done a lot of SEPA, tough state cases and that kind of
14 thing, I can tell you, mainly EIS cases, probably over 100
15 them. Like this engineer said, the analogy is like throwing
16 the pebble in the water. The high waves go up and as you
17 do, putting these columns away from these buildings is going
18 to cost less, and as the seismic event is going to create
19 let problems.
20 So the simplest solution is for most of these
21 property owners, and we'll document this, is move it to the
22 west side and avoid these problems and have this group
23 supporting your plan rather than opposing it and appealing
24 it.
25 Thank you for your attention.

1 (See attached Exhibit-5 for further material
2 submitted at the hearing by this speaker).
3 MR. MPRAS: Thank you.
4 The next speaker will be Teresa Clothier
5 followed by John King.
6 MS. CLOTHIER: Members of the Monorail board.
7 Thank you for your time. My name is Teresa Clothier and I
8 work for CC Filson Company. The address is 1555 Fourth
9 Avenue South in Seattle 98134. I am a sewing supervisor at
10 CC Filson Company. Filson Company manufactures rugged
11 outdoor wear and luggage. We have about 100 sewing
12 operators in our facility. I am personally supervising
13 about 50 of those people.
14 My concern is our employees work with
15 machinery that cuts, sew and bind our fabric to produce our
16 products. To run this type of machinery, they have to pay
17 close attention to both the fabric and the machinery. A
18 person needs only to spend a few moments in our factory on
19 Fourth Avenue to see that attention to detail, and they must
20 use, you know, a lot of precision when they do their work.
21 The slightest distraction can cause a physical injury. A
22 simple miss-stitch can turn a $300 garment into a factory
23 second. Attention to detail is of the utmost importance for
24 these employees. For safety reasons, concentration is a
25 must, distractions are and can be destructive.

1 I wanted to speak to you all today because
2 putting the Monorail on the east side of Third Avenue five
3 feet from our building equivalent to the windows on the
4 second floor where my employees sit against, I think would
5 be very distractive to them. At Filson, we pride ourselves
6 on having an open, healthy, happy, safe work environment.
7 We rely on those windows for our natural light. As we all
8 know, natural light aids us a lot in our just general
9 well-being. We also use that light to shade out fabric, to
10 look for fabric flaws and different things.
11 I'm afraid if we put the Monorail on the east
12 side of Third Avenue, it's going to distract us with our
13 natural light. I'm also afraid with the train going by, it
14 would cause a strobing effect of that light on the
15 building. I think that would give any of us a headache at
16 that point.
17 As well as the rumbling noise and vibrations,
18 now, the employees may get used to that, but as we know as
19 the Monorail changes, those rumbles and vibrations may
20 become worse and I'm afraid that would distract our
21 employees.
22 My message is brief, my concerns are great.
23 My concerns are of safety of my employees that work for me
24 at Filson. I am a believer in mass transit. I take the
25 Sounder train every day from Puyallup to Seattle and I think

1 the Monorail is a project that must be gone forth with.
2 However, I'd like to see it moved over to the other side of
3 Third Avenue. Thank you.
4 MR. MPRAS: Thank you.
5 MR. KING: Good afternoon, Chairman Weeks,
6 members of the United States Coast Guard team, and to the
7 board of directors of the Seattle Monorail Project. Thank
8 you for the time and the opportunity to provide you with my
9 comments today.
10 I hope that together, we can carefully locate
11 the Monorail project so that it will maximize the benefit to
12 the City of Seattle, its residents and its businesses.
13 Hopefully it will be an asset to the city, citizens of
14 Seattle and an asset to the businesses located in Seattle.
15 By way of introduction, I am John King of
16 American Warehouse Company. My address is 1750 Occidental
17 Avenue South, Seattle, Washington 98134. Our business has
18 been active in the South Seattle industrial market for the
19 past 30 years assisting companies in finding new facilities
20 and new locations for their businesses.
21 Today I'm concerned with one of the proposed
22 locations of the Monorail line along Third Avenue South. As
23 proposed, the Monorail line would run along the east side of
24 Third Avenue South right-of-way adjacent to many businesses
25 who are located along that east side of Third Avenue South.

1 Siting the Monorail line adjacent to these businesses will
2 compromise their ability to sustain and expand their
3 businesses by imposing one more limitation on their ability
4 to expand their business. This would be one additional
5 parameter that they would have to deal with as they endeavor
6 to keep their businesses in the South Seattle industrial
7 area.
8 Too often we see businesses unable to find
9 suitable locations in the city having to move out of the
10 city to an area where their requirements can be met. Such
11 companies as JH Carr Company and GM Nameplate have recently
12 been identified as concluding there's no suitable location
13 that exists for them in the City of Seattle.
14 Keep in mind when we are locating and
15 retaining existing businesses, it's the last 10 percent. By
16 way of illustration, when a business chooses to relocate in
17 the city or any other alternative location, if their plan is
18 impacted by 10 percent, it forces them to move to another
19 municipality. They don't just move the 10 percent that they
20 couldn't accommodate. They obviously move 100 percent of
21 their business to an area that could handle all of their
22 requirements.
23 Our Monorail project should be a beneficial
24 attribute to the businesses in our city, not an adverse
25 one. It should help us create jobs within our city.

1 Eliminating adverse impacts on business owners to use their
2 facilities more effectively will translate into these
3 businesses growing and fostering more jobs in the City of
4 Seattle.
5 I believe a suitable alternative exists for
6 the Third Avenue South alignment and that is on the west
7 side of Third Avenue South.
8 Thank you very much for the opportunity to
9 speak to you today.
10 MR. MPRAS: Thank you, Mr. King.
11 Next speaker will be Art Eckert to be followed
12 by Bernardo Nella. Obviously they're not present, okay.
13 Then we'll be moving to the next speaker,
14 which is John Houlihan to be followed by Becky Tonkin.
15 MR. HOULIHAN: My name is John Houlihan with
16 the law firm of Short Cressman Burgess. My business address
17 is 999 Third Avenue, Seattle, Washington. I'm here on
18 behalf the Huling Brothers Auto Center of West Seattle. In
19 accordance with SEPA and NEPA, we previously submitted
20 written comments and it was in conjunction with the West
21 Seattle segment of the Monorail. We do appreciate the
22 opportunity to speak today in person and raise our
23 questions, our comments and our concerns. We would request,
24 however, you review our comment letter in detail. It sets
25 out those concerns.

1 You've heard today from Steve Huling and
2 several of his employees. Huling Brothers is a long
3 established West Seattle business contributing over 200 jobs
4 to the West Seattle economy, $9 million in tax revenue and
5 particularly is a source of the very tax revenue that the
6 Monorail depends on, license tabs. So the impacts on Huling
7 Brothers directly impacts the financing of this project.
8 We believe that the Monorail must be
9 intelligently integrated into the West Seattle economy by
10 reducing the impacts on vital businesses along Fauntleroy.
11 Alignment and alternative 6.2 should be the preferred
12 alternative.
13 Your obligations under SEPA and NEPA to
14 carefully balance the alternative actions against the
15 probable adverse economic, socioeconomic and environmental
16 impacts leaves one clear choice. We believe that's
17 alignment 6.2, which runs along 35th to Alaska. The draft
18 impact statement fully supports 6.2 alignment as the
19 preferred alternative. There's fewer environmental impacts
20 and socioeconomic impacts.
21 The 6.1 alignment along Fauntleroy will result
22 in displacing 11 local businesses and potentially
23 eliminating 60 jobs in the Seattle economy. It also
24 displaces three families from their homes. The alternative
25 on 6.2 along 35th only displaces one business and it doesn't

1 displace any families.

2 In terms of the specific impacts on Huling

3 Brothers, you've heard those today. Placing the Monorail

4 directly in front of their business is going to impact the

5 ability of their customers to access their showrooms, buy

6 cars, and service their automobiles. It's going to

7 eliminate already critically short customer parking, and it

8 will increase jeopardy to drivers and pedestrians along

9 Fauntleroy Way.

10 One topic I do want to touch upon and that is

11 the many approaches you've selected in the DEIS. Given the

12 recently publicized financial concerns and the constraints,

13 the one thing we want to point out is that alternative 6.2,

14 it is linked with a new Monorail-only bridge along the

15 Duwamish. We don't believe that you need to select 6.2

16 alignment and the Monorail-only bridge. We believe you can

17 mix the 6.1 use of the existing West Seattle bridge and the

18 6.2 alignment.

19 We request that you select the alignment

20 proposed in alternative 6.2 for West Seattle. It represents

21 the least environmental option and will not sacrifice the

22 local West Seattle economy in favor of the downtown core.

23 We need to maintain a vibrant local West Seattle economy.

24 Otherwise, the Monorail will force people to travel far for

25 the basic services, which will contribute to the very

1 problem you're trying to solve.
2 Thank you for your time today.
3 MR. NELLA: My name is Bernardo Nella. My
4 family owns a business on 1917 Fourth Avenue South and I'm
5 just here to voice my opinion that I feel the Monorail
6 should be built on the west side of Third Avenue South in
7 order to protect the buildings on the east side of Third
8 Avenue South. We hope you take that into consideration.
9 Thanks.
10 MR. MPRAS: Thank you.
11 MS. TONKIN: My name is Becky Tonkin. I'm part
12 owner of the West Seattle Taco Time and Rainier Roaster. I
13 checked with the front desk and I want to let one of my
14 employees talk, and I'll come back later tonight when
15 there's more time.
16 MR. EGGERS: I'm Joe Eggers. I'm the district
17 manager for Taco Time and Rainier Roaster. The West Seattle
18 location are both my responsibility. I'm here today to talk
19 about my concerns about placing the Monorail station on
20 Avalon Way, which borders both restaurants and could impact
21 one of the Monorail main entrances into our restaurants.
22 The current economy, our sales are flat and with
23 construction, our sales will certainly go down even
24 further. And when construction is done, I'm sure our sales
25 will continue to decline. We rely on that entrance off of

1 Avalon to allow access to both restaurants.
2 Taco Time is at least 60 percent of our sales
3 through driveup with the flow all day and night. Our
4 parking is limited currently and the situation will only get
5 worse. If there's a station on Avalon, where will the
6 riders get off? Where will they go when they get off the
7 train? If someone is there waiting for them, where will
8 those people park? Will they park on our property? There
9 is no street parking in that area.
10 Rainier Roaster is a new concept. We're
11 continuing to develop that concept. We only have nine seats
12 in our dining room and 80 percent of our business is through
13 drive-through.
14 As you've heard from speakers previously
15 today, the best route is to move the station or the Monorail
16 up 35th. Don't go on Avalon Way. It won't impact our
17 business and it will keep our business viable for the
18 future. Thank you.
19 MR. MPRAS: Thank you.
20 The next speaker will be Mary Cook to be
21 followed by Matt Tonkin. Are they present? Okay.
22 Then the next speaker will be Geof Miller and
23 to be followed by Dana Drake.
24 MR. TONKIN: My name is Matt Tonkin. I'm with
25 Taco Time. I really appreciate you giving us this

1 opportunity to voice our opinions. My family started Taco
2 Time in 1961, opening our first restaurant in West Seattle
3 in 1962. We employ over 2,000 people, local family
4 business.
5 I'm real concerned with the alternative going
6 up Fauntleroy. Fauntleroy is the main artery, feed in West
7 Seattle. In my mind, I see no reason why they should put
8 any type of obstruction through that main artery. The
9 alternative route that goes down 35th up Alaska not only
10 helps my business, but is also logical choice for West
11 Seattle.
12 I do applaud the Monorail people. They've
13 been really good about keeping us aware, coming up and
14 asking our opinions and trying to accommodate us. For a
15 public agency, I think that is very well done. I also
16 support the Monorail, just not going up Fauntleroy. Thank
17 you.
18 MR. MPRAS: Okay, thank you.
19 Then the next speaker is Michael DeBell to be
20 followed by Carl Robinson.
21 MR. DeBELL: My name is Michael DeBell. I'm
22 the president of the Ballard High School PTSA. I would like
23 to first of all congratulate the Monorail in getting this
24 far this fast and encourage them to continue at all speed
25 because we'd like to get our students using the Monorail as

1 soon as possible.

2 We would echo some of the concerns that have
3 been raised by Ms. Johnson from the Seattle School District,
4 that parking and the potential noise and disruption of the
5 construction process needs to be further addressed in the
6 design process and in the final EIS, but I do want to note
7 that we are very excited about the Monorail coming to
8 Ballard High School.

9 We feel that it's going to offer an excellent
10 alternative to the congestion that occurs there every
11 morning and every afternoon when 1,600 students come from
12 all over Seattle by bus and by car. And if they come by
13 Monorail, that would actually reduce the congestion and the
14 pollution that are occurring at those times.

15 We are also excited about the process of
16 designing and constructing a station because we feel that
17 there are a number of students at Ballard High School that
18 could benefit from that process. I would look at it as
19 mitigation through education.

20 Instead of looking at it as a nuisance, this
21 big construction project, it can be looked at as a
22 laboratory: Here's a large business that's going to be
23 taking place right next door. It's a big transportation
24 project. It's full of urban design issues and environmental
25 issues. We have a business and finance academy at Ballard

1 High School, and we have an environmental studies program
2 that I believe many students would be interested in being
3 involved in this process. So we think that there are
4 benefits to be had at all phases and we would like to get
5 involved quickly.
6 Last, I just want to sum up that we would like
7 to work with the Monorail project. We feel that they've
8 been very open and transparent and welcoming input in order
9 to make this Monorail benefit the community as much as
10 possible. So thank you very much.
11 MR. MPRAS: Thank you.
12 MR. PRATT: Thank you.
13 MR. MPRAS: Is Carl Robinson present?
14 Then the next speaker is Philip Grega followed
15 by Bob Gillespie.
16 MR. GREGA: My name is Philip Grega and I
17 thank you board members and the Coast Guard. I want to
18 express a great concern, great concern during the
19 construction period. It's the linkage with the Sound
20 Transit tunnel closure to downtown Seattle tunnel closure.
21 All the buses are supposed to be on the street. They're
22 supposed to be major infrastructure improvements prior to
23 that, it is my understanding, and just that encouragement
24 for that incorporation of those infrastructure was
25 Monorail.

1 Basically I just wanted to raise a great
2 concern basically has been plans to have Third Avenue closed
3 to cars, other alternatives and how that -- I perceive this
4 is a great concern, the construction thing. There's great
5 applications to the cost of construction, I may be
6 mistaken. The plans are unclear, I just know Sound Transit
7 is supposed to have tunnel closure to the light rail in 2006
8 and the specific time line, it's just very big. I just
9 wanted to express great concerns in my advocacy for the
10 alignment along Fifth Avenue along the east side. That
11 would be much preferable.
12 Thank you very much for your views.
13 MR. MPRAS: Mr. Gillespie?
14 MR. GILLESPIE: Chairman Weeks, Executive
15 Director Horn, the members of the Coast Guard panel, thank
16 you for the opportunity to speak. I'm Bob Gillespie, I'm a
17 consultant representing a number of business, I think most
18 of the people have spoken today. I want to confine my brief
19 comments to the Fauntleroy section of the line at this
20 time.
21 When I got to speaking with businesses, what
22 they wanted most was to make their concerns known to all of
23 you, the impacts of the line on their livelihoods and on
24 their businesses. Now, you've got 14 miles to worry about,
25 so it's hard to get across the message on the third mile

1 section up there on Fauntleroy. You've had hundreds of
2 letters, probably hundreds of phone calls, and I can't even
3 imagine how many emails you've had. Everybody wants to get
4 your ear, get your attention.
5 When we first learned of the route up
6 Fauntleroy, Steve Huling of Huling Brothers and I
7 practically went door to door asking businesses what they
8 feared the most in that section and they all said
9 unanimously, lost business, without exception. That's when
10 we formed the Friends of Fauntleroy Business to try and
11 gather all of their comments and provide it in one section
12 at one time to you.
13 Now, there's several who can't be here today,
14 unfortunately, they may come at a later hearing, but other
15 businesses being like Alki Lumber and the Offices of Darlene
16 Chan and there's the property owner Eilert Prestegaard and
17 then there's the tire dealer, the auto parts store, the
18 espresso shop and many others.
19 In talking to them, they all have the four
20 basic concerns about, one, access to their business. With
21 the Monorail there, can they get in and out? And the loss
22 of customer parking, go hand in hand with that.
23 The other part is the obstruction of traffic.
24 It's a very, very busy street. If you put a column there,
25 as several people have said, what is that going to do for

1 somebody trying to get out of the parking lot? Is their
2 vision going to be obscured and resultant accidents going to
3 occur?
4 The other things is the loss of sign
5 visibility. You know how important signs are to businesses
6 to get people in. The Monorail is going to go right by most
7 of their signs.
8 Lastly, the last part of it is the taking
9 that's going to occur along the line. That of course is a
10 big concern of theirs.
11 Then you measure all of that against the
12 impacts of the 35th/Alaska route as your EIS, your draft EIS
13 explains. Now, most of the property owners that we've
14 talked to along the 35th and Alaska route do favor that and
15 they either realize there's little to no impact or they
16 outright favor it. How do we know that? A lot of those
17 property owners own property on both sides of the street.
18 So the traffic is about one sixth the level of that on
19 Fauntleroy. That in itself is a good enough case, so again,
20 please consider that.
21 And I want to say thank you to Josh Stevenson,
22 who works that section of the line. Without his diligent
23 efforts, not to just reach out to us but every constituent,
24 you wouldn't have the half the information you do have now.
25 He does a good job.

1 Thank for you your time.

2 MR. MPRAS: Next speaker will be Dave Barber

3 to be followed by Heather MacIntosh.

4 MR. BARBER: My name is Dave Barber, 8830

5 Wallingford Avenue South in Seattle. I'm like to discuss a

6 little bit today the alignment of the Monorail on Second

7 Avenue through downtown.

8 Three of the most popular open spaces in the

9 downtown area are along the east side of Second Avenue.

10 They are the Garden of Remembrance at Benaroya Hall, the

11 Washington Mutual Plaza one block south, and the Wells Fargo

12 Plaza two blocks south. They're on the sunny side of the

13 street. I hope very much that you'll find a way to protect

14 those and put the Monorail on the shady side of the street.

15 But my particular interest is in the Garden of

16 Remembrance. Five years ago, I was on the Garden of

17 Remembrance steering committee for the construction of a new

18 memorial for 8,000 people from the State of Washington

19 killed during the war. Built in conjunction with the

20 symphony hall, it cost $3.7 million in private donations.

21 Our spearhead and driving force was Patsy Bullet Collins,

22 who gave so very much of herself to this community before

23 she died earlier this year. I would also mention Bob

24 Morassy, the architect, who did just a beautiful job. My

25 small role was in finding the names.

1 During that process, I was approached by many
2 families, met many families who want their families' names
3 included. After the completion of the memorial, those names
4 are listed on history link. They refer the new inquiries to
5 me. We've added 46 names since the memorial was completed.
6 In the process, I was made the executive chair
7 of the national organization, Vietnam MIAOW families.
8 That's a military acronym, missing in action over water. 10
9 of the 1,100 names there are Vietnam casualties missing in
10 action over water. Those families would like the bodies
11 back and the Navy doesn't agree.
12 I want to see that memorial honors mostly
13 those families. Very small percentage of our people in this
14 state, most people in this group probably have never been
15 close to a person who was killed. I'm not an immediate
16 family member. Their sacrifice lasts a lifetime. It gets
17 greater I think as those people get older. I want to say
18 that the Monorail wouldn't ruin that memorial, but it would
19 be a very massive intrusion into the spirit of the place.
20 Shortly after the garden was constructed,
21 before it was dedicated, Metro put one of its three-sided
22 kiosks out front, plastic turquoise bus tunnel signs. We
23 wrote to King County Metro, Patsy, Bob Morassy and myself,
24 we were ignored. We contacted King County Executive Ron
25 Sims and said this doesn't belong here. Finally, with Ron

1 Sims' help, we got it moved around the corner and up the
2 hill.
3 The renderings show a 200-ton concrete piling
4 in exactly the location of that turquoise sign. I hope you
5 can find another way to do this.
6 MR. MPRAS: Thank you, sir.
7 Ms. MacIntosh?
8 MS. MacINTOSH: Hello, I'm Heather MacIntosh
9 for Historic Seattle Preservation. Thank you for your
10 attention. We'll be submitting a rather lengthy letter
11 detailing comments on the technical issues and related
12 methodology by October 14th, which is the due date of the
13 letter.
14 I wanted to focus my comments today on the
15 mitigation aspect of this which has been alluded to by a
16 number of speakers. Historic Seattle is concerned that the
17 mitigation be coordinated with a number of other
18 transportation projects that are either being planned now or
19 almost completely funded. There are a number of ideas
20 floating around, and these taken together will have a great
21 cumulative impact, so we hope that when you're considering
22 mitigation strategies, that these be considered
23 cumulatively.
24 Another piece of the mitigation was alluded to
25 by a high school teacher from Ballard High School, which is

1 mitigation through community education, and I think that the
2 entire Seattle community could benefit from this experience
3 during construction, that the Monorail authority would be
4 well served to engage the current stewards of the urban
5 environment broadly defined.
6 The impacts will be complex temporarily to
7 businesses and to the culture of the street. Access will be
8 blocked to businesses and historic buildings and nonhistoric
9 buildings. Community partners for the mitigation of
10 strategies should be as diverse as the impacts.
11 Historic Seattle believes this is actually an
12 historic opportunity to educate the public about our urban
13 form, using the construction process as an educational tool
14 that is engaging and interpreted onsite and that moves
15 around and changes as construction changes might be a way of
16 attracting businesses back to downtown and in West Seattle
17 and in Ballard and in other places that will be temporarily
18 affected by construction.
19 So Historic Seattle has its doors open to the
20 Monorail authority for working through these mitigation
21 strategies. Thank you again for your time.
22 MR. MPRAS: Thank you.
23 The next speaker will be Bert Cehovet and Mike
24 Boss.
25 MR. CEHOVET: My name is Bert Cehovet. I'm a

1 vice-president of Washington Chain and Supply. I'm a
2 resident of Seattle and on the West Seattle commuter. I'm
3 here to talk about the maintenance base options that you
4 know that you voted for the Monorail, like the idea, but I'd
5 like to help you out with the maintenance base decisions.
6 I think it would be better in the Interbay
7 area. Washington Chain is in Sodo. It would be easier to
8 locate the businesses, relocate businesses in the Interbay,
9 be less expensive to acquire the property. It would be less
10 loss of taxes and it would be less expensive to build on the
11 property.
12 The primary businesses down in Sodo are Home
13 Depot, Edderer Crane and Washington Chain, all very unique
14 in their own ways. Washington Chain is a preeminent
15 supplier of maritime goods, hardware, maritime industry
16 including the Coast Guard and the Navy.
17 Home Depot, everyone knows Home Depot is
18 probably the busiest location in Seattle. However, if they
19 have to move, there is no other retail zoning in Sodo or in
20 the close area that they could move to.
21 Edderer Crane has unique needs. They have
22 90-ton lift capacity and there are no other buildings, no
23 other facilities available in Seattle that would accommodate
24 that.
25 Washington Chain, we've got a 1,000-ton test

1 pit that's built into the ground. We've reinforced it with
2 pilings, steel and concrete. We've also got thousands and
3 thousands of tons of anchors, anchor chain, lashing chain,
4 very, very time-consuming and expensive to move.
5 These three businesses would be jeopardized by
6 selecting the maintenance base in Sodo. Edderer grew up in
7 this area. They've been there since about 1905. Washington
8 Chain has been there since about 1954.
9 There's about $20 million allocated to the
10 maintenance base I think on the budget and on about a
11 $10 million contingency. I believe that the properties
12 would cost more than $20 million, leaving less than
13 $10 million in contingency to build and relocate, and that
14 is probably inadequate. Because of where we sit, it's on
15 the Seattle fault for earthquakes, it would be greatly
16 increasing the construction costs.
17 Now, these numbers are a little fuzzy, but our
18 area pays 150,000 in property taxes each year, versus $6,000
19 in Interbay. The businesses do about $100 million a
20 year in sales representing about $1.6 million to Seattle
21 alone in taxes for retail, wholesale and manufacturing.
22 Thank you.
23 MR. MPRAS: Thank you.
24 MR. BOSS: My name is Mike Boss. I'm with
25 Seavest Realty. My address is PO box 95430, Seattle.

1 I represent the owners of 400 Mercer Street.
2 We do support the Monorail. However, we do not support the
3 proposed Mercer Street route if it is proposed to run on the
4 extreme north side of Mercer within a few feet of our
5 building at 400 Mercer Street, which would render the 70,000
6 square foot building unrentable. It's very likely that it
7 will also have a similar impact on the historic Auditorium
8 Apartments to our east and it will render the undeveloped
9 land to the west useless. Thank you very much.
10 MR. MPRAS: The next speaker is Mr. Stockmeyer
11 to be followed by Mr. Ross.
12 MR. STOCKMEYER: Thank you members of the
13 Coast Guard, Chairman Weeks, Mr. Horn. I'm a citizen of
14 Seattle with a very strong interest in urban planning and
15 development and supporter of the Monorail. I'm a candidate
16 for position 9 on the board and I just want to add an
17 observation that all of the voices of business we've been
18 hearing today really are making sense in line with the whole
19 theory of urban planning and development that the Monorail
20 is premised on.
21 You know, a city is a dense network of
22 economic intersections and what we're hearing is while
23 people want the development, we've got to preserve while we
24 also add the Monorail to it. And some common themes are
25 emerging and I'm hearing this up and down the Green Line as

1 I talk to people.
2 It's great to put the Monorail tracks near
3 other tracks. It's great or it's better to put stations on
4 vacant land or parking lots or something like that that's
5 close to the more developed area we want to serve.
6 This preserves jobs. Every job is a potential
7 rider. This is friendly to business, especially those
8 businesses that have made an investment in a particular
9 location, and having visibility or having really good
10 ingress and egress.
11 Most important of all, this kind of artistry
12 in where you place the Monorail line and stations will not
13 prevent the future development that we're trying to
14 achieve.
15 I went down to the Third Avenue site and I was
16 kind of shocked to see on one side 25 businesses, vibrant
17 businesses with good family wage jobs, and on the other side
18 of Third Avenue a railroad yard that would not be impacted
19 much at all. If it's placed on the west side of Third
20 Avenue, we're not blocking the future development because I
21 don't think Burlington Northern has plans for massive condos
22 over air rights or anything like that. But if it's on the
23 east side, it not only harms existing business, but could
24 block the future growth and development of that business or
25 even an evolution over decades of that area into a mixed

1 business, retail, urban vibrant neighborhood of the kind the
2 Monorail is supposed to foster.
3 Same thing with the glass art studio versus
4 the parking lot in Belltown. A parking lot that doesn't
5 have existing development doesn't lose as much.
6 So the message is, don't just look at the
7 dollars and cents. Look at the development impact. Don't
8 kill the urban village in order to save it.
9 Thank you.
10 MR. MPRAS: Thank you.
11 Next is Mr. Dennis Ross.
12 MR. ROSS: My name is Dennis Ross. I live at
13 2008 California Avenue Southwest in West Seattle.
14 I have a number of concerns to bring to your
15 attention today. The first one is the Delridge station.
16 The two locations, north and south of the Spokane bridge
17 should be studied in the same depth and intensity as the
18 preferred Andover locations. Bridge locations north and
19 south of the bridge in Spokane Street provide adequate
20 infrastructure already for bus access, large bus access and
21 parking.
22 The Andover locations have no access. The
23 Seatrans identifies that area as local access only. We
24 would have to recreate the infrastructure at that location
25 that already exists under the bridge.

1 Parking at the outlying stations, particularly
2 the four in West Seattle, needs to be adequately addressed
3 and provided for. If parking is not available at these
4 outlying stations, three things will happen, all bad:
5 Number one, people from communities like mine
6 that don't have a station will either, if they can't get and
7 park conveniently at a station will continue to drive
8 downtown, bad. Number two, that will impact your ridership,
9 bad. Number three, if in fact people from my neighborhood
10 would choose to drive to a station, they will then be
11 parking on top of each other at the locations with no
12 parking available. All bad. The parking removal along the
13 route should be mitigated for or replaced.
14 The Delridge stations near the bridge could
15 provide an adequate access to the Alki and Admiral
16 communities that do not have a station. The locations
17 further south do not provide for that. Again, our
18 communities will then be required to stay in their cars.
19 Metro, I've been told and you've outlined in
20 the Green Line plan, Metro will perform in such a manner to
21 shuttle people to these stations. You've heard from me on
22 this issue before, they are not going to do that. Metro
23 will not perform in that manner and they have published
24 numbers to show that, that they do not have the adequate
25 funding to do that.

1 If you check Metro's own operation in south
2 and east King County, they're not doing that. They're
3 providing parking at park and rides, and increasing park and
4 rides for their own stations.
5 Thank you very much.
6 MR. MPRAS: Thank you, sir.
7 The next speaker will be Mr. Pemberton,
8 followed by Janice Van Cleve.
9 MR. PEMBERTON: My name is H.B. Pemberton.
10 I'm a long-time Seattle resident. I'm was there when the
11 original Monorail was built and I know some of the problems
12 that were faced by that group, and I am a firm believer that
13 rapid transit, whether it be above ground, above ground or
14 street level, is much better than trying to fight traffic in
15 any kind of freeway.
16 However, I am concerned, not only about the
17 ridership, but as far as the esthetics are concerned. They
18 look very good, but I'm concerned, we're in a quake zone
19 that if the pylons are not sufficiently strong where you
20 build it, that how long it's going to hold up, and that's my
21 number one concern.
22 I want to thank you for this opportunity to
23 get some questions answered. Thank you.
24 MR. MPRAS: Thank you.
25 Ms. Van Cleve, then the next speaker will be

1 Eilert Prestegaard to be followed by Curt Firestone.
2 It seems they're not here.
3 MR. FIRESTONE: I'm here. I was waiting, I'm
4 Curt Firestone. It appears that maybe I'll be your last
5 speaker so I wonder if I can speak on behalf of everybody
6 who has chosen to speak today?
7 MR. MPRAS: Three minutes, sir.
8 MR. FIRESTONE: I'm Curt Firestone. I live at
9 7708 33rd Avenue South here in Seattle. I want to talk
10 about three concerns real quickly.
11 First is the whole concern of cost. I think
12 we all living here in Seattle know that the motor vehicle
13 excise tax has not lived up to our expectations, and
14 therefore, it's important to us, the taxpayers and the
15 citizens of the city, to have an appreciation for the costs
16 of the different options that are being considered. And I
17 would ask that the final EIS, whether it be in this document
18 or if it's not appropriate in a separate document, have some
19 costs attributed to the different options so that we, the
20 public, can speak to that in a meaningful way with you, the
21 members of the board and the Coast Guard.
22 I haven't been involved for the last year,
23 although I've been heavily involved in prior years, and I
24 was a little surprised by looking at the exhibit at the size
25 of the support columns and the footprint that they're going

1 to take. I thought they were going to be much smaller and I
2 would hope that your engineering can look to see if the
3 diameter or circumference of those columns can be reduced at
4 all and still do the job.
5 We all want to talk about the Seattle Center
6 and I want to take a minute and express not only my
7 concerns, but something for you to consider. In coming here
8 and looking at the options presented today and taking the
9 time between number 1 and 40 in your list, I walked around
10 outside and I think there's some options that haven't been
11 yet explored.
12 And I would propose to you that instead of
13 coming up Harrison Street, you might consider coming up
14 Republican Street as you enter the Seattle Center from the
15 west, that you're going to be at an elevation over this
16 building of the Northwest Rooms and that you maintain that
17 elevation and then try to stay as much as possible over
18 other buildings here in the Seattle Center area, including
19 the Memorial Stadium bleachers, and making your curve over
20 the parking lot on to Fifth Avenue, with a pedestrian
21 walkway into the EMP instead of having the Monorail run
22 through the EMP.
23 I think if you would consider that option, I
24 think, one, you may be reducing costs, and that you also
25 will have the potential for reserving more open space and

view positions, and also the access to EMP and so it can be a win-win-win situation. Thank you.

MR. MPRAS: Thank you, sir.

That concludes the list that we had of speakers. Is there anyone else present that wishes to speak?

Okay, then on behalf of the Coast Guard, I compliment you on the adherence to the rules set forth for this public hearing. I thank everyone for participating in this hearing. Many thanks to the Seattle Center for making this beautiful facility available.

In closing, everyone is reminded that the Coast Guard will be accepting written comments on the proposed project until October 14th, 2003.

Once again, this hearing was intended to solicit comments. They should not in any way be construed to indicate that the Coast Guard has formed an opinion on the merits of the proposed project before us.

Thank you. Thank you very much and have a safe trip home.

(Hearing recessed from 2:43 to 5:00 p.m.)

1 MR. HORN: Good afternoon. I'm Joel Horn.
2 I'm the executive director of the Seattle Monorail Project.
3 On behalf of the board and the staff I'd like to welcome you
4 here today for our second session. This is in some ways
5 very similar to many of the other public meetings we've had
6 over the last year and in some ways it's different.
7 What's similar is that we have a very tight
8 schedule to get to the opening of the Monorail. 1,538 days
9 from today we'll be opening up the initial segment, which
10 will be December 15, 2007. That's a Saturday. We hope that
11 all of you will be attending the opening.
12 Some things that are different is that we are
13 joined today by the United States Coast Guard. I'd like to
14 extend our thanks to the Coast Guard. They have really done
15 a tremendous job and they've worked very closely with us.
16 They've made it very clear what they need out of this
17 process and they've been great to work with.
18 I appreciate their dedication and commitment
19 to the project and I really appreciate Nick Mpras's
20 leadership in that. Nick, thank you very much. He has done
21 a tremendous job leading this process.
22 We also have Austin Pratt and Frank Martin,
23 who are here today at the table with us from the Coast
24 Guard. Austin, who locally has been working with us and
25 Frank, we appreciate you coming out as well.

1 I'd like to acknowledge some other partners in
2 this process. First of all, the City of Seattle has been
3 working side by side with us since the election and that has
4 been great. Some city council members may be joining us
5 later on today and we'd welcome that.
6 Our ability to open the Green Line in 1,538
7 days on time and hopefully underbudget, and without a doubt
8 with excellent design, depends on this close working
9 relationship with the city and we're very thankful. There's
10 a number of city staff here now and there were a number this
11 afternoon and we appreciate the help. Is Ethan here? I
12 wanted to introduce Ethan.
13 Third, I'd like to acknowledge probably a
14 group that seems to never get any thanks, but the people
15 that really put in a tremendous amount of work weekends,
16 evenings, and that's our board. The Monorail board has put
17 a tremendous amount of work into this, and in some ways,
18 their work has just begun. So I'd like to thank the board.
19 Two of them are with us today. They're Tom Weeks, on our
20 right, and one of our newer board members, architect Rick
21 Sundberg. Thank you for coming today tonight, Rick.
22 The board has given us clear direction and
23 that's to build the Green Line in a manner that's
24 transparent, is accountable to the public, and we've been
25 working hard to do that over the last year, and this hearing

1 is just one of the many opportunities that people have to
2 comment on the Monorail. We've had over 7,000 comments on
3 the Monorail just in January and February alone in terms of
4 the scoping. We've also now had a great deal of rigorous
5 technical and design and engineering analysis as well.
6 Today's public hearing is on the draft
7 environmental impact statement and Section 106 of the
8 National Historic Preservation Act. This is your chance to
9 give us comments relating to environmental impacts
10 alternatives and mitigations. All of your comments will be
11 assessed in the final environmental impact statement
12 including spoken comments at today's hearing, written
13 testimony submitted today, and letters and emails that you
14 send us before October 14th.
15 Many of us joined the leadership team of the
16 Monorail because we wanted to show how one can implement a
17 large project of this type that's both good for the
18 environment and uses new and innovative approaches. The
19 Coast Guard's collaborative approach and our extensive work
20 with the community, our partnership with the city and Metro
21 and other agencies have helped us turn this into a process
22 that normally takes years and years and years to get
23 through. We're hoping to be able do this with the Seattle
24 Monorail Project in only a year.
25 We think we can do that, while also giving

1 careful analysis to nearly 50 different alternatives that we
2 need to look to to move forward. We've learned a great deal
3 in the past year. We're going to hear a lot, we heard a lot
4 and learned a lot this afternoon. We'll learn a lot
5 tonight.
6 And before I turn this over to Nick, we have
7 had Seattle City Council member Richard Conlin join us.
8 Thank you. I wanted to acknowledge his presence here
9 today. With that, I'll turn it over to Nick.
10 MR. MPRAS: Thank you very much, Joel. Ladies
11 and gentlemen, it is now 5:05 p.m. Welcome to the United
12 States Coast Guard public hearing for the proposed Lake
13 Washington Ship Canal Bridge and the proposed modification
14 of the Duwamish Waterway Bridge, both part of the Seattle
15 Monorail Project.
16 My name is Nicholas Mpras. I am the chief
17 officer of bridge administration at Coast Guard
18 headquarters, Washington, D.C. With me this evening are
19 Mr. Austin Pratt, chief of the bridge branch 13th Coast
20 Guard district here in Seattle; Mr. Frank Martin, chief of
21 the permits division in my office; Ms. Shelley Haislip,
22 project officer, also from my office; Mr. Tom Hayes, chief
23 officer environmental law, out of Washington, D.C. also.
24 This public hearing is conducted under the
25 authority granted to the Coast Guard in section 115.60 of

1 Title 33 Code of Federal Regulations. The decision to call
2 this hearing was announced in the Federal Register on August
3 29th, 2003. The purpose of the hearing is to obtain views
4 of interested and affected parties and to gather information
5 concerning the impacts of the proposed project on navigation
6 and its effect on the quality of the human environment.
7 The Seattle Monorail Project involves two
8 bridge projects, the one across the Lake Washington ship
9 canal and the other across the Duwamish waterway.
10 This hearing is not an adversarial proceeding,
11 rather it is one in which all interested parties have the
12 opportunity to present a full and frank statement of their
13 views regarding the impacts of the proposed project.
14 Statements will not be given under oath and
15 cross-examination of speakers will not be permitted.
16 However, the presiding official may ask for clarification or
17 amplification of statements.
18 Speakers will be called in order of speaker
19 cards or written requests received. To ensure that everyone
20 has an opportunity to be heard, I've requested that remarks
21 be kept to three minutes. A 30-second warning to make
22 closing remarks will be indicated at that table. Views of
23 committees or organizations should be presented by a single
24 person. Submission of written statements and information in
25 lieu of oral presentations is encouraged. Written

1 statements will be included in the hearing transcript.
2 As registration cards are filled out, those
3 indicating a desire to speak will be brought forward to me.
4 The names will then be added to the bottom of the list. I
5 will call each person forward by name at the appropriate
6 time. This is necessary so that the hearing will go forward
7 in an orderly businesslike manner.
8 These proceedings are being recorded for
9 transcription by Seattle Deposition Reporters. Interested
10 parties may purchase copies of the transcript once
11 available. Those who desire to do so should make
12 arrangements directly with the reporter. If you have
13 written material to present or if you have copies of your
14 speech, please hand it to the court reporter sitting right
15 at the end of the table here.
16 The record of this hearing will remain open
17 for the receipt of written comments until October 14, 2003.
18 As a matter of record, we have an attendance roster and if
19 you have not already signed it, please do so before leaving
20 tonight.
21 The United States Coast Guard is the lead
22 federal agency for purposes of the National Environmental
23 Policy Act of 1969 as amended. The United States Coast
24 Guard will make a decision on the bridge permit applications
25 based on the merits of the case. At this point, it is

1 important to state that the United States Coast Guard has
2 not made a final decision on the merits of the case before
3 us. No recommendation regarding issuance or denial of the
4 Coast Guard bridge permits have been made.
5 Ultimately a decision as to whether or not
6 approval of the location and plans for the proposed action
7 will be granted will be based on evaluation of the probable
8 impacts of the proposed activity on navigation and the
9 quality of the human environment. Other pertinent factors
10 such as information concerning public parks, wetlands, water
11 quality, fish and wildlife, coastal zone, historic and
12 archeological sites and navigational safety will be made
13 part of the case record and will be fully considered prior
14 to taking final agency action on the bridge permit
15 applications.
16 I would like to introduce any federal elected
17 officials that are present. Any state elected officials
18 present?
19 Ladies and gentlemen, in order to minimize
20 delays between speakers, I will call one or two speakers in
21 advance. When your name is called, please move forward
22 quickly and be prepared to take the microphone after the
23 preceding speaker has finished. When speaking, please state
24 your name, and address, and any affiliation when you begin.
25 Please speak slowly and distinctly so that the court

1 reporter can understand you. If you have written material
2 to present or if you have copies of your remarks, please
3 hand them over to the court reporter.
4 The hearing record will be kept open for
5 receipt of written comments until October 14, 2003.
6 Now, I'll call the first speakers, Belle
7 Silver, Louise McGrody.
8 MS. SILVER: Do you want me now? My name is
9 Belle Silver. I live at 1717 34th Avenue, Seattle. I have
10 been using public transportation for a mighty long time. I
11 started out with the cable cars, the streetcars and
12 everything after that. I'm intensely interested in
13 transportation and keeping it usable because I expect to use
14 it for the next 10, 20, 30 years. You'll have to forgive me
15 if I ramble. I have so many things to say I don't know if I
16 can say them all.
17 First place, I have a hate/love relationship
18 with Monorail. I hate it and I love it. I love the
19 Monorail that we have going to the Seattle Center. It
20 should be preserved, as the historical preservation judged
21 it should be. Not just a piece of it, the whole thing. It
22 is an attraction not only for visitors, but for people that
23 live here.
24 Otherwise, we have a very good basis for a
25 good bus system. It's one of the best in Seattle. I'd like

1 to see the money, financial area, the financials go to the
2 bus, developing the bus system. As for esthetics, we don't
3 want our city skies messed up with aerial roadways. In
4 1970, I think we decided to go underground with wiring to
5 preserve views. We have lovely views in Seattle and they
6 should be preserved.
7 As for the financial angle, there's a lot of
8 money you're spending, millions and billions, that could
9 really develop our bus system and everything connected with
10 it. Buses have flexible routes. They should have priority
11 lanes. They have express routes. They have regular stops.
12 They have neighborhood stops, neighborhood minibuses.
13 They should also be augmented by park and ride
14 lots to keep cars out and also we should have an improved
15 taxi system for those that need it.
16 We already have a free downtown zone, which is
17 working out fine. What if we had a free bus system all over
18 the city, and how many people would leave their cars home
19 and take the bus then? I conducted a survey back in 1970 on
20 this subject and nearly everybody signed it. All it said
21 was if the service is good, and the bus was free or 10
22 cents, would you leave your car home and use the bus?
23 Nearly everybody signed it. That would help get rid of the
24 congestion that we have today. I know there are other
25 factors that enter into it.

1 MR. MPRAS: You have 30 seconds left.
2 MS. SILVER: So I would suggest we either stop
3 the money for the Monorail, have another vote on it with the
4 facts, and devote the money to improving our bus system.
5 MR. MPRAS: Thank you.
6 MR. HORN: Thank you.
7 Louise McGrody.
8 MS. McGRODY: Good afternoon. My name is
9 Louise McGrody. I'm with the Bicycle Alliance of
10 Washington. We're a state-wide bicycle advocacy
11 organization, promoting bicycling for recreation and
12 fitness. The Bicycle Alliance supports the Monorail. It's
13 a facility we want to see built and we hope that you achieve
14 your goal to build it on time and within budget.
15 The Bicycle Alliance supports the development
16 of a Monorail that fully integrates bicycles into its
17 system. We commend you on your decision not to build
18 station area parking and instead encourage riders to walk,
19 bike or bus to stations. To achieve this, the Seattle
20 Monorail Project must built a facility that safely
21 integrates bike routes, necessary station amenities and bike
22 access to trains. To that end, I'd like to offer the
23 following comments.
24 The DEIS states there's no bike parking
25 planned for downtown area stations. Bicycle parking should

be provided at all Monorail stations. People live in and near downtown and they will take the Monorail to other destinations. Bike parking should offer protection from the weather and be in visible locations. Furthermore, two types of bike parking should be provided at all Monorail stations: secure locker or cage storage for daily commuters, and bike racks for the casual Monorail user. There is a need for both.

The DEIS states that the existing sidewalk system around proposed station areas are adequate. We disagree. Bicyclists will need to use sidewalks to get into the stations. Many cyclists will opt to use the sidewalk for a block or more in order to get through some of the arterial intersections where stations may be located. Station area planning should include sidewalks with a width of 10 feet to safely accommodate the mixing of bicyclists and pedestrians.

Station area plans should also identify nearby bicycle routes and plan how to safely make connections between them and the stations. The DEIS attempts to identify some of the nearby routes used by cyclists, but does not elaborate on how to provide safe connections from the routes to the stations. In a survey commissioned by the SMP to understand how bikes can be accommodated, about one third of the respondents were willing to bike up to a mile

to a station, while another third said they were willing to bike one to three miles to a station. Let's ensure that they can all do so safely.

One of the alignment alternatives on Second Avenue through downtown would eliminate the existing bike lane. This lane is part of Seattle's bicycle network and we would prefer to see it preserved. If, however, you choose the alignment that results in its elimination, then SMP has a responsibility to replace this bike lane. The DEIS doesn't address this.

Last thing, we want cyclists to have the option to bring their bikes on board the Monorail trains. An overwhelming majority of the surveyed respondents, 91 percent, expressed a desire to do so. Bikes on Metro buses has been a huge success, and bringing bikes on board the Portland Max light rail system is also very successful. We believe that bikes on board the Monorail will be equally as popular.

Thanks for considering these comments.

(See attached Exhibit-6 for further material submitted at the hearing by this speaker).

MR. MPRAS: Thank you.

The next speaker will be Cindi Barker followed by Tom Linde.

MS. BARKER: My name is Cindi Barker. I live

1 3711 Southwest Morgan. I'm here on behalf of the Morgan
2 Community Association and Morgan junction. We will submit
3 full written comments by the deadline. I'm here today to
4 summarize the broader comments we received at our last
5 community meeting where we reviewed the DEIS.
6 We do appreciate the continuing dialogue and
7 clarification we received from your staff on questions we've
8 had so far. However, overall, we do not feel that a number
9 of our specific concerns we submitted in the scoping
10 comments phase were either directly addressed or the EIS
11 presented the topic in such a way as to, it presented the
12 topics in such a way that it was made difficult for us to
13 determine whether a lack of discussion on a topic was an
14 omission or whether it was folded into a no impacts
15 decision. We submitted around 50 comments and would like
16 more information on at least 18 of those.
17 Our major concerns still lie with the traffic,
18 transit and parking elements as well as with noise and
19 visual impacts. We question the conclusions used to present
20 both full scale impacts and adequate mitigation.
21 In particular, the parking mitigation
22 proposals were weak. In fact, they were the same laundry
23 list presented in the parking alternatives workshop. Why
24 was no comprehensive analysis or summary table presented
25 such as was done for noise mitigation?

1 Our station is at the end of the line. This
2 presents a number of unique issues which we feel were not
3 adequately portrayed or assessed in the DEIS.
4 Finally, we have a new concern to add. The
5 apparent shortfall in auto tax revenue is raising concerns
6 amongst some of our board members that the project will
7 change. If so, will the environmental impacts change? If
8 the FEIS comes out on the current schedule, will we be able
9 to understand the full environmental impacts? Will there be
10 money for full implementation of the mitigation measures
11 proposed? And if not, if partial measures are used, how can
12 we understand what the impacts of those solutions will be?
13 For example, one alternative in West Seattle
14 shows traffic impacts could be mitigated by the installation
15 of four traffic signals on California Avenue Southwest
16 between the Morgan junction and the Alaska junction. If
17 only two are installed because of lack of revenue, then what
18 is the resulting level of service impacts long the
19 California corridor?
20 The impacts of the reduced project budget
21 should be understood and integrated into the FEIS even if it
22 means delaying the release of the FEIS.
23 We look forward to your responses to the
24 Morgan junction comments. Thank you.
25 MR. MPRAS: Thank you.

1 MR. HORN: I'd just like to announce we've
2 been joined by Seattle City Council member Judy Nicastro.
3 MR. LINDE: My name is Tom Linde, I'm a West
4 Seattle resident. With release of the recent DEIS and now
5 this comment period we are, as Caesar's legions, fast
6 approaching the Rubicon. Soon the plan will be cast in
7 concrete, first figuratively and then literally. It is
8 precisely because we are where we are that I'd like to offer
9 a brief observation and a sincere request of the people of
10 my home city.
11 I've listened to literally hundreds of people
12 over the months offering the feelings about one part or
13 other about the project, route alignment, parking,
14 permitting, property, business, et cetera. Many of you have
15 spoken here and many more will follow me tonight. Many of
16 you have valid concerns, some very well reasoned, some less
17 informed, not some not informed at all. I myself have
18 questions about portions the plan as well, including serious
19 ones about the revenue shortfall.
20 My point is this. Having been around the city
21 all my life and watched large scale public projects gain
22 momentum and fade away, I have a nagging feeling in my gut
23 that has been kind of growing recently. I can best describe
24 this feeling by using a metaphor. Apologies to my friends,
25 including my wife, who are alumnae of Washington State.

1 The feeling is called Couging it. For the
2 unfamiliar, Couging it is what happens when you have a game
3 in hand and you find a way to snatch defeat from the jaws of
4 sure victory.
5 However, this particular application deserves
6 a change of nomenclature to fit the recent history and
7 circumstances of our city, hence the modified term, to
8 Seattle it. It's not terribly hard to Seattle a project.
9 In fact, it's quite easy. It starts with well-meaning
10 self-concerned parties who dig and jab a little bit and
11 compromise a project to the point of irrelevancy.
12 What's far more difficult, I believe, and
13 indeed what is required is to have a well-informed public
14 providing positive support to a project and the project
15 authorities of this crucial juncture.
16 Let me say I'm not a Pollyanna, nor do I offer
17 my support blindly, but I am willing to make the short leap
18 of faith that this project is do-able even with the current
19 revenue shortfalls. Why? Because I've seen projects
20 succeed against much larger odds, projects that require just
21 two primary things: Talented dedicated people and a unified
22 vision.
23 Maybe some of us forget or weren't here back
24 when 30 years ago, but the Boeing Company bet the entire
25 company to build the 747. Many doubted that they could do

1 it. Nobody was sure that anyone would even buy them when
2 they got done and keep the company afloat. Some people in
3 this audience may have been the workers on that plane, some
4 may be your parents. They had pride and they had vision and
5 they succeeded beyond their wildest expectations.
6 That's the type of vision that the Monorail
7 project resurrected for us as a city. This isn't a stadium
8 that pays homage to overpaid entertainers. It's not a high
9 end shopping mall to feed our lust for toys and baubles.
10 It's a clean modern transportation system that will serve a
11 great city that desperately needs it. Successful completion
12 of this project will make the city a model for others to
13 follow and something we can all be proud of. That is in
14 fact the vision.
15 Many hard decisions are about to be made and a
16 significant number of those offer only the demoralizing
17 option of selecting the lesser of several evils. No one
18 person or group will be satisfied about every outcome. This
19 is not news. It was always going to be this way.
20 Please don't lose the vision, Seattle. Now
21 more than ever it's time to keep the faith. This is truly a
22 once-in-a-generation opportunity. You must know in your
23 heart of hearts, we shall not pass this way again.
24 Thank you.
25 MR. MPRAS: Thank you.

1 The next speaker will be Lee Pearl followed by
2 James Peterson.
3 MR. PEARL: My name is Lee Pearl, I live at
4 303 28th Avenue West, Seattle, Washington. I was born in
5 Seattle in 1926. I've lived here all of my life. My
6 family, starting with my father, '38, my brothers and myself
7 had a plumbing business, later trailer parks, business at
8 the street address of location of 1731 Fourth Avenue South.
9 In '67 I purchased my brother's interests and I have leased
10 1731 Fourth South, an additional property, leased 72 out to
11 tenant business customers.
12 My wife and I have lived very conservatively
13 over the last 35 years always knowing that this piece of
14 property and buildings we owned and sublet on Fourth Ave
15 South would take care of us during our older retirement
16 years.
17 All the property I own is fee simple or leased
18 to others. Going from Fourth Avenue South to Third Avenue
19 South, I own 25 percent of the large concrete buildings,
20 1705 Fourth Avenue South.
21 Now the Monorail informs us that one of their
22 options is to use the east side of Third Avenue South as a
23 route for their Monorail operations, and the track for the
24 Monorail cars will come to within five feet of my buildings
25 and properties.

1 I'm especially concerned about the large
2 36,000 concrete building I helped design in 1973, and it
3 consists of pilings up to 150 feet deep may be affected from
4 vibrations of the heavy Monorail car trains passing by every
5 15 minutes for one half hour going 50 miles an hour and all
6 of this five feet from the rear side of the building.
7 That building's accurate address 1705 Fourth
8 Avenue South, and it is the building that is immediately to
9 the south of the Filson building at 1555 Fourth Avenue
10 South. Any damage caused because of the Monorail
11 construction and activities could damage the buildings
12 possibly and affect perhaps the income stream of me and my
13 wife. We're 77, 78 years of age.
14 I would like to see the Monorail use the west
15 side of Third Avenue where there is room for it, no
16 buildings in the way from Atlantic Street overpass to Lander
17 street at south end of Third Avenue.
18 Should they elect to use the west side of
19 Third Avenue, all they have to do is bury a minimal amount
20 of quantity of power line along the west side and make room
21 for the concrete abutment posts to protect the Monorail
22 vertical supports that hold up the Monorail arms.
23 The inclusion of the west side of Third Avenue
24 South is a winning situation for all including the east side
25 of the building owners and operators of the city, the

1 Monorail commission, the council of Seattle, and puts all
2 north and south trains more or less together as a group
3 where they belong.
4 Many thanks to the Coast Guard, Monorail
5 commission, City of Seattle, and other interested parties
6 for giving me the opportunity to address the EIS authorities
7 today. Thank you. I'll pass three copies of information
8 and literature to the recorder, if I may now, please.
9 (See attached Exhibit-6A for further material
10 submitted at the hearing by this speaker).
11 MR. MPRAS: Thank you, Mr. Pearl.
12 MR. PEARL: My structural engineer,
13 Mr. Peterson, will follow and this is will be applicable to
14 that.
15 MR. PETERSON: My name is James Peterson. My
16 address is 820 John Street. I was asked by Mr. Pearl to
17 present maybe a little more technical aspect. We're taking
18 the draft EIS, the Sodo segment to Massachusetts and Holgate
19 Street, alternatives 5.1 and 5.2. 5.1 would run down the
20 east side and against the buildings. 5.2 would run across
21 the street and along adjacent railroad yard.
22 Should the 5.1 be taken, where the track is
23 actually five feet from the buildings, there would be
24 significant noise and visual distraction. There would
25 somebody be some vibrations, although probably mitigated

1 quite well, but during construction and during operation,
2 that could cause some potential building settlements,
3 especially during construction. There would be probably
4 pile driving vibration, dewatering for pile caps, whatever,
5 and during operations, there would probably be more
6 vibration at the support pylons.
7 By putting the Monorail up against the
8 buildings, near the buildings, it would limit access to the
9 buildings. Mr. Pearl's building has a loading dock right
10 off of Third. I think the more significant part is the
11 building area, that particular property is designed or
12 permitted, not permitted, zoned for future development up to
13 85 feet. He could make all sorts of office, hotel, mixed
14 use project there. If the Monorail was right up there, it
15 would limit his ability to build in that area economically.
16 There are some occupational safety concerns
17 and probably more of a construction activity disruption
18 would limit his use of that building should it be there.
19 Option 5.2 on the east side would actually put
20 it 50 feet away from this building and would run along the
21 railroad property. There would be no structures to impact
22 and it would lessen all of the effects previously
23 mentioned. While we're not too concerned with calling this
24 not in my backyard, but we would like to put it over against
25 the fence, not against the building.

1 Our opinion is the west side option is the
2 obvious choice to mitigate the property owners' concerns.
3 Thank you very much.
4 MR. MPRAS: Thank you, Mr. Peterson.
5 Next is Kay Knapton followed by Michael
6 Hoffman.
7 MS. KNAPTON: I'm Kay Knapton from the West
8 Seattle Junction Association. Our business district
9 welcomes the Monorail. We see that the Monorail provides an
10 important opportunity to connect a number of Seattle
11 business districts together and provide some transportation
12 options that are welcome to the community. We particularly
13 support an alignment that will move the Monorail up Avalon
14 to 35th to Alaska. We believe this alignment will allow the
15 future growth and development of a key area that will form a
16 gateway to our community.
17 And we support the station location in the
18 junction at 42nd between Alaska and Edmonds. That
19 particular location offers a unique opportunity for a joint
20 development project and this is one of the opportunities
21 that we think the Monorail can provide in our pedestrian
22 oriented retail neighborhood.
23 I also am concerned that it takes the
24 coordination of the city as well as the Monorail and the
25 property owners to have that sort of development occur and

1 would urge as much cooperation from all three parties as
2 possible to enable that to happen, because we think that
3 that will make a stronger, more viable business district
4 than what we currently have.
5 We also are concerned about the construction
6 impacts of the Monorail, and the time line of 18 months for
7 a station construction is significant. We had a minor
8 sidewalk project that impacted the business district for
9 only a short period of time, several months, and some of our
10 businesses were not able to pay their rent during that
11 period of time because the business activity dropped off
12 considerably.
13 So I urge you to consider what kind of
14 mitigation measures you will consider during the
15 construction, that these should include not just posting
16 signs that say we are open to business, but also some
17 marketing opportunities that encourage people to continue to
18 shop at their local businesses so that those businesses are
19 there when people are ready to resume normal business
20 activity in the area.
21 This also means that our staging area for
22 construction should not impact the business district. I
23 don't know where you're planning to do those staging areas,
24 but they should be outside of the heart of the business
25 district.

1 Thank you.

2 (See attached Exhibit-7 for further material

3 submitted at the hearing by this speaker).

4 MR. HORN: I'd like to just announce that

5 Cindi Laws, one of our board members, Seattle Monorail board

6 has shown up. Thank you, Cindy, at the table.

7 MR. HOFFMAN: Michael Hoffman, I'm an owner of

8 a business in the junction, Liberty Printing, as well as

9 being president of the West Seattle Junction BIA. In West

10 Seattle, as Kay was indicating, we are concerned about where

11 exactly any staging area would be. It could be very

12 detrimental to businesses. That is a major concern of

13 ours.

14 In addition to that, it will be parking.

15 Currently, the estimate we were given was to start with

16 1,700 riders daily. With what we see just coming and going

17 out of the junction in our own parking lots, we see that to

18 be a low number. We expect more.

19 The junction is kind of unique in the sense

20 that we do have frequent customer parking lots which are

21 paid for by a parking assessments on the businesses in the

22 BIA. Our concern is with Monorail parking, that those will

23 become park and rides and will not be there for the business

24 owners who are actually paying for those lots.

25 The junction is a very strong focal point for

1 Metro. There's a big transit station there. We're
2 concerned about pedestrian access back and forth between
3 those, that that is set up with Metro.
4 Another thing we would like to see is an
5 overpass from the station to the Jefferson Square complex,
6 which is on the other side of 42nd, as 42nd is already a
7 compacted street with traffic and we believe a station will
8 make it more compact. And an overpass will also help
9 considering the age of people residing in Jefferson Square
10 is elderly, so crossing the street would be a problem. So
11 access there would help those businesses as well as the
12 residential areas in there.
13 In addition, the parking lots like where the
14 station is going to be is going to take out a major parking
15 lot that is provided there, that that parking be reprovided
16 either underground or elsewhere so it does not -- at this
17 point, it would take away one major business in the junction
18 and impact the others. So it's important to protect that
19 lot and area that's being taken as well as to protect the
20 business area.
21 Again, to go back to what Kay was saying too
22 with the mitigation, the sidewalks did have a huge impact on
23 business. Not necessarily the fact that there wasn't access
24 to the businesses, there was access provided, but it was the
25 mental image of this is a construction zone, and we don't

1 want to go there and shop. That needs to really be taken
2 into consideration or you're not going to have a business
3 district when you get the Monorail built there. You're
4 going to have vacant buildings.
5 Basically that's what I have to say. Thanks.
6 MR. MPRAS: Thank you.
7 The next speaker is John Enger, followed by
8 Kelly Tweeddale.
9 MR. ENGER: Good afternoon. John Enger, West
10 Seattle, former business owner in West Seattle and current
11 member of the West Seattle Junction Association. I guess
12 most of us in West Seattle, we're there for a reason. In
13 much the same way the first time you visit Seattle, you fall
14 in love in Seattle and you want to live there, the same
15 thing happens to people that come over the bridge and
16 finally visit West Seattle for the first time. They fall in
17 love with the area. They like living over there, and we
18 feel that there's many reasons that the Denny party picked
19 Alki to land at. But we also think that we can coexist with
20 the Denny party and the Jetsons, and we're looking forward
21 to that in West Seattle.
22 Part of the visual quality that we're looking
23 at is a branding and some of the heritage of what West
24 Seattle is from a maritime standpoint or from the pioneer
25 aspects of what it means to the City of Seattle, and so

1 we're looking for anything that could go along with the
2 branding on the esthetics of bringing that where it crosses
3 major arterials and waterways, we'd like to emphasize what
4 West Seattle means to the community in the whole.
5 We want to mitigate the negative visual
6 impacts of the Monorail lines. Perhaps we can remove some
7 of the utility poles and attach that linage to the Monorail
8 itself. Directional and systems signage we think is
9 important, that it be uniform throughout the station, going
10 in the station and leaving it. And again, provision should
11 be made for local identification of signage at the stations,
12 somewhat as the old railroad station when you pull in, you
13 know you're at the West Seattle junction.
14 We're hoping that we can see the sale of
15 advertising space and the collection of those revenues will
16 be a big part of what we see both on the Monorail itself and
17 at the station locations, and we're certainly hoping that
18 upwards of maybe 25 percent of that revenue space can be
19 made available to the local merchants in West Seattle and
20 especially the junction merchants, at least as the first
21 opportunity to buy space there so we continue to support the
22 merchants that are there and not necessarily support
23 competitors from outside the area.
24 Some of the negative impacts of something like
25 that are just obvious. It's a gathering place for many

1 assortments of people, and we hope with the graffiti and the
2 waste issues, that always remains a safe place for people to
3 feel comfortable to shop and be active.
4 I guess the main thing is, the three main
5 things that we look forward to in West Seattle for the
6 Monorail is parking, parking, and parking.
7 MR. MPRAS: Thank you.
8 MS. TWEEDDALE: Hi. Kelly Tweeddale,
9 administrative director for Seattle Opera. I'm also
10 representing the interests of the Pacific Northwest Ballet
11 as they could not be here today.
12 I'm going to also begin the debate on where
13 the Monorail should enter Seattle Center and I am speaking
14 on behalf of the northwest route, known as 3.1 in your
15 documentation. We believe it's a better alternative than
16 3.2, the only other viable route, because it embraces the
17 vibrant nature of the center. It also follows the historic
18 legacy of the original worlds fair Monorail and it's least
19 disruptive to the egress and transportation safety issues
20 that the Monorail proposes to ease.
21 The Mercer route will require narrowing Mercer
22 Street by an estimated 8 to 11 feet to accommodate the
23 Monorail right-of-way on the north side of Mercer. The EIS
24 does not go into detail of how that will impact the
25 wheelchair handicapped dropoff zone which is used by both

1 Phelps Center and McCaw Hall. Wheelchair users, senior
2 citizens and PNB students regularly use those areas the
3 exact same time of day as the heaviest use by automobiles.
4 It's a public safety issue and it's not addressed. This
5 problem is averted by the northwest route.
6 The Mercer route will also create an
7 architectural wall between the Queen Anne neighborhood and
8 the public gathering space of the Seattle Center. We've
9 been long-time residents of Seattle Center and we have
10 embraced the Queen Anne community. We do not like to see
11 walls put between the community and where our venues are
12 located at the Seattle Center. McCaw Hall was not designed
13 acoustically or architecturally to accommodate a Monorail at
14 its front door, neither was Phelps Center, Intiman and the
15 Repertory Theater.
16 The northwest route, as we have all been at
17 stakeholders meetings, is a reasonable distance from our
18 performance venues and it also celebrates the public nature
19 of the center. The northwest route also has a potential to
20 be designed in a way that is graceful and reflective of the
21 current architecture at Seattle Center.
22 The Mercer route, and I don't think the EIS
23 addresses this quite adequately, requires very large and
24 ungainly cantilevered steel girder supports in order to make
25 the turn from Fifth Avenue onto Mercer. This intersection

1 accommodates up to over 19,000 vehicles per day.
2 And the last thing that I'd like to say is
3 that the sound and vibration issues in the DEIS are not
4 alleviated. There's a lot of modeling done and it's an
5 impact to the theater district.
6 I'll leave you with the Wall Street Journal
7 article that appeared last week: That Percussionist is the
8 Local Train. It was an article on Carnegie Hall's new
9 performance venue, Zankel Hall, where they used acoustic
10 consultants and they didn't get it right. I urge you to do
11 more study and get it right.
12 (See attached Exhibit-8 for further material
13 submitted at the hearing by this speaker).
14 MR. MPRAS: Thank you.
15 Next speaker, Jane Zalutsky, followed by
16 Marianne Scholl.
17 MS. ZALUTSKY: Good afternoon. Thank you for
18 this opportunity. I'm Jane Zalutsky, president of One Reel
19 and also Queen Anne resident. I am a total neophyte on the
20 EIS process but I am limiting my comments, not to advocate
21 for the Mercer route which I strongly support as many of you
22 know, but to stay focused on the DEIS, and I've divided my
23 comments into a general comments and also specific Seattle
24 Center cross route.
25 I found the mitigation discussions to be

1 inadequate and insufficient. The impacts of the Green Line
2 have not been properly identified and no commitment by SMP
3 has been made to address the required mitigation. The word
4 "could" is used throughout the document, rather than the
5 word requests "will" or "shall."
6 The SMP suggests the building of the Monorail
7 itself is mitigation for our current traffic situation,
8 which I believe is probably correct. However, the DEIS does
9 not address the mitigation required for the situations
10 created by the building of the Monorail.
11 The DEIS is also lacking in detailed
12 information on construction management and construction
13 staging, thereby making it impossible to assess the
14 mitigation required during the construction period.
15 Accurate visual representation of shade and
16 shadow is lacking in most, if not all, the images. I would
17 request that Monorail trains and human beings be represented
18 in all the images.
19 Specific Seattle Center comments: The new
20 station location being discussed for both the Mercer route
21 and the cross center route is not discussed in this DEIS and
22 I am wondering whether a supplemental review will be
23 provided for this new station location as well as the
24 subsequent 45-day comment period, and ask the question, are
25 there other changes to station locations or guideways

1 similarly not discussed in this DEIS?
2 The DEIS does not reflect the principles and
3 guidelines of the Seattle Center master plan designed by the
4 council in the year 2000, and I've asked for detailed
5 comment on the areas of conflict and listed a few of those.
6 The DEIS document does not address ways to
7 mitigate the effect of noise and vibration throughout the
8 center nor on the Mercer route.
9 It does not address the mitigation of the
10 visual impacts of trains running through the Seattle Center
11 and through the Memorial Stadium. Please address this issue
12 both for daytime use and nighttime use because you have the
13 issue of moving lights attached to the trains.
14 The DEIS did not specifically address the
15 mitigation of the loss of the Northwest Rooms for meeting
16 space and exhibition space throughout the year and
17 especially through festivals. And it does not address the
18 mitigation for the loss of the courtyard, which has revenue
19 generating activities by festivals and other events.
20 Please address specific mitigation information
21 regarding EMP, including who would pay for the changes to
22 that facility as well as specific information about the
23 exact guideway locations if both directions cannot be
24 accommodated going through the building.
25 And as the impact of the Monorail trains

1 running through the Seattle Center appears to be a very
2 subjective analysis, and we believe it to be very
3 significant for festivals and events, please define the
4 process for assessing and the mitigation of potential
5 financial loss for festivals and events at the Seattle
6 Center if a cross center route is to be chosen.
7 In spite of these issues, I believe your DEIS
8 shows that in 14 out of 15 categories, the Mercer
9 alternative is the better alternative. I hope you will
10 respect that.
11 (See attached Exhibit-9A and 9B for further
12 material submitted at the hearing by this speaker).
13 MR. PRATT: We've been joined by Seattle
14 Councilman Nick Licata. We've also been joined by Seattle
15 Monorail Project board member Sue Secker. Welcome Sue.
16 MR. MPRAS: The next speaker is John Coney,
17 followed by Brent McMillan.
18 (Discussion off the record.)
19 MS. SCHOLL: I'm Marianne Scholl. I'm the
20 president of the 15th Avenue Northwest Association. We're
21 an advocacy group composed of residents and businesses on
22 15th Avenue Northwest in Ballard primarily north of 65th.
23 Tonight I'm speaking ad hoc as an individual trying to
24 represent the comments that I've been hearing from our area
25 as an association. We will submit written comments.

1 One of our concerns about the DEIS is that the
2 figures used to consider traffic and parking are based on
3 some assumptions that have not been fully included. There
4 is at this point as we understand it no agreement with Metro
5 to provide truncated service, and the parking I believe is
6 closely related to the support of feeder bus service. So we
7 believe the figures that are given for parking and auto
8 access are not accurate because there's no -- it's providing
9 a mitigated circumstance that is not already settled.
10 Another observation that we have is that the
11 figures for parking also rely on essentially RPZs. You use
12 a mitigated circumstance as your impact, and that is in our
13 mind incorrect. You need to provide figures for what the
14 parking impact will be and then talk about the mitigation,
15 which is the RPZ.
16 Another area with your figures that concerns
17 us is that you only give 6 percent of riders coming by auto
18 access. At the Portland -- excuse me, at the parking access
19 workshop, the Portland Max representative said that 6
20 percent of riders come by -- are kiss and ride. Your
21 figures are only 6 percent coming by auto. They're
22 combining kiss and ride, and hide and ride. So essentially
23 there is no hide and ride or parking in your figures. So we
24 feel that completely underestimates what the ridership will
25 be and how they will get there. So we urge you for the FEIS

1 to have accurate figures for what the parking impacts will
2 be.
3 The other concern is by not using RPZs as
4 mitigated, recognizing that as a mitigation, it is who will
5 pay for those studies and who will fund those RPZs. So we
6 urge you to have that as a Monorail responsibility and not
7 wait for citizens living close to the station to figure out
8 how to pay for a study, which is how it works now. We can't
9 rely on a small and simple grant to come be able to come up
10 with those kind of studies. We believe that's the
11 Monorail's responsibility to solve those parking problems in
12 advance.
13 Another strong concern in our area is access
14 to businesses and parking. The center alignment would take
15 out left turn access.
16 That's it. Thank you very much.
17 MR. MPRAS: Now, Mr. John Coney and Brett
18 McMillan.
19 MR. CONEY: I'm John Coney of the Queen Anne
20 Community Council speaking for myself this afternoon.
21 MR. MPRAS: Can I make an announcement,
22 please. Remember for those people that have additional
23 comments, you can submit those comments if you have them in
24 writing to the transcriber here and they'll be recorded into
25 the transcript. I apologize for the interruption, sir.

1 MR. CONEY: Please start my time over.
2 I'm John Coney, 3227 13th Avenue West of the
3 Queen Anne Community Council, speaking for myself this
4 afternoon.
5 I want to offer many thanks to the Seattle
6 Monorail Project for responding effectively to the DEIS
7 scoping comments of the Queen Anne Community Council and
8 other Queen Anne organizations.
9 We have some remaining concerns which center
10 on these issues. The first issue is access and visual
11 impact surrounding the preferred station location at Elliott
12 Avenue and West Mercer. The 80-foot drop in elevation from
13 West Mercer at West Mercer Place in uptown down the bluff to
14 West Mercer and Elliott at the ground level grade of the
15 station requires a better access facility than those wooden
16 stairs, but an elevated bike/pedestrian bridge would impact
17 residential views.
18 Another issue is reluctance of station
19 designers to allow riders into an upper level of the
20 station. That would allow the bridge to be less steep.
21 Second point is the big one, impacts on the
22 uptown urban center structures and the redevelopment
23 potential impacts by the Mercer route around the Seattle
24 Center to the east, north and west.
25 The impacts on cultural and business buildings

1 on Warren Avenue North, Mercer street and Fifth Avenue are
2 not fully called out for study in the DEIS. The impact on
3 redevelopment value on those streets is not addressed in the
4 DEIS.
5 The incompatibility of the Mercer route with
6 existing plans is not fully addressed in the DEIS. The
7 Queen Anne plan's uptown urban center strategy called for
8 the quality development of that fifth urban center in
9 Seattle and that Mercer route is in conflict with that. The
10 Seattle Center's Mercer theater district plan for the
11 beautification of Mercer street along the Seattle Center
12 frontage, and for the pedestrian improvements along that
13 same frontage, that is in conflict with the Mercer route.
14 A major strategy of the Queen Anne plan is to
15 establish and develop to an excellent standard, the uptown
16 urban center.
17 Will Monorail violate our most cherished green
18 space for public gathering and reflection, as one council
19 member has asked, or will it add another layer of wall
20 separating Queen Anne from Seattle Center?
21 If you subscribe to the cherished green space
22 place of reflection position, you may want the trains on
23 Mercer.
24 Thank you very much.
25 (See attached Exhibit-10 for further material

1 submitted at the hearing by this speaker).

2 MR. MPRAS: Thank you.

3 MR. HORN: We've been joined by Seattle City

4 Council president, Peter Steinbrueck. Welcome, Peter.

5 MR. McMILLAN: Hello, I'm Brent McMillan. I'm

6 a resident of Ballard and I live equidistant between the

7 proposed station at Ballard High School and the proposed

8 station at market and 15th, so I'm speaking in regards to

9 those two stations.

10 Basically, the topic I want to talk about is

11 the impact on the neighborhood plans for Ballard, and in

12 regards to those two stations, both positive and negative.

13 From the positive standpoint, one of the things that -- some

14 of the things I didn't see in the EIS, which I think would

15 also include these, at the Market and 15th station, the

16 current location is nondescript.

17 We really see with the station there the

18 potential to anchor that area, what's otherwise a very

19 nondescript area. Also that we really hope it'll become an

20 opportunity to add a pedestrian scale to that area that's

21 currently lacking. Thirdly, since it is a nondescript area,

22 also to try to create a gateway into Ballard. These are all

23 potential positive impacts of that station.

24 Then also, at Ballard High School, when

25 Ballard High School was planned, they didn't plan enough

1 parking for that area so the neighborhood has ended up
2 taking up the impact of the parking for Ballard High
3 School. So here is actually the potential to help mitigate
4 a parking problem if the station is designed in such a way
5 that it makes a strong connection with Ballard High School.
6 Then on the negative side, one of the negative
7 things that we see, we're in the process of developing the
8 Ballard urban village and what we see with this potential
9 negative impact with these stations is that it will tend to
10 draw that development to the east side of that core rather
11 than at the core area where we've been doing a lot of our
12 planned development.
13 Then also it will tend to shift. We have been
14 planning our development along the east/west access along
15 market. We see this will tend to shift to north-south
16 access along 15th Avenue Northwest. Now, these may be
17 issues that tend to be unavoidable in terms of this process,
18 but they should be in the impact since they are part of the
19 environmental impact to the proposed project.
20 Anyway, I thank you for holding this hearing
21 today.
22 MR. MPRAS: Thank you, sir.
23 The next speaker is Debbie Kubas followed by
24 Charles Redmond.
25 MS. KUBAS: My name is Debbie Kubas. I'm from

1 the Crown Hill neighborhood and today I'm representing the
2 18th Avenue Northwest Block Watch Group, 8300 block of 18th
3 Avenue Northwest.
4 The residents of 18th Avenue Northwest have
5 been following the activities of the Monorail project over
6 the past several months. Many of our residents, many of the
7 residents in our neighborhood support the Monorail project
8 but we do have some concerns over the impact that the
9 project will have in our neighborhood and our local
10 community.
11 Our block watch group has met to discuss the
12 impact of the proposed project and we've outlined several
13 concerns that we'd like to share with the Seattle Monorail
14 Project and ask that you consider these concerns in your
15 planning and development processes.
16 Our concerns are, and I think someone stated
17 this earlier, parking, parking, parking. One of the biggest
18 concerns that we've had expressed in our neighborhood is it
19 appears as though there's a lack of any planned parking
20 facilities for the 85th Street station. We're very
21 concerned about this and we anticipated that with the
22 increased volume in the Crown Hill, 85th Street, 15th Street
23 area, as the 85th Street station is developed and in
24 operation, we're concerned that that increase in traffic
25 volumes will also increase the parking. That goes hand in

1 hand.

2 At a minimum, we would like to respectfully

3 request that the Seattle Monorail Project work with local

4 residents in sponsoring the following traffic and parking

5 controls to mitigate congestion within the immediate

6 neighborhood, within the immediate neighborhood of the

7 station.

8 First of all, we would like to work with you

9 for approval of restricted parking zones in residential

10 streets within a six block radius of the station.

11 We would like to work with you to develop a

12 traffic circle built at the intersection of 18th Avenue

13 Northwest and Northwest 83rd Streets.

14 We'd like a median divider on Northwest 85th

15 Street. We'd like that median divider to be extended from

16 the intersection of Northwest 85th and 16th to the

17 intersection of northwest 85th and 19th Avenue.

18 We'd also like consideration of stop signs

19 and/or stoplights on 85th between 19th Avenue Northwest and

20 35th Avenue Northwest.

21 We'd like consideration of the timing of the

22 stoplights at the intersection of 85th and 15th Street, and

23 make sure that that's monitored and modified as needed as

24 increased traffic volumes occur with the development of the

25 station.

1 And we'd like coordination between the Seattle
2 Monorail Project and Seattle Metro.
3 That's it. Thank you very much.
4 (See attached Exhibit-11 for further material
5 submitted at the hearing by this speaker).
6 MR. MPRAS: Thank you.
7 MR. REDMOND: Good evening and thank you for
8 having this hearing. My name is Charles Redmond. I'm a
9 very recent resident of West Seattle, I just moved from
10 Washington, D.C. , and I'd like to comment on the difference
11 between cities with and without effective public
12 transportation.
13 DC had a very good bus system, but there is a
14 difference between a bus system and a not-at-grade such as
15 Monorail or subway. The not-at-grade system wins every
16 time, usually by three times the time savings.
17 Having lived in the District during the time
18 the subway was constructed, my wife and I actually bought a
19 house between two planned redline stations and we lived
20 there during the six years it took to build them and went
21 through lots of anguish and pain and inconvenience, but the
22 ultimate upshot was our lives were changed materially. We
23 have two children who grew up with effective public
24 transportation and it has changed their view on getting
25 around the city.

1 Some of the things that we learned, though,
2 the construction impact to the neighborhood is significant
3 and it does need to be mitigated. There's additional truck
4 traffic, concrete trucks, what-have-you, large vehicles
5 bringing, in the case of the subway, large forms for the
6 concrete construction of the stations. I don't know what
7 Monorail will use, but it does impact the neighborhood.
8 The house we bought here will be roughly a
9 mile from the Morgan junction station. We bought it
10 specifically because of the Monorail so we do expect some
11 impact along 35th, probably not California, but Fauntleroy.
12 There was a concrete dust in the air which lingered after
13 the construction. I'm not saying that these things can or
14 cannot be avoided, but the community needs to understand
15 that there will be those impacts.
16 Subway construction took roughly three years
17 per station. I understand Monorail construction will be
18 significantly less. During that period of time, a number of
19 the businesses along our major avenue in Washington,
20 Wisconsin Avenue, could not hold out. And I'm very
21 sympathetic to all of the business comments I've heard. And
22 I'm not quite sure whether it's a Monorail or a city
23 responsibility, but it's also a citizen responsibility, but
24 the citizens need to be encouraged to continue to shop in
25 places where access appears to be inconvenient. So some of

1 the previous comments indicated there should be perhaps a
2 public PR campaign about shopping while the construction is
3 going on. That's a very serious component.
4 We had a very friendly neighborhood area
5 before the subway and it was much nicer afterwards, but we
6 lost about half of the local businesses, which was
7 disadvantageous.
8 So once again, I'm a very powerful proponent.
9 We moved to West Seattle specifically because it was on the
10 Monorail line, and I agree with you, buses is a great
11 transportation system, but not-at-grade systems save at
12 least three times the amount of time.
13 Thank you very much.
14 MR. MPRAS: The next speaker is Mark Simpson
15 followed by Doug Lorentzen.
16 MR. SIMPSON: I'm Mark Simpson. I live about
17 seven blocks north of the current proposed 58th and 15th
18 termination of the Green Line. I look forward to relying on
19 taking the Monorail downtown to my office without worrying
20 if the bridge is up or if traffic is clogged. I voted with
21 the majority for the Monorail each time it came up to a
22 public vote. I've actively followed the process and am
23 currently on the Ballard District Council Monorail
24 committee.
25 My comment is not about specific items on the

1 DEIS as I'm sure it will be carefully reviewed. My comment
2 is that I hope the reviewing agencies take their cues from
3 the actions to date. SMP, the SMP process has been open,
4 and clearly presented beyond what any other significant
5 public project has done and they've done it swiftly and on
6 time.
7 My comment is that in addition to being
8 thorough, I wish to encourage reviewing agencies to also
9 move swiftly, get their work done on time and not delay this
10 project.
11 Thank you.
12 MR. MPRAS: Thank you.
13 Mr. Lorentzen.
14 MR. LORENTZEN: Yes, my name is Doug
15 Lorentzen. I live at 3232 Conklin Place West and I'm
16 speaking as president of Friends of Queen Anne. I can't
17 claim to have read all of this document, but I've touched
18 upon the points that are relevant for us on Queen Anne. I
19 just wanted to quote Winston Churchill in regard to this
20 document. It was one of the first things that came to my
21 mind. This is not one of his better known quotes, but it's
22 very pertinent. He said, this paper by its very length
23 defends itself well against the risk of being read.
24 Early in this process, the Friends of Queen
25 Anne submitted a fairly broadly based scoping document and

1 by looking through the various areas, I would echo John
2 Coney in saying that most of our questions have been very
3 well addressed. I won't repeat what he had said, but I will
4 continue to say that he closed by saying that if you feel
5 that the Seattle Center is a sacrosanct open space, the
6 green space, it may make sense to put the line on Mercer
7 Street.
8 On the other hand, if you feel that the
9 Seattle Center is more of a center of activity, a center of
10 life, a center of change that contains many, many, many
11 different sorts of activities, ranging from the reflective
12 to the more carnival-like aspects of carnival rides,
13 whatever, then perhaps the Monorail is a very good part of
14 the Seattle Center and a continuation of the vision that
15 those of us who were here during the worlds fair remember,
16 that this is something that can integrate all different
17 things now and in the future. Friends of Queen Anne does
18 support the northwest route through the Seattle Center.
19 There are a couple of other things that are
20 worth mentioning. I think that as new information comes
21 forward in the months leading up to the final EIS, I think
22 it's important to us on Queen Anne that all the new
23 information be incorporated and analyzed as far as possible
24 up to the final EIS. So I will just urge you to continue to
25 work on this as well as you have so far.

1 Thank you very much.
2 MR. MPRAS: Thank you.
3 Next, Matthew Kitchen followed by Chad Ayres.
4 MR. KITCHEN: Good afternoon, my name is
5 Matthew Kitchen. I'm here representing the Seattle Planning
6 Commission. The planning commission, appointed by the mayor
7 and confirmed by city council, advises the city on planning
8 policies and major planning projects. The commission has
9 participated in planning for the Monorail in a variety of
10 ways over the past year and a half including a similar
11 review of the programmatic DEIS in 2002.
12 The planning commission has reviewed the draft
13 environmental impact statement for the Seattle Monorail
14 Project and is preparing its formal comments for submittal
15 by the October 14th deadline. Our comments are focused on
16 strengthening the EIS and ensuring that it provides the
17 intended guidance for negotiating the mitigation of impacts
18 from the selected alignment and stations.
19 This testimony and our detailed comments will
20 be available on the planning Commission's website as well.
21 Today I'm simply highlighting the major issues that have
22 emerged during our more detailed review.
23 The EIS is a decisionmaking document and it
24 will be used by the city and the SMP in future contracting
25 and permitting actions to determine specific measures for

1 mitigating adverse impacts.

2 While the DEIS contains a significant amount
3 of information, we believe there is a consistent
4 underestimation and understatement of the adverse impacts
5 resulting from the Monorail project and too little attention
6 given to specific mitigation strategies. Few commitments
7 are made to mitigate impacts that are identified.

8 The planning commission asks for further work
9 that provides more thorough identification and analysis of
10 impacts and mitigation measures. This is necessary to
11 achieve a final EIS that is both informative and useful to
12 elected officials in making upcoming decisions relating to
13 this project. If the FEIS cannot provide an increased level
14 of detail because the project is not sufficiently developed,
15 then the FEIS should state the SMP's commitment to
16 supplemental environmental analysis when such detail is
17 available.

18 The DEIS does not establish thresholds in
19 particular that allow decision major decisionmakers or
20 citizens to clearly understand when impacts reach the level
21 of requiring specific mitigation. Without these thresholds,
22 there's no accountability mechanism that can be used to
23 ensure that impacts will be addressed. The FEIS must
24 include a thorough analysis and description of how city and
25 SMP officials as well as citizens will know when mitigation

1 can be expected to kick in.

2 The DEIS does not adequately acknowledge or

3 address the subjects also that Metro bus services can and

4 will be reprogrammed to supply the feeder service needed to

5 produce the anticipated ridership that makes this system

6 viable. This is an area of project risk so monumental that

7 it simply must be addressed in the FEIS.

8 We also outlined a few areas of other specific

9 omissions related to existing plans and policies that need

10 to be more carefully reviewed during the environmental

11 analysis.

12 In closing, I want to recognize the immensity

13 of the task that the SMP staff and consultants have

14 undertaken in preparing this environmental impact

15 statement. We appreciate the work, particularly where

16 detail and analysis have provided the reader with a good

17 picture of the impacts and ways to mitigate them. However,

18 we believe that more work still needs to be done to make

19 this a comprehensive decisionmaking tool for the city and

20 the community.

21 (See attached Exhibit-12 for further material

22 submitted at the hearing by this speaker).

23 MR. MPRAS: Thank you.

24 Mr. Ayres?

25 MR. HILLER: My name is David Hiller, I'll be

1 testifying in Chuck Ayres' place. I'm the advocacy director
2 of Cascade Bicycle Club. We represent 4,600 members in the
3 greater Seattle area. And first of all, I want to, I really
4 want to compliment the Monorail board and the planners for
5 their commitment to multimodalism throughout this project.
6 I have to say that in my 14 years doing transportation work,
7 I've never seen a project which has gone to the constituent
8 groups as much, sought as much feedback and done as decent a
9 job in incorporating that feedback. I also don't think I've
10 seen a transit system so openly accept the idea of bike to
11 transit and bikes on transit from the get-go.
12 So I mean to start with, I just have to say
13 thank you. You guys have done a fantastic jobs, your
14 planners have been excellent. Grace Kim and her co-workers
15 have done a great job of soliciting input from our members,
16 our constituents.
17 If we have any concerns at all, and I'm going
18 to keep this really short, I just again want to thank you
19 for your good work, the Second Avenue discussions of the
20 realignment on Second Avenue, we have few enough dedicated
21 bicycle facilities into downtown as it is. We can't lose
22 any. There needs to be mitigation if we lose that bike
23 lane. If. I know the alignments haven't been determined.
24 We certainly want to see it replaced with something equal or
25 greater.

1 But other than that, all I have to say is
2 thanks, keep up the good work, keep it going, get it in on
3 time for us. Thank you.
4 MR. MPRAS: Thank you.
5 John McNamara followed by Zander Batchelder.
6 MR. MOORE: Good evening. My name is actually
7 Benjamin Moore. I'm speaking in place of John McNamara.
8 I work for the Seattle Repertory Theater and
9 have been the managing director for the past 18 years. I'm
10 here to support the testimony that you heard just previously
11 from Kelly Tweeddale, my colleague at the Seattle Opera, as
12 well as my good friends at the Pacific Northwest Ballet, at
13 the Seattle Children's Theater and Intiman Theater. All
14 five of our organizations have been represented at a variety
15 of stakeholder meetings and other gatherings in the past
16 several months to study all the various aspects of different
17 routes that might go through or around the Seattle Center.
18 We have come to believe that the route through
19 the center, the northwest route, has the quality of
20 showcasing the Seattle Center and therefore we believe will
21 enhance the visitorship and all of the activities that we
22 present to the members of our community 365 days out of
23 every year.
24 I also have served on a number of advisory
25 groups that have been trying to find exactly the right kind

1 of approach to the Mercer Street corridor in terms of the
2 theater district. I believe that all of my colleagues are
3 of the mind that the Mercer Street route will serve as a
4 barricade, as has been indicated before, between us and the
5 community.
6 Since I came to Seattle some 18 years ago, I
7 found it interesting to note that the Seattle Center had the
8 character of organizations around its periphery that had
9 their backside to the community and I've been interested in
10 finding a way to turn that situation around by creating a
11 kind of gateway and a welcoming place with public plazas,
12 and I also have risked my life for the last 18 years
13 crossing that corridor and I think it would be really a
14 difficult thing to complicate and compound the issues of
15 public safety and traffic congestion.
16 And lastly, I need to emphasize the fact that
17 all of us in the business of performing arts rely upon
18 working in spaces that are acoustically isolated and I
19 believe that in the DEIS, there's no indication that there
20 will be a special expert, accredited expert, a consultant,
21 who can answer to issues of noise and vibration. If our
22 organizations do not have the quality of operating in spaces
23 giving live performances that are acoustically protected,
24 our very well-being is at risk.
25 I think for the Seattle Rep, we have

1 particular concerns in this regard because the Mercer Street
2 route goes right along the back spine of our building
3 exposing both of our theaters, all three of our theaters to
4 possible disruption from noise and vibration.
5 Thank you for the opportunity to comment this
6 evening.
7 MR. MPRAS: Thank you.
8 MR. BATCHELDER: Good evening. My name is
9 Zander Batchelder and I'm appearing for the Belltown
10 Community Council. The first thing I'd like to talk about
11 is something actually that's not in Belltown itself and that
12 is the route through the Seattle Center. I believe going
13 through the center would be the best decision.
14 I feel that the noise objections are somewhat
15 manufactured. I've been at Bumbershoot and Folklife
16 Festival and I've never been disturbed by the concerts going
17 on right outside the building, so why would I be disturbed
18 by a Monorail passing by? I always thought that was kind of
19 a fabricated notion.
20 Another thing that I'd like to encourage you
21 to do is, whenever possible, to defer to the interests of
22 the neighborhoods. I know folks in uptown and Queen Anne
23 have pushed for through the center route. I think that
24 should be respected.
25 In terms of the rest of the route, I would

1 advise you whenever possible to build new and not displace
2 existing businesses such as the Glass Blowing Studio at
3 Fifth and Bell. I think it's important to retain the jobs
4 and the businesses in the community we have. As the
5 Monorail comes along, it should not create more of a
6 disturbance than an advantage for the neighborhood.
7 On the whole, I'm a big Monorail supporter and
8 in part, because I feel that it has strong environmental
9 credence with it, won't have a lot of noise, won't create
10 pollution, and it will bring the city and its neighborhoods
11 together.
12 Any questions? All right.
13 MR. MPRAS: Thank you.
14 Warren Aakervik and Dave Gering.
15 MR. AAKERVIK: My name is Warren Aakervik and
16 I do have something to do with Ballard Oil, but more
17 importantly, I'm representing the BIMIC action committee,
18 Ballard Interbay Manufacturing and Industry Center. Two of
19 the major issues we brought forth in our last meeting, which
20 was in September, is the displacement under the alignment of
21 2.11 in the Ballard area or in the Magnolia side.
22 By the way, I did read enough of the document
23 to find a couple of mistakes. On page 329, there should be
24 an option at 2.11 instead of 1.11, and the alternative
25 should be 2.12, and there's a misreference on page 4-123. I

1 can't believe that I actually found those, but I was trying
2 to follow.
3 MR. HORN: Awesome.
4 MR. AAKERVIK: Displacement of the North
5 Pacific fish owners is an important thing that doesn't
6 happen or at least it be mitigated by putting them in
7 another location. We are getting to be a critical mass of
8 those industries which support the commercial fishing
9 industry and the other maritime organizations in this city.
10 The city council in it's ultimate wisdom, when
11 they decided to bring the Burke-Gilman trail in, they
12 commissioned an economic impact study of what the maritime
13 industry really brings to this community, what it brings to
14 this state, and I know it won't get to this nation, but at
15 least it will start to assess that. It is of major, major
16 importance and it's never really been understood. That
17 study will come out very shortly. I believe it's supposed
18 to come out towards the end of October and hopefully it'll
19 bring some insights to the economic impacts that are really
20 not addressed in the DEIS.
21 I noticed that we only talk about 97 jobs
22 lost. We're not talking about the amount of jobs that will
23 be DOS lost should the maritime industry and its billions of
24 dollars be relocated because of a lack of infrastructure to
25 work with.

1 The other major issue that we have, and
2 therefore we're suggesting that the 2.12 further west
3 alignment be the one to be chosen, I think the easterly
4 alignment that goes on the east side causes too many
5 crossings of 15th Avenue, costs too much money and it
6 doesn't accomplish the same thing.
7 The other thing that is important to the BIMIC
8 action committee is the location of the operations station
9 at the C1 location. That location is in an industrial area,
10 has the least amount of impact to the industrial sector, I
11 mean, to the public and residential sector. It has less
12 jobs that it removes and I believe that the one location
13 that will be displaced actually is wanting to move its
14 location anyway.
15 Additional comments will be forthcoming. 30
16 seconds, boy, they go quick. Additional comments will be
17 forthcoming after our next meeting, which will be a need to
18 maintain the height over the Lake Washington ship canal for
19 the maritime needs. The other will be on the potential of a
20 future station at Howell Street which will drive
21 development.
22 And I thought one of the things we talked
23 about originally when we talked about a Monorail is not
24 drive development by the station location, but drive the
25 station locations to where it's needed. And last, but not

1 at least, freight mobility, which is turning radiuses and
2 depending on where you place the columns and whether it's
3 running up the middle of arterial or the side of arterials.
4 MR. GERING: Dave Gering, I'm the executive
5 director of the Manufacturing Industrial Council of Seattle
6 as well as the organization listed there, the Duwamish
7 Transportation Management Association.
8 We're going to be submitting written comments
9 later so you don't have to hurry up and try to scribble, and
10 I'll use up my whole three minutes if I try to explain to
11 you what both portions are.
12 Basically we represent successful traditional
13 industrial businesses in this city that are making money,
14 that will be here decades to come if they're allowed to do
15 so. The Duwamish TMS is also, Starbucks, the Colby Group,
16 the Seattle Mariners and a number of industrial businesses
17 in the Duwamish that share the same kind of transportation
18 issues.
19 To follow up with what Warren was saying, one
20 of our significant issues here is to see the operating base
21 located in Interbay and not in the Sodo area. Warren
22 already alluded to the good reasons why that should happen.
23 Business displacement is going to be a big
24 issue for us. There's sort of a Hobson's choice of whether
25 to put the route down First Avenue South or a little obscure

1 side street called Utah. We understand why the decision
2 might be made to put it on Utah because First Avenue South
3 is a significant through route.
4 There are some really good businesses, they're
5 dusty, but they're really good successful businesses along
6 Utah, and we really appreciate the care your staff has
7 already taken in trying to address their needs. But before
8 this is all said and done, you're going to be looking at
9 some real relocation issues there. We would urge you to
10 work with our group. We're working with the city on a new
11 initiative to aimed at industrial business retention.
12 I'll leave you with some interesting figures.
13 The Sound Transit maintenance base, the Metro bus base, and
14 the Harbor Island redevelopment by the Port of Seattle wound
15 up forcing the relocation of about 80 industrial businesses
16 here over the last five years. More than two thirds of
17 those stayed in the Seattle city limits. We think that's a
18 message that needs to get out, something we're very eager to
19 work with the city and the Monorail on. Most of these
20 businesses are not here for casual reasons. They're here
21 because they either have to be in Seattle or they really
22 want to be here.
23 We look forward to working with you on some of
24 those relocations issues as they mature, Mr. Horn, and we'd
25 love to have you come down and talk to our group sometime.

1 MR. MPRAS: Thank you.

2 Next is Aaron Goss followed by Julian

3 Adamaitis. Mr. Goss? Julian Adamaitis?

4 MR. ADAMAITIS: I am here to comment on the

5 draft EIS sound and vibration analysis section as it

6 pertains to the northwest route through Seattle Center.

7 I've been a professional sound engineer for the last 27

8 years. I believe I am qualified to comment.

9 The northwest route has significant noise

10 problems not adequately addressed by the draft EIS. When I

11 reviewed the Seattle Center measurement, I find more than

12 one disturbing discrepancy. For example, the impact

13 statement measures ambient sound levels at the international

14 fountain twice as loud as on a day when no event is in

15 progress as on a day when the rhythm festival is going on.

16 There is an obvious discrepancy here which the

17 impact statement does not adequately explain. Instead,

18 based on questionable data, it goes on to conclude Green

19 Line noise would not increase sound levels near the

20 international fountain. The area is dominated by sounds

21 from splashing water and at times screaming children. Are

22 they trying to convince us that the daily noise of the

23 Monorail is going to be masked by screaming children? I

24 find this absurd.

25 There are technical uncertainties with the

1 A-weighted noise measures used in the study. In an article
2 in Sound and Vibration magazine, John M. Maskelly speaks
3 about A-weighted noise measurements. He says, "Any sound
4 pressure measurements at or above the sound pressure of a
5 typical conversation could lead to measurements that have
6 little or nothing to do with the actual perceived noise
7 levels. It is unrealistic in most circumstances to expect
8 A-weighted measurements to correlate with a subjective
9 evaluation of loudness."
10 The author is saying even if the numbers show
11 little or no impact, the actual impact can in fact be quite
12 significant. This is based on many cycle acoustic factors.
13 It might not sound all that loud, but how distracting will
14 it be? They're two different questions.
15 The EIS claims, "It is unlikely that Green
16 Line noise would interfere with performance of outdoor
17 venues." However, the only measurement they took in an
18 audience was at the Folklife amphitheater stage. This is
19 the largest and the loudest stage at the festival. The
20 festival has a wide variety of venues. You might come
21 across a 10-year-old playing violin for passersby. How
22 could they possibly conclude there would be no interference
23 when they make no distinction between a solo unamplified
24 performer and the largest stage at the Folklife festival?
25 The draft EIS doesn't tell the whole story.

1 Don't forget the Monorail runs every four minutes. Even if
2 Monorail noise proves to be a minor disturbance, it will
3 most assuredly be a constant disturbance and one that we
4 will have to live with for a long, long time to come.
5 Thank you.
6 MR. MPRAS: Next Susan Stober followed by
7 Charles Redmond.
8 MR. REDMOND: I already had my three minutes,
9 sir.
10 MS. STOBER: Susan Stober, 401 Elliott Avenue
11 West. Thank you for letting us speak today.
12 The tenants and the ownership of the three
13 office buildings known as Elliott West, specifically located
14 at 351, 401 and 501 Elliott Avenue West with the cross
15 street of West Harrison Street, also support the Monorail
16 and its planned station at the Mercer and Elliott location.
17 We look forward to the completion of the Green Line. We
18 fully support a center of the roadway alignment along
19 Elliott Avenue West. The center alignment will help
20 mitigate the impacts of noise, vibration and the blockage of
21 views of the businesses in our buildings.
22 As you may be aware, the land use plan for the
23 west side of Elliott Avenue encourages biotech and high
24 technology development. The anticipated added noise and
25 vibration emanating from a Monorail running on the west side

1 of the street could cause severe impacts on these type of
2 user groups, which are our tenants.
3 The Elliott West office buildings already
4 experience significant noise and vibration from the railroad
5 activity five feet from the buildings' west side. Elliott
6 Avenue office buildings, in addition, the current land use
7 code allows for height bonuses granted to developers in
8 return for incorporating west view corridors into projects
9 along Elliott Avenue. The Elliott Avenue West office
10 buildings were built with view corridors.
11 Again, we strongly urge a center roadway
12 alignment along Elliott Avenue. We request in developing
13 alignment plans along Elliott Avenue, specifically in the
14 vicinity of our project, that the SMP be mindful of the view
15 corridors and the spacing of the Monorail columns. It is
16 critical in our area so that you do not obscure these
17 existing view corridors.
18 We also urge SMP to be sensitive to the
19 business intersection at West Harrison and Elliott Avenue
20 West. As you know, this intersection includes acute angles
21 and the Monorail column placement as the alignment
22 transitions from Elliott Avenue to Harrison will have to be
23 sited to avoid making an already complicated intersection
24 more complicated.
25 With respect to the Mercer and Elliott station

1 location, we also fully support a station located at Mercer
2 and Elliott. This location has many benefits. In brief,
3 the station location will serve the existing and emerging
4 businesses in the immediate vicinity and continue to spur
5 desired development along the Elliott Avenue corridor. The
6 Mercer Street station has the ability to consolidate and
7 enhance the live, work and play environment, integrating the
8 northern waterfront including the cruise ship terminal,
9 Belltown and the lower Queen Anne neighborhoods.
10 Thank you for your consideration.
11 (See attached Exhibit-13 for further material
12 submitted at the hearing by this speaker).
13 MR. MPRAS: Thank you.
14 Next is Hal Mueller followed by Grant
15 Cogswell.
16 MR. MUELLER: Good afternoon, I'm Hal
17 Mueller. I am a small business owner in the Loyal Heights
18 area. Before that, I spent about 15 years doing
19 environmental simulations for the US EPA and for a state
20 agency in Texas.
21 I want to speak specifically about the way
22 Seattle Center is addressed in the DEIS. In the section on
23 parks, 4.3, the EIS specifically says we're not going to
24 consider Seattle Center here because it's not run by the
25 parks department, we don't really think of it as a park.

1 Well, I'd like you all to take a walk around there and the
2 Seattle Center is a bigger green space than any official
3 park within walking distance my home and I think by any
4 rational definition, it's certainly is a park and needs to
5 be treated as such.
6 In the time I've been following this issue,
7 I've been hearing some stuff that just defies common sense
8 to me. I've been hearing people say on the one hand if we
9 put a Monorail down the center of the street, that's a
10 visual distraction, that's a visual barrier, but yet if we
11 put a Monorail through the center of Seattle Center, it's
12 somehow appealing.
13 Now, no one would rationally suggest if we
14 were building Seattle Center from scratch that we build it
15 with a big visual barrier in the middle, we design it that
16 way. No one would suggest that we run the thing through,
17 say, Seahawk stadium to let people see what's going on there
18 to increase attendance at the Seahawks game. That's what I
19 hear being spoken of this notion of putting the Monorail
20 through Seattle Center.
21 The fundamental problem here is the Monorail
22 is a transportation method. It belongs on the street.
23 Seattle Center is a park. It doesn't need transportation
24 running through it.
25 I lived in the districts of Columbia for a

1 number of years. I had good occasion to use the Metro
2 system there. Occasionally I'd fly out of what is known now
3 as Reagan National Airport. If I took the Metro there, I'd
4 get off at the station, I'd walk about a half mile across
5 the parking lot because at the time this was being built,
6 somebody thought it was a good idea to save a few bucks and
7 not take the station to where it needed to be.
8 Now, I realize that it might be more expensive
9 in terms of mitigation and in terms of total cost to run the
10 line down Mercer, but that's really what you're going to be
11 happier with. To paraphrase an old joke, what's the
12 difference between true love and concrete? Concrete is
13 forever.
14 Now every time I get off the Metro to go to
15 the airport, I and all the people with me, we're looking at
16 that station shaking our heads thinking what was on their
17 minds when they put the station here? If you run the Metro
18 line through Seattle Center, that's going to be your
19 legacy. Every time people go through the Seattle Center,
20 they're going to be shaking their heads and saying what were
21 they thinking?
22 Thank you.
23 MR. COGSWELL: My name is Grant Cogswell
24 well. I was with the original co-author of the initiative
25 that started this entire process, and it's really a joy to

1 see it going along so well and it's making progress towards
2 having a real transit system in this city. I've been a bus
3 rider for 10 years. I just bought my first car in the
4 city. I gave up.
5 I want to address a couple of different
6 things. First of all, I'd like to see the SPMA go by really
7 a least harm policy in terms of buildings, actually, and of
8 trees, particularly I'm thinking of the glass studio on
9 Fifth and Bell, and the barn at First and Lander. There are
10 enormous parking lots across the street from the barn at
11 First and Lander and it's at least somewhat of a historical
12 business site as well with the functioning living business
13 in it that's tied to its location. I think just the general
14 principle should be we let those things go where we can and
15 we build the stations on parking. I also think there's no
16 problem with building over the street. If that's cheaper,
17 it's a great way to go.
18 I'm here tonight representing a new
19 organization called the Underground City. This is not to be
20 confused with the Underground Tour, but the purpose of
21 Underground City is to preserve and eventually to restore
22 the underground areaways in Pioneer Square. For people that
23 don't know what those are, those are the areas down under
24 the sidewalks where the original sidewalk of the 19th
25 century have been preserved along with the original

1 storefronts, and there are about 22 blocks of this
2 underground level retail space down there.
3 And we would like to see this restored and
4 opened to the public, eventually adding really another
5 neighborhood to this city and opportunities for nonprofits,
6 homeless folks, artist space and really contributing to the
7 vitality of this neighborhood.
8 I'm a Pioneer Square resident and I would
9 really like to see us, I know that the tolerances on Second
10 Avenue from getting over to one side of the street to the
11 other and bypassing the Smith Tower and getting to the
12 parking garage station are pretty gnat's ass, but I would
13 like to see where possible damage to and filling of the
14 areaways be avoided and even hope that it might be possible
15 while some of the work is being done on the infrastructure
16 down there, if we go in the parking lane and the sidewalks
17 have to be opened up, for those to be restored when they're
18 closed up and so that they would be available for opening.
19 I think that would be a great mitigation move for the
20 Monorail and Pioneer Square and one that would contribute
21 considerably to the life of the neighborhood.
22 Thank you very much for your hard work and I
23 look forward to the day that we can get some folks out of
24 their cars and onto this Monorail.
25 MR. MPRAS: Thank you.

1 Julia Chase followed by Michael Herschensohn.
2 MS. CHASE: Hello. I'm Julia Chase, 8145 29th
3 Ave Southwest representing the Longfellow Creek P-Patch.
4 The Longfellow Creek Watershed Council will have a full
5 written response by the EIS by the deadline. I want to
6 thank you for your continued attention.
7 I'm here to speak about the Seattle Monorail
8 project's preferred site which is located alongside
9 Longfellow Creek in the Delridge neighborhood. Longfellow
10 Creek is a watershed for over 2,600 acres and includes four
11 miles of creek. After attending over 10 community meetings
12 on this subject, I can assure you that I speak for a large
13 number of the Delridge residents when I say the outcome we
14 want is to locate the Monorail station on the Spokane Street
15 corridor, which is where it was shown on the maps when we
16 voted yes for the Monorail. This location takes the station
17 away from Longfellow Creek. Spokane Street is where seven
18 area bus routes currently converge, including Admiral and
19 Alki, and the storm water and pollution is already mitigated
20 in this area.
21 In response to the EIS, I'd like to list our
22 top 10 reasons not to build the Monorail station adjoining
23 Longfellow Creek.
24 First, the taxpayer dollars. Over 10 million
25 taxpayer dollars have been spent to restore the creek, its

1 habitat and its watershed. Tens of thousands of volunteer
2 hours have been donated by citizens of greater Seattle
3 towards this restoration.
4 Second, happily, the restoration is working.
5 Salmon are returning, the endangered chinook, cutthroat,
6 coho salmon, chum salmon and rainbow trout.
7 Third, I did a quick Google search for
8 Endangered Species Act and Seattle Monorail, and I was
9 surprised to get a memo from the Department of Homeland
10 Security. I didn't think the current administration cared
11 about salmon. However, it turned out to be a memo from the
12 U.S. Coast Guard which listed all the different acts that
13 protect our endangered species.
14 The Endangered Species Act, Magnuson Stevens
15 Fish Habitat Act, the Coastal Zone Management Act, federal
16 Clean Water Act, you know all these, the NOAA Fisheries and
17 Biological Assessment. Anyway, happily the chinook salmon,
18 which are endangered, are protected by these various acts.
19 Four, pollution, water pollution. Diesel
20 fuels from all the rerouted buses and the increased traffic
21 into the small neighborhood, noise pollution, soil
22 pollution, litter pollution, and there's contaminated
23 cooling ponds which are in this area from the nearby steel
24 mill which would be disrupted in the building of the
25 Monorail.

1 Fifth, flooding. The DEIS describes that
2 runoff from some station locations would drain into the
3 stream. High water velocity could make passage up the
4 culvert impossible for migrating salmon and other fish
5 species. Increased flows could also contribute to capacity
6 problems with the culvert resulting in flooding the Delridge
7 neighborhood.
8 Flora and fauna -- whoops, I'm done. Quick,
9 54 species of animals, 35 species of birds, numerous fish
10 and plants, and one local beaver. Thank you very much.
11 (See attached Exhibit-14 for further material
12 submitted at the hearing by this speaker).
13 MR. MPRAS: Thank you.
14 MR. HERSCHENSOHN: I'm Michael Herschensohn,
15 Queen Anne resident, and I have worked at Seattle Center
16 since 1987. I am a proponent of the Mercer Street route. I
17 feel very strongly that the city, and I apologize for
18 repeating what you've already heard, Council members
19 Steinbrueck and Licata, we've driven out Richard, I'd like
20 to repeat, Route 99 severed Woodland Park in 1933. The
21 viaduct cut off the waterfront from the center of the city
22 in the 50s. In the 1950s, the freeway destroyed
23 neighborhoods and cut the city in two. We had to patch it
24 up with Freeway Park. And one example I didn't mention the
25 other day at the city council is that the freeway nearly

1 was -- a freeway was nearly built through the arboretum and
2 people wisely voted and rejected that concept. I offer that
3 Seattle Center is a sacrosanct green space that needs to be
4 protected.
5 And finally, very quickly, just addressing the
6 EIS directly, I do believe that one needs to take into
7 account the fact that three major events, three signature
8 events, Northwest Folklife, Bumbershoot and the Bite of
9 Seattle, together attract nearly 750,000 people to this
10 place every year and have an economic impact of at least
11 $8 million a year on the economy of this neighborhood. I
12 would hold that this has not been taken into consideration,
13 the impact of the demolition of these rooms on our
14 festivals.
15 The impact of the Monorail crossing the
16 grounds is treated in the DEIS as irrelevant. It's not
17 mentioned. There are no impacts in the DEIS related to the
18 economic impact of the Monorail on our three festivals.
19 These are signature events that have created, have
20 contributed to the vitality of our community and signature
21 events that have helped make this a more tolerant place for
22 people of every race, every ethnicity to gather. We must do
23 everything we possibly can to protect these three events and
24 the major festivals that happen in Seattle Center.
25 One last, I seem to have a second and I just

1 want to compliment Joel on the staff that he's hired to do
2 this job. It is quite unbelievable, the experience I've had
3 with the people and community relations and the
4 architectural teams. They are really special people and I
5 thank you for finding them for us.
6 MR. HORN: Thank you.
7 MR. MPRAS: A reminder, if you have any
8 additional comments, you can submit them to the court
9 reporter here or you can send them in. The record will be
10 open until the 14th of October. Thank you.
11 MS. LEWIS: I'm Daphne Lewis and dogscooters
12 is a new sport where the dogs pull scooters and you ride the
13 scooters, and my group goes for miles and miles and miles on
14 their scooters and the parks and all around. I've come here
15 very simply, I feel like I'm part of the bicycle community,
16 but I'm actually on a scooter powered by a dog and I would
17 like to be able to get on the Monorail.
18 So I have a simple -- I love the idea of the
19 Monorail. I want to ride it, I want to be able to get off
20 at the other end with my scooter and dog and go around
21 Discovery Park and do something like that. I want to put
22 out there, there's a new kind of user, dog, scooter and
23 person. I hope we can get on the Monorail when it's built,
24 thank you.
25 MR. MPRAS: Thank you.

Matt Koba followed by Steven Bolin.

MR. KOBA: I'm Matt Koba and I'm here to talk about this project. We've talked about it quite a number of years but nobody ever did anything about it, and I sort of want to bring it up there, and that is to do something about that land that's underneath the Monorail itself and that is to make it into a park, in other words, a park that would be a greenway with trees and playgrounds and also tennis courts and a pond and whatever you do in the park there. Well, by having something like this, I think this will sort of bring new vitality, hopefully, to the downtown area, to bring more people into the place there.

And the other thing about it is hopefully that we can be able to bring this group called the Historical Society, who wants to retain the Monorail, and then the SMP, who wants to try the new technology, to take down an old Monorail and put in the new technology in there, but whichever way that people do it there, I think one of the things about it is that we ought to put the Monorail on the existing route to where it's at, right on the center, you know, right on the center of the street instead of from what I heard there that it's going to be going on I don't know what side of the street. But by doing it this way, I think that the thing should be more successful, and anyway, I hope that you take this into consideration.

1 Thank you.

2 MR. MPRAS: Thank you.

3 Steven Bolin.

4 MR. BOLIN: I'm the owner of 2851 Southwest
5 Yancy Street in Seattle. The Monorail project talks about
6 the possibility of wanting to buy my property. I would
7 rather have an agreement with them for use of the property
8 than to purchase it. It would change a number of things in
9 my particular situation if they bought the property. For
10 one thing, my tax, the amount they figure my taxes from is
11 frozen from a few years back. If I buy new property, that
12 frozen value would no longer stay in effect. It would
13 affect my medical and dental benefits, which could cost in
14 the millions of dollars. It would be way cheaper just to
15 enter an agreement.

16 I don't like the idea that the Seattle
17 Monorail Project chooses the appraiser or also a lawyer for
18 me, approves a lawyer that I want to have represent me. I
19 think that's biased and so I don't want the Monorail on my
20 property unless it's through voluntary agreement.

21 I can't afford this. You know, I'm in a
22 cancer research program now. If they take my property away,
23 I'll no longer be eligible for that and it may as well just
24 be taking my life away by taking my property away.

25 MR. HORN: I'll look into that personally

1 tomorrow. Thank you.

2 MR. MPRAS: Thank you.

3 Mr. Ritter followed by Mr. Bihary.

4 MR. RITTER: I'm A.J. Ritter. I'm a project

5 manager at Puget Sound Energy and I'm responsible for

6 relocating all natural gas mains in conflict with the

7 Monorail. PSE will be submitting complete written comments

8 before the deadline. I'd just like to highlight a couple of

9 areas of concern in the DEIS. First, detailed design is

10 left to the DBOM contractors to the full impact on existing

11 utilities is not known right now. It may not be known until

12 a short time before construction begins because of the

13 phased nature of the DBOM contract.

14 One of the ways that can be mitigated in our

15 particular situation is making sure that all permitting

16 activities for utilities to relocate in advance of the

17 Monorail are under the scope of work of the entire Monorail

18 project, so we're not out there trying to get additional

19 permits, especially in these environmental areas where we

20 don't even know where they are at this point.

21 Also, kind of building on that same thread,

22 there should be a master permit program for the project so

23 we're not out there pulling maybe hundreds of permits to,

24 you know, relocate small services and everything else. I

25 don't think that's a new idea. It's pretty, it's actually

1 been implemented in other areas.

2 So those are our key areas of concern, thank

3 you.

4 MR. BIHARY: My name is Chris Bihary. I'm

5 representing the neighborhood from the Queen Anne Chamber of

6 Commerce, and also I am a business owner and a long term

7 active member of the chamber. I would like to read portions

8 of this letter sent to Mr. Steinbrueck, Council Member

9 Steinbrueck last week and just add a few points from my own

10 observation.

11 We believe your proposed resolution to erase

12 the northwest route of Seattle Monorail Project does not

13 offer the best solution. We do agree that the Seattle

14 Center is a centerpiece of our city's urban landscape, which

15 is why the northwest route serves as the most natural route

16 to showcase this centerpiece on a daily basis and best serve

17 the voting public initially approving the project.

18 Implementing the northwest route allows our

19 Queen Anne community to incorporate an engineering marvel

20 with an exciting masterpiece, both of which are ahead of

21 their time. You have the opportunity to create an

22 innovative symbol of Seattle's community efforts that your

23 constituents will appreciate and proudly exclaim as our

24 own.

25 It remains the civic responsibility of the

1 city to implement the wishes of our Queen Anne community, a
2 responsibility each counsel must take seriously. A
3 responsibility that each resident, business owner and voter
4 will always remember as their drive towards I-5 along Mercer
5 becomes more congested and traffic laden.
6 While some trees may be uprooted, they are
7 always replaced and replanted, but you cannot replace or
8 replant the uprooted trust that would be lost by turning a
9 tolerable traffic situation on Mercer into a daily grind.
10 We have placed great trust in your ability to
11 legislate in a fair and meaningful manner and now is an
12 opportunity to highlight that trust by proceeding in the
13 appropriate manner by implementing the northwest route.
14 Bypassing the Seattle Center for a longer and
15 more time-consuming route can result in additional expenses,
16 construction delays, and provides fuel for future debates.
17 I should also mention that the northwest route was actually
18 proposed by myself and other members of the chamber and the
19 community at the very beginning of this process over two
20 years ago.
21 And the current system as it is right now
22 running along the more or less Thomas route, actually almost
23 runs halfway across the Center right now. We originally
24 thought the best route would be across the Thomas route, but
25 find that in doing it this way, it would actually

1 incorporate the EMP, which has events going on all the time,
2 and utilizing this thoroughfare possibly even above the
3 current tree line would be a good alternative.
4 And my last comment would be if this is done
5 and done properly, it could actually serve as an additional
6 covered walkway across Seattle Center, which is much needed
7 too. Thank you.
8 (See attached Exhibit-15 for further material
9 submitted at the hearing by this speaker).
10 MR. MPRAS: Thank you.
11 Cyrena Stefano followed by Steven Bradford.
12 MS. STEFANO: Good evening. My name is Cyrena
13 Stefano. I'm the educational director and glass blower at
14 the Seattle Glass Blowing Studio. The Seattle Glass Blowing
15 Studio has been a supporter of the Seattle Monorail Project
16 from the beginning. I would like to thank the staff and
17 board, Seattle City Council, and those working on the draft
18 environmental impact statement for their receptiveness to
19 our concerns and questions regarding the proposed Monorail
20 station at the intersection of Fifth and Bell.
21 The Seattle Glass Blowing Studio has been in
22 operation since 1991 and employs dozens of people. In
23 addition, hundreds of independent glass artists use the
24 studio's facility to make their living. We operate the
25 largest glass blowing school in the United States and have

1 trained thousands of students to blow glass. The studio
2 operates seven days a week, 52 weeks a year, making an
3 immeasurable contribution to the character and identity of
4 the Belltown neighborhood.
5 Belltown is known as an artistic community and
6 a destination for both locals and tourists. Belltown has 73
7 restaurants, 13 nightclubs, 21 salons, five health clubs,
8 but only one glass blowing studio. In fact, in all of
9 downtown, there's only one glass blowing school.
10 The Seattle Glass Blowing Studio supports the
11 location of the Monorail station at Fifth and Bell.
12 However, alternatives exist that would allow the station to
13 be built without requiring condemnation of the studio. For
14 example, there's an empty parking lot on the southeast
15 corner that would not require condemnation of existing
16 businesses. As stated in the draft environmental impact
17 statement referring to the parking lot on the southeast
18 corner of Fifth and Bell, quote, "The loss of the parking
19 lot is not expected to be significant given local
20 availability and could be less impacting to the character of
21 the neighborhood."
22 The environmental impact resulting from the
23 condemnation of the Seattle Glass Blowing Studio is simply
24 too great considering that viable alternatives exist for the
25 Belltown station. Condemnation will mean the personal loss

1 of the Seattle Glass Blowing Studio. Reestablishing of the
2 studio in a downtown area would be cost prohibitive.
3 Virtually every business in Belltown signed a petition
4 urging the Monorail project to choose a location for the
5 Fifth and Bell station which would not require condemnation
6 of the Seattle Glass Blowing Studio. In addition, over
7 5,000 citizens have signed a similar petition.
8 Loss of the glass blowing studio would result
9 in the following: The elimination of jobs and a permanent
10 reduction to the property tax base, irreparable negative
11 impact to the character and identity of Belltown
12 neighborhood and the City of Seattle, and it would deprive
13 the glass art community of an invaluable asset. It would
14 essentially mean the loss of the largest glass blowing
15 school in the nation.
16 Thank you for your time and we appreciate all
17 your hard work. Thank you.
18 MR. MPRAS: Steven Bradford?
19 MR. BRADFORD: Good evening. I'm Steven
20 Bradford. I live at 308 East Republican, and I want to
21 thank everyone for being so patient with us today sitting
22 through all these statements.
23 I think it's excellent to see many future
24 Monorail users have shown up here to participate and get
25 involved with how the project will impact the community, and

1 today I'm trying to represent those of us in the new Green
2 Line community who see the impact of the Monorail as mainly
3 positive and on us personally and our communities. After
4 all, one person has already seen the possibility as the
5 Monorail as a park, while others say it would destroy a
6 park. So obviously other people do see these positives.
7 Property values will go up next to the lines
8 and the stations as we know of both for businesses and for
9 residences and for apartments, condos, et cetera. This is a
10 standard feature of all transit lines built everywhere in
11 the world that that happens.
12 What's being created here is a new
13 neighborhood that consists of all the station areas along
14 the route. A person living in one will be able to visit a
15 store or a boutique or a restaurant or a club several
16 stations down the line. A person in Ballard will be able to
17 go to a favorite club in Seattle without getting in their
18 car and making a long trip, and be able to go home at night
19 without worrying about whether or not they're able to drive
20 the route.
21 Businesses that somehow are able to withstand
22 the impacts of giant trucks going by every day in industrial
23 areas for some reason don't see the implications of a quiet
24 Monorail bringing by their employees to the stations and
25 also eliminating the need for expensive parking in a city

1 where real estate has become very expensive.
2 Since the Seattle Center is in my community,
3 that's the station I'll be using. I'd like to address the
4 Seattle Center route issue. I don't have a firm opinion,
5 but I think we should listen closest to the stakeholders,
6 the business owners in the Center, outside the Center, and
7 to the community organizations and the community
8 representatives, not just the organizers of a couple of the
9 events. We should listen to everybody.
10 And finally, I'm very concerned about our
11 original historic Monorail and I would like to see, I know
12 that it will become a redundant function when the new one is
13 constructed, and that it is in the way, and so in the
14 future, when we tear down the old guideway, I would like to
15 ensure that we plan for reuse by at the very least saving
16 the trains in the maintenance shed, possibly as a museum,
17 but also for the eventuality as often happens to reuse them
18 for another short spur line as an operational device to
19 south Lake Union, the waterfront, whatever.
20 Thank you for your time.
21 MR. MPRAS: Thank you, sir.
22 Next is Zoe Vineyard followed by Valerie
23 Shubert.
24 MS. SHUBERT: I'm Valerie Shubert. I live
25 downtown. I'll be submitting detailed comments later and I

1 wanted to note, when you say until the 14th, does that
2 include the 14th?
3 MR. MPRAS: Yes.
4 MS. SHUBERT: I can mail this.
5 MR. MPRAS: Yes.
6 MS. SHUBERT: I'll be submitting detailed
7 comments. I want to comment on the physical DEIS itself.
8 One thing, the print copy was prohibitively expensive. You
9 probably know that. I finally managed to get a copy of the
10 CD copy and the equipment to read it, but the contrast
11 between the print and the background is insufficient so it's
12 difficult to read.
13 The index is very poor. I was looking for the
14 geological information. There is no G section at all in the
15 index and it's not -- there's nothing under earth either. I
16 did finally manage to find things in the table of contents,
17 but it's just difficult to find things in the document
18 without any kind of road map essentially.
19 That was basically my comments.
20 MR. MPRAS: Thank you. Now, we'll take a
21 short break, we'll reconvene exactly 15 minutes after 7:00.
22 (Brief recess.)
23 MR. MPRAS: It is now 7:15 and we'll reconvene
24 the hearing. Please take your seats. The next speaker on
25 the list is Dan Kress followed by Einar Svensson.

1 MR. KRESS: Good evening. My name is Dan
2 Kress and I live at 500 Fifth Avenue West. I'm also a
3 member of the Uptown Alliance. I like living in the city.
4 When we talk about noise, the seaplanes are noisy, the
5 helicopters are noisy in this neighborhood. That is noise.
6 So I really like living in the city.
7 I'm proposing in favor of the northwest campus
8 route. I think the Seattle Center is an active urban center
9 and I think it's a great opportunity to see a good transport
10 system go right through the Seattle Center.
11 I'm very concerned about the Mercer route.
12 I'm concerned about the increased cost of construction and
13 operating costs that will endure the Seattle Monorail
14 Project. I'm concerned about our neighborhoods, our theater
15 neighbors. They've spoken currently about the noise and
16 traffic friction that are occur.
17 I'm also concerned about the Mercer mess
18 because it's really messy now. I can't imagine what it's
19 going to be like if we propose that particular project, that
20 route through Mercer street. I'm also concerned about the
21 wall that we created as a result of the Mercer route. Thank
22 you.
23 MR. MPRAS: Thank you.
24 Mr. Svensson.
25 MR. SVENSSON: My name is Einar Svensson. I

1 have lived 40 years in the city of Shoreline and I am a
2 registered civil instructor and a transportation engineer in
3 the State of Washington. I am recognized as an authority on
4 Monorail. I am the owner and inventor of the Urbanaut
5 Monorail. I believe there's more information on the
6 Urbanaut Monorail technology on the internet, in particular
7 costs, than the Monorail board so far has produced on the
8 Green Line project. In spite of this, the board has not
9 seen fit to allow a presentation of the Urbanaut.
10 However, an extensive presentation was lately
11 made for Puget Sound Regional Council which centered around
12 a study made on an extended Puget Sound Monorail from
13 Everett north, to Tacoma in the south. Such a debate on
14 such study suggested that the Green Line Monorail technology
15 as planned is not feasible for an expanding Monorail from
16 Everett to Tacoma primarily related to speed and trouble
17 that using the large beamway across the 520 floating
18 bridge.
19 I also was a principal and key engineer of the
20 existing Alweg, which soon is facing the iron boring.
21 Before this happened, I would like to straighten out some
22 facts about Alweg primarily related to negative misleading
23 information through Monorail board has submitted to the
24 public so this does not become historical facts.
25 In numerous documents the Monorail board

1 states that the Alweg beam is six feet high and maximum beam
2 span only 80 feet. For 40 years the beam height has been
3 five feet and there's several beams breaking 90 feet.
4 I also fail to see, fail to see how the
5 Monorail board and the city council can claim the Alweg to
6 be unsafe, in particular related to earthquake, and when
7 they know the dimension of the beamway, which is crucial for
8 the determining the earthquake. Earthquake engineering is
9 directly related to the mass of structure and as such the
10 lightweight structures Alweg beamway is much less prone to
11 earthquake than the Green Line --
12 MR. MPRAS: Your time is up, sir.
13 MR. SVENSSON: What you're telling indirectly
14 or indirectly to the public is that there's a safety risk to
15 using --
16 MR. MPRAS: Your time is up, you may submit
17 your comments --
18 MR. SVENSSON: You don't like to hear what I'm
19 saying, that's fine.
20 MR. MPRAS: The next speaker will be Elisabeth
21 James followed by Rich Ellison.
22 MS. JAMES: Good evening. I'm Elisabeth
23 James. I'm a general manager at the Westin Seattle. My
24 comments tonight are representing my business, our 650
25 associates as well as the comments of the downtown Seattle

1 association which echoes many of our concerns.
2 Overall, we support the concept of the
3 Monorail. We are on the Monorail line now and look forward
4 to the expansion of the rail. However, we do have a couple
5 of areas of concern that we would like to go on record
6 addressing.
7 First is the provision of a pedestrian
8 connection from the Fifth and Stewart station to Westlake
9 Center and the retail core. We feel that this is essential
10 to maintain the active and high traffic atmosphere that
11 exists there currently, and would be concerned that there
12 would be a diminishment of that in the Westlake area should
13 there not be a pedestrian connection.
14 From a public safety perspective, we are
15 especially interested in the design of the stations in terms
16 of their lighting. Obviously from a functional position
17 they need to be safe, but we are concerned in terms of
18 loitering, pedestrians, homeless issues that might occur in
19 the stations, particularly the ones that are immediately
20 adjacent to our business.
21 From a maintenance perspective and going to
22 the same point, we would want to be sure that there's
23 special consideration given and appropriate funding for
24 maintaining the cleanliness of the stations, for policing
25 the stations, for removing graffiti from station areas and

1 supporting beams.

2 Additionally on the noise front, we would be

3 especially interested in seeing more specific detail, I

4 believe the measurements are primarily expressed over a

5 period of one hour or more and I haven't seen anything

6 specific on the minute-to-minute impact on pedestrians or

7 others in the immediate area.

8 On a very specific business note, I have

9 specific concerns on the configuration of the station at

10 Stewart and Fifth, particularly as it extends along the

11 block toward Virginia Street and has an immediate impact on

12 my business, on noise to my guest rooms and on disruption to

13 my lobby area and entrance on Fifth Avenue.

14 So we look forward to working with you as we

15 go forward and appreciate your concerns thus far. Thank

16 you.

17 MR. MPRAS: Thank you, ma'am.

18 MR. ELLISON: Hello, my name is Richard

19 Ellison. I'm with Save Seattle's Trees. I'm here to make a

20 variety of comments. I've submitted some written comments

21 as well because the details are pretty detailed.

22 I'm very much in favor of a Monorail and do

23 support its construction. However, there's a lot of

24 inadequacies in the environmental impact statement,

25 particularly relating to trees. There's a great street tree

1 survey that gives a lot of details. However, there's no
2 real evaluation of the impacts of the loss of these trees.
3 They are have a lot of considerations and the conclusions
4 always state that there's no significant impact from
5 destruction or long-term impacts from the loss of these
6 trees.
7 So I ask, how many trees are going to be lost
8 as a result of the project? Well, there's no summary giving
9 any information either by project line alternative or by
10 totals. There's nothing by diameter or size. So I did a
11 little homework and found that 881 trees are being listed to
12 be removed as a result of the Monorail project but that
13 doesn't include the green belts.
14 In evaluating the green belts, they do not do
15 any evaluations. So at Pigeon Point, they simply describe
16 it as the west Duwamish greenbelt mixed vegetation.
17 Longfellow Creek is listed as Longfellow Creek green space,
18 many 30 to 40-foot green leaf, big leaf maples and Douglas
19 fir. There are a variety of other descriptions like many 30
20 to 40-foot big leaf maples and Douglas fir, another
21 intersection, mixed deciduous wooded area.
22 So what I'm saying is that these green
23 spaces have never been actually been evaluated. So we know
24 that there are 881 trees being removed, plus how many trees
25 in these green spaces?

1 Now, I'm a scientist, I've got a master of
2 science in botany so when I read an environmental impact
3 statement that has 10 different sections describing the
4 plants and animal impacts and they direct you to this
5 section or that section for further comments, and then you
6 go to those sections and they don't really say anything but
7 they conclude that there's no significant unavoidable
8 impacts to fish, wildlife or vegetation or anticipated from
9 construction and operation of the Green Line, so I can
10 remove 1,000 trees, some of them quite mature, and there'll
11 be no short or long-term impacts? I believe this is
12 incorrect.
13 So I have a detailed list that I've turned in
14 of a number of points that need to be corrected in the
15 environmental impact statement. It needs a good, rigorous
16 evaluation. For example, historic trees. SEPA trees are
17 mentioned in the section. Here we go, exceptional trees
18 under Seattle street protection. Well, there are no
19 exceptional trees according to this document, but then they
20 go on to say that there are several trees of special
21 significance, including the Daimyo Oak planted in 1932 and
22 the Mt. Fuji Cherry donated by the Crown Prince of Japan in
23 1975. So are these considered SEPA trees, should they be
24 protected?
25 I'm out of time, thank you. Please read your

homework, thank you.

(See attached Exhibit-16 for further material submitted at the hearing by this speaker).

MR. MARTIN: I'd like to note that Margaret Pageler is with us.

MR. MPRAS: Sandi Hogben and Richard Borkowski.

MS. HOGBEN: I'm Sandi Hogben, H-O-G-B-E-N. I live at 2205 Second Avenue. That's Second and Blanchard, right over here in Belltown. I am a Seattle native and in my generation, I feel like I've been waiting for the Monorail my whole life to actually go someplace. This is so exciting to be here right now seeing it happen.

I am also a board member of the Friends of the Belltown P-Patch Community Group in the Belltown neighborhood promoting preservation and development of our open urban green space in Belltown.

Since Belltown is the one Seattle neighborhood who already knows and loves the Seattle Monorail and will lose a Monorail to gain one, I will submit more complete comments in writing, but I want to target one issue tonight. Please preserve the center alignment down Fifth Avenue through Belltown. Please honor the historic Century 21 World's Fair Seattle Monorail route, if not the train and the guideway itself.

1 Although as a Seattle native, the historical
2 nature of our Seattle Monorail is also very important to me,
3 but Fifth Avenue through Belltown is a beautiful,
4 symmetrical, tree-lined street. These are historic trees.
5 They were planted as part of the Century 21 World's Fair
6 development in conjunction with the Monorail construction
7 down Fifth Avenue.
8 The alternative that would put the Green Line
9 Monorail down the west side of Fifth Avenue would destroy
10 the existing trees all the way down Fifth Avenue through
11 Belltown. These are the biggest, most beautiful trees in
12 Belltown. They are 40 years old now. They're big,
13 beautiful spreading elm trees.
14 The replacement trees that would be planted
15 would be short, no more than 15 to 20 feet tall in their max
16 height. So they would never match the symmetry of the
17 historic planting down the whole length of what is in many
18 ways the most beautiful street in our neighborhood. It
19 would also destroy the beauty and symmetry of Fifth Avenue
20 throughout, as it continues as a tree-lined street
21 throughout the downtown core.
22 Thank you very much for your time.
23 MR. MPRAS: Thank you.
24 Richard Borkowski?
25 MR. BORKOWSKI: Good evening. Thanks for the

1 opportunity to speak this evening. My name is Richard
2 Borkowski. I'm president of People for Modern Transit. We
3 are a transit coalition supporting public transportation in
4 the Puget Sound region. I would just like to speak a little
5 bit about federal transportation law.
6 Section 4F is a national policy that helps
7 preserve the U.S. natural resources and specifies that no
8 project shall be approved that requires the use of any
9 publicly owned public park, recreational area, wildlife
10 refuge or historic site until, A, there's no feasible and
11 prudent alternative to the project, or B, the project
12 includes all possible planning to minimize harm to the
13 project. Section 4F is therefore considered the strongest
14 preservation law on the federal level.
15 The term "use" does not only refer to physical
16 utilization of the property, but also its direct effect that
17 would harm the value of the protected sites. Section 4F
18 also applies to all transportation within the United States
19 Department of Transportation, which includes Federal Highway
20 Administration, Federal Transportation Administration, and
21 Coast Guard. Curiously, it exists precisely for the reason
22 of protecting public open spaces when agencies are trying to
23 cut costs. Numerous legal decisions on section 4F are
24 related in a DOT policy that concludes that conclusions must
25 be well documented and supported.

1 The Supreme Court in the Overton Park case in
2 1971 ruled that determinations on no feasible prudent
3 alternative must found there are unique problems or unusual
4 factors involved in the use of alternatives or that costs,
5 environmental impacts or community disruption resulting from
6 such alternatives reach extraordinary magnitudes. When
7 projects are litigated, section 4F has been a frequent
8 issue. Therefore, it is essential that the applicability or
9 nonapplicability of section 4F is completely documented.
10 The I-90 executive committee was required to
11 perform section 4F analysis as required by law due to the
12 bicycle trail along the bridge which is a publicly funded
13 recreation trail.
14 I would also like to mention that the comment
15 period for that I-90 project was 90 days. A 45-day period
16 seems extraordinarily short for a project of this size.
17 My request is why did they not perform a
18 section 4F analysis? I could not find any mention of it in
19 the EIS. Section 4F exists precisely for the purpose of
20 protecting public open spaces such as the Seattle Center.
21 The public has invested over $1 billion in improvements to
22 the space. Keeping it free from transportation systems is
23 consistent with the Seattle Center master plan as well as
24 federal transportation law. Thank you.
25 MR. HORN: I'd like to announce that another

1 of our Seattle Monorail Project board members is here,
2 Christine Hill, in the back. Thank you, Christine.
3 MR. MPRAS: The United States Coast Guard, by
4 the way, is an agency under the Department of Homeland
5 Security. Thank you.
6 The next speaker will be Ben Moore followed by
7 John Stewart. Ben Moore?
8 John Stewart?
9 MR. STEWART: Hi. My name is John Stewart. I
10 am vice-president of Feet First, a pedestrian advocacy
11 organization dedicated to changing culture and reminding all
12 of us we're all pedestrians. I had the honor of working
13 with council members this summer. We're very exited to
14 continue working with the Monorail. I'd like to thank you
15 for the opportunity present a few comments on this draft
16 EIS.
17 We had the privilege of providing comments on
18 the draft EIS for the ETC back in May of 2002 and we
19 followed the progress of Monorail board with great
20 interest. Transit systems are very important for
21 pedestrians both in providing mobility for longer trips as
22 well as contributing to pedestrian friendly neighborhoods.
23 We believe the Green Line can be a real asset to Seattle.
24 Let me start by issuing a plea to the Monorail
25 folks that you reconsider the target zone around the planned

1 stations. You're currently looking at approximately a
2 quarter mile radius from the stations in most of your
3 documentation. We feel very strongly that a half mile as
4 the average pedestrian can walk in 10 minutes is a much more
5 reasonable standard both for gauging ridership and for
6 supplying pedestrians improvements in neighborhoods and
7 downtown.
8 Experience with transit in cities as diverse
9 at Paris, Vancouver and New York has shown us that people
10 will reorient their commuting patterns around fixed transit
11 systems like the Monorail, either walking or riding a
12 bicycle to stations, where before they might have driven a
13 car to their final destination.
14 We're speaking in most cases of the difference
15 between five and ten minutes of walking time; that is to
16 say, five minutes to walk a quarter mile versus 10 minutes
17 to walk a half mile since the average person walks about 3
18 miles an hour. We believe that this would be more than made
19 up by the knowledge that the train would be waiting at the
20 Monorail station every four minutes or less during peak
21 commuting periods.
22 Pedestrian improvements are vital to the
23 success of the Green Line and the Monorail as a whole.
24 People have to feel safe crossing streets on their way to
25 get to the stations, but stations also need to serve as

1 destinations in their own right as anchors of and gateways
2 to vibrant pedestrian street spaces. Wider sidewalks with
3 space for coffee shops and other retail open-to-the-street
4 benches and street fronts are all important to the
5 pedestrian experience.
6 While we're all well aware of the current
7 financial situation the Monorail faces, it's a dangerous
8 thing to turn back pedestrian amenities in any attempt to
9 cut costs. Remember, as Joel Horn, the Monorail executive
10 director has said, everyone is a pedestrian at some point in
11 time, which I was happy to know was on one of the posters
12 across the hall. It was nice to see.
13 We also urge the Monorail folks to remember we
14 live in a city whose percentage of folks walking to work is
15 increasing. We supplied the ETC with data last May
16 indicating certain census tracks, particularly Ballard and
17 the downtown Belltown neighborhoods, both high and
18 increasing numbers of folks walking to work.
19 As we stated several times at the access
20 workshop this spring at the Convention Center, it's
21 imperative the Green Line is planned to take advantage of as
22 well encourage this trend. We believe strongly that
23 building parking lots at stations would be a very bad idea
24 because it does not meet the system's future needs.
25 Providing pedestrians with an excellent riding experience

1 will be a smarter investment going forward.
2 Thank you for your time.
3 MR. MPRAS: Thank you.
4 Next is Nancy Driver followed by Geof Logan.
5 MR. SEVERSON: I'm speaking in place of Nancy
6 Driver. I'm also with the Avalon Community Association. My
7 name is Bob Severson. Can people hear me?
8 Anyway, I live in West Seattle. I'm part the
9 Avalon Community Association. I'm very pro Monorail.
10 However, I do have concerns about the planning process and
11 some of my concerns are, if what I hear is correct, the
12 original Avalon/Fauntleroy route may be changed to the
13 Avalon/35th/Alaska route.
14 I live in a residential, single family
15 neighborhood in a community bordering Alaska. My concerns
16 are number one, parking. We already have an overabundance
17 of people parking on our streets in the neighboring blocks
18 catching the bus, going downtown. If the Monorail were to
19 come into existence and these station were on 35th, where
20 are those Monorail commuters going to park? If they have to
21 park two and three and four five blocks away from the
22 station, are they realistically going to go back or catch a
23 bus to the Monorail station to go downtown? I doubt that.
24 So I'd like to see some type of projected
25 ridership of the people that would be coming into the area

1 and how many would be willing to take a bus or walk to the
2 route, and is it safe and is it practical and is it
3 convenient?
4 The other issue I want to address is the
5 location of the station from the Avalon/Fauntleroy route to
6 35th. One, that 35th route, again, if the station were
7 there, would bring more people to the area and parking would
8 be a problem. Versus why not put the station in a high
9 density commercial business district where there's already
10 some areas designated for parking?
11 Speaking of parking, will there be any parking
12 areas designated for commuters? Has this issue been
13 addressed?
14 I guess my goals for the Monorail is to slow
15 down the process, plan it a little bit more comprehensively,
16 allow for parking, keep to the original Avalon/Fauntleroy
17 plan, provide projected ridership data to see how many
18 people would be willing to take a bus to the Monorail or
19 willing to walk to the site if they have to commute from
20 four blocks or more away, and keep the Monorail, if you want
21 projected growth within and the goal is high density growth
22 around the Monorail line, place it in a business commercial
23 area rather than bordering a residential family
24 neighborhood.
25 Because the goal is to get people walking out

of the door, it's along high density apartments or condos along the line, not to be commuting from far away. So put the Monorail and the station in a high density area. Thank you.

MR. MPRAS: Thank you.

MR. LOGAN: It's not been as long for me as it has been for you, I'm sure. I'm Geof Logan, I live in Fremont. I have a background in litigation discovery and native projects and CIRCLA law, superfund. I've read many a DEIS and EIS in my time. Lots of fun. This one actually wasn't all that hard to get through since a majority of the pages are charts and graphs and illustrations. I did manage to read a fair amount of it.

I have to say that I have to regard the DEIS as frankly inadequate. It's vague, pretty unsubstantiated and not actually constructed in a particularly user-friendly manner. It would be helpful if you'd group various parts of the line together without having to search through the index to find pertinent information. I think you've heard from a number of people about the arrangement of this document.

I too must echo the fact that in my experience, a 90-day period is usually standard for a DEIS and EIS review. 45 days I've never really come across very often. And I find that one hearing is not particularly conducive to good public comment. In the past, this

1 authority, I think commendably, has held workshops in the
2 major neighborhood centers like Ballard, downtown, Queen
3 Anne, West Seattle, on a variety of evenings giving maximum
4 opportunity for people in those neighborhoods to comment. I
5 think that would have been best served in this process if it
6 had been possible.
7 Overall, I think the DEIS and the upcoming
8 FEIS are somewhat premature. You still lack alignment, you
9 still lack design, engineering, technology and the DBOM
10 contractor. How you can possibly come up with a substantial
11 FEIS that's any more informative than this one, which is not
12 very, in just a few months? I don't think it is possible
13 unless you have much of that information at hand.
14 So I don't see why your project can't proceed
15 while you put together a more substantial FEIS at a future
16 date. If not, then you will certainly need supplemental
17 environmental impact statements, but Ms. Knox and Mr. Malone
18 from the DCLU told me the other day, and I have not seen
19 anything from the agency otherwise to suggest that you will
20 have a supplemental EIS. That is basically an invitation to
21 litigation, if you try to proceed without a supplemental
22 EIS. Without having the aforementioned information, you're
23 going to have a real problem getting this past the public.
24 I'm also with an organization called
25 saveseattlecenter.org. That's our website. I suggest that

1 you go and visit it. We have some very good illustrations
2 there that show the impact of the center, northwest
3 preferred route on festivals and the public. I'm not going
4 to go into much detail since you've heard from others, other
5 than to say that running a transportation system through a
6 park is not appropriate and I will have more comment on that
7 subject to hand in to you.
8 Thank you very much and you've got more
9 patience and energy than I do tonight.
10 MR. MPRAS: Thank you.
11 Michael Goodreau, followed by Alan Silverman.
12 MR. GOODREAU: Good evening. My name is
13 Michael Goodreau and I'm a resident of Phinney Ridge, which
14 is the gateway to Ballard.
15 I've discovered quite a large hole in the
16 Monorail EIS that you could unfortunately drive a Monorail
17 through. The EIS does not address visual impacts due to
18 advertisements that will be used to generate revenue by
19 selling and displaying advertisements on both the stations
20 and more importantly wrapping around the cars as they glide
21 across the city. I know that there are city ordinances
22 against billboards, fixed billboards, but there's nothing as
23 far as controlling these advertisements flying through the
24 air.
25 And I can imagine and have nightmares of radio

1 stations with Rush Limbaugh and Tom Leykus and services from
2 quick change oil services to port-a-potty refreshments, but
3 more importantly, political signage, with due respect to our
4 council members that are here today.
5 As regards to the northwest route, which was
6 conveniently never let on to the voters until a few months
7 ago, the cross center route is counter to years of planning
8 and funding and support by the people of this city. In
9 addition to removal of a very number of significant trees
10 and the demolition of the building that we are here tonight
11 in, the visual impacts of the cross center route cannot be
12 fully addressed by your EIS. So you could go back and try a
13 little bit harder.
14 But please remember, we relocated the cross
15 Center sky ride to the Puyallup fair for a reason, thank
16 you.
17 MR. MPRAS: Mr. Silverman?
18 MR. SILVERMAN: Hello, my name is Alan
19 Silverman. My company is Festivals Incorporated. We
20 produce the Bite of Seattle and other events in the city.
21 We have been a tenant here since 1986 and have had a very
22 successful run.
23 I want all of you, the board and city council
24 members, if they would think of going into McCaw Hall, that
25 wonderful brand-new building that we just opened up and I've

1 been in it, go up that magnificent grand stairway and then
2 go into the auditorium to sit down and watch an opera, and
3 then going across the top of that stage is a Monorail every
4 four minutes, and this is what you're asking us to do by
5 putting the Monorail through the northwest route.
6 The fountain lawn or mall is a stage. Every
7 day hundreds of people frequent that area and their
8 entertainment is within what the mall and Seattle Center
9 represents.
10 I hear the people who live on Queen Anne say
11 that by putting it down Mercer street we'll create traffic
12 problems, yet SMP says that there will be no traffic
13 problems if we do that. They've come out and said that.
14 They've also said it'll cause a wall to divide
15 the area from Seattle Center. Well, if you really look at
16 Mercer Street and look at that garage, that garage takes up
17 half of the distance that that guideway will go down Mercer
18 street. So they've already got that wall, if that's what
19 they really want. But I don't see it as a wall. I just see
20 it as a convenient transportation which belongs on the
21 street, not inside the Center.
22 As far as noise and the theaters, I do not --
23 I mean, SMP has said there's not going to be any noise. So
24 why worry about it? There is not 10 weeks of festivals in
25 Seattle Center, not 10 weeks out of 52. The rest of it is

1 for the public. This is what I enjoy as well as the
2 festival that we put on there, and we take that away when we
3 put the Monorail through that.
4 Central Park does not allow buses in New York
5 to go through their Central Park because of the noise. They
6 put them on the outside and that is exactly where we should
7 put the Monorail. Thank you.
8 MR. MPRAS: Thank you, sir.
9 W.F. Bloxom followed by Craig Larch.
10 MR. LARCH: I'm listed as vacant there.
11 That's sometimes true, more often than not.
12 Thank you. My name is Craig Larch and I'm a
13 citizen, I live in the south end so really that doesn't
14 impact my house, doesn't impact my neighborhood except that
15 my neighborhood includes Seattle Center.
16 I think it's inappropriate and sets a very bad
17 precedent to degrade a public space like Seattle Center by
18 constructing a transit corridor and a significant noise
19 source through it. I mean, that's basically the fundamental
20 there. I don't know what more to say about that.
21 The second issue is on cost. I mean, as could
22 have been anticipated, the financial crunch has arrived at
23 the Monorail. It took a while to get there. Finally when
24 they started counting up the money, there's isn't enough.
25 The cost, the most efficient is to take it back to Second

1 Avenue where it belongs, take it down Second Avenue and run
2 it up to Mercer Street. We all know where it belongs.
3 That's what was voted on the first time around when we first
4 thought about this thing.
5 Basically what you get for doing that is,
6 what's most important is you get two for the price of one,
7 two Monorails for the price of one.
8 Thank you.
9 MR. MPRAS: Thank you.
10 Mark Griffin followed by Dave Menchhofer.
11 MR. GRIFFIN: Good evening. Mark Griffin.
12 I'm manager of the Port of Seattle's real estate development
13 section, and I appreciate the opportunity to comment on the
14 Monorail's Green Line DEIS on behalf of the port. The port
15 will be providing written comments for the system-wide
16 project via separate letter. My comments tonight relate
17 only to the Interbay portion of the project.
18 The port recently began a master planning
19 process for what we call our north bay site. The site
20 includes 57 acres north of the Magnolia bridge just est of
21 the BNSF railyard. We're also working with the state
22 military department to acquire its 25-acre site east of the
23 rail yard. We're beginning a process to reach out of the
24 community to learn what development options will work best
25 at these 82 largely vacant but promising acres. We

1 anticipate our master planning and environmental review
2 effort will be completed within a couple of years.
3 The port supports the Monorail project and
4 believes it would improve mobility opportunities for our
5 neighbors in Magnolia, Queen Anne and Ballard. We also
6 believe that this public investment will provide the
7 greatest return if it is effectively linked to other
8 transportation modes where possible.
9 Such an opportunity exists in the south
10 Interbay corridor near the Magnolia bridge where several
11 transportation modes converge, the Monorail's Green Line,
12 Sounder commuter rail line, Metro bus transit routes, and
13 potentially the waterfront street car, bicycle and
14 pedestrian connections. The confluence of these
15 transportation modes could make for an exciting multi-modal
16 transportation facility.
17 This multi-modal facility would support the
18 rapidly changing character of the south Interbay area.
19 There's new development information today related to several
20 projects that wasn't available when the Monorail began its
21 EIS work just a few months ago. These projects include the
22 port's north bay redevelopment, the port's work to relocate
23 the national guard armory facilities, the Opus-led
24 development at the former Tsubota Steel site, and the
25 further development at Amgen's Helix campus.

1 It's essential that the new employees at these
2 projects along with the existing residents and workers in
3 the area have the best transit options possible and for this
4 to happen, the port urges the SPMA to consider the following
5 three things:
6 First, developing a station in the Howell
7 Street area as part of the Green Line's initial operating
8 segment. The design and location of the Howell Street area
9 station would be a critical feature of the potential
10 multi-modal hub, and it would likely provide a number of
11 benefits including initial increased ridership for the Green
12 Line and joint DOT opportunities.
13 Second, the port would ask that you consider
14 committing resources that will allow for stronger
15 coordination among the port and other agencies along with
16 area stakeholders to pursue this idea. We think that it
17 could result in again increasing system ridership as well as
18 reduced with initial capital costs as well as long-term
19 operating costs.
20 And Third, examine how plans for the
21 operations facilities could be enhanced by increasing
22 flexibility. Again, intermodal opportunities are rare in
23 the city and we would urge you to consider that, and the
24 port looks forward to working with you more as the project
25 moves forward.

(See attached Exhibit-17 for further material submitted at the hearing by this speaker).

MR. MENCHHOFER: Hello. My name is Dale Menchhofer. I speak as a citizen of the great City of Seattle. I wish to bring it to your attention that the draft EIS does contain a factual error in regard to the alternative alignments through the Seattle Center. It specifically says that the preferred alignment would go down, go on the west side of the stadium. In fact -- excuse me, it would go on the east side of the stadium and that is contrary to the maps that are drawn. I'm concerned that it would confuse people that are studying the diagram or rather the studying the text.

Also, the so-called preferred route, which I believe is called the northwest route, would in fact affect land use. The Fun Forest in the Seattle Center needs the air space in order to expand or have future options. Since that is a Seattle City of Seattle resource, that is a problem.

Also, I think the draft EIS should address future compatibility with extensions and there is I think a clear advantage to the route that goes around the Center on the north side. The fact that the station on the southeast side of the Center is a switch station looks to me that it would make it very difficult to bring in another line in

1 that vicinity in the future and that is a primary location
2 for bringing in another line.
3 The guide that was given to voters before we
4 voted for the Green Line did show a line going up the west
5 side of Lake Union, as I recall, and the connection point
6 would be on the east side of Seattle Center, and it would be
7 difficult to do that if the northwest alignment is chosen.
8 It would be much easier to do it if the line going around is
9 chosen.
10 Finally, the fountain is such a tremendous, is
11 so valuable to me. Thank you. I hope you go around.
12 Thanks.
13 MR. MPRAS: Thank you.
14 Bob Burkheimer followed by Jill Janow.
15 MR. BURKHEIMER: First of all, I'm a property
16 owner. I own the QFC property across the street and I've
17 been very involved in the stakeholder meeting here, and the
18 Seattle Monorail group has done a great job of facilitating
19 this work for both sides of the northwest route as well as
20 the Mercer route supporters.
21 The first thing I'd like to mention is on page
22 4-146, it states that the zoning is NC85 across the street
23 when in fact it's NC40. That should be corrected.
24 And for the Mercer route, the Mercer route
25 study, I would like to request that you look at placing the

1 Monorail on the east side of Warren rather than the west
2 side of Warren, if at all possible. That site has the
3 potential for mixed use development in the near future and
4 would seriously affect any residential development because
5 the Monorail would be so close to the guideway or to the
6 apartments. It would be like four feet from the balcony
7 from the property line.
8 Secondly, I think that the ridership hasn't
9 been addressed as the riders, you have to build a place
10 where these riders are going to go. You want the Monorail
11 to be successful. Why would they want to go to West
12 Seattle, to Queen Anne to shop unless you create an
13 environment, make places around the stations that are
14 attractive so people want to go from West Seattle to Queen
15 Anne or West Seattle to Ballard. Make it so those are
16 vibrant areas.
17 And I think if this area here could be
18 properly developed, this could be a very unique location
19 within the City of Seattle, very vibrant from a retail and
20 residential standpoint as well as the Seattle Center
21 itself. The Mercer route has some negative impacts on that
22 possibility. Thank you.
23 MR. MPRAS: Thank you.
24 Ms. Janow?
25 Then the next speaker will be Mark Early

1 followed by John Hoey.

2 MR. EARLY: Hello. My name is Mark Early. I
3 live in ya-sure friendly Sunset Hills North Ballard, north
4 from the Green Line terminal. It's been my privilege to be
5 a Monorail volunteer for several years. During this time
6 I've appeared at many public meetings and found the Monorail
7 organization genuinely to be very open and encouraging of
8 all public input.

9 My comments tonight really concern the
10 problems with the town meeting in general, kind of like this
11 one here. This is a problem shared about city council and
12 other large public forums. You listen patiently to our
13 comments, but speakers and those in attendance do not have a
14 convenient method of testing for consensus.

15 There is a nonprofit that I found actually on
16 the internet. It's called AmericaSpeaks and that
17 organization basically has a great new way of facilitating
18 what I think are productive, inclusive town meetings. I'd
19 like to just read just a little bit about AmericaSpeaks and
20 that would be the end of my comment.

21 AmericaSpeaks, a nonprofit pioneer in
22 large-scale civic engagement, has designed a new kind of
23 town meeting that has successfully engaged diverse groups as
24 large as 5,000 people during the last six years. The 21st
25 Century Town Meeting takes the traditional public meeting

1 format to a larger scale while preserving the authentic
2 face-to-face deliberations that are at the heart of a
3 democratic heritage.
4 For many decades, the use of traditional
5 meeting formats to actively engage a large number of
6 citizens in governance has demonstrated two significant
7 limitations. First, smaller forums, 50 or less, have little
8 capacity to capture the diversity of the community and are
9 not representative of a community's population. Second,
10 larger forums, like we have here today of 100 or more, tend
11 not to be very engaging for participants due to the sheer
12 number of us here and the difficulty of managing the input.
13 AmericaSpeaks has a unique approach that
14 basically what they do is they bring together, all the
15 people that attend are broken up into smaller groups of
16 eight to ten people around tables and then at each table
17 there's a wireless computer that's linked to all the
18 others. People can essentially have a discussion with their
19 other people at the table, and then the ideas that are
20 generated there and the ideas from the organization are kind
21 of all brought together.
22 And one of the unique things is that everybody
23 in attendance has a small little wireless kind of a voting
24 key pad and as issues come up, they can click on, they
25 essentially everyone in the room can vote on various issues

1 and they can see it in realtime displayed. So as speakers
2 may be introduced, themes or as the whole group introduces
3 themes, it's a way of people sorting these things out and
4 arriving at sort of an interesting consensus in realtime.
5 I've given a couple of people here some of the
6 information about AmericaSpeaks and I just would encourage
7 you to take a look at it and see if there's a way that we
8 can just get, find a better way of getting everybody's input
9 and reach a consensus easier.
10 (See attached Exhibit-18 for further material
11 submitted at the hearing by this speaker).
12 MR. MPRAS: Thank you very much.
13 MR. HOEY: My name is John Hoey. I'm here on
14 behalf of the Longfellow Creek Watershed Council. The
15 watershed council has significant concerns about the
16 proposed Monorail routes that are described and analyzed in
17 the draft EIS. Both West Seattle alignment alternatives
18 described in the DEIS would cross directly over Longfellow
19 Creek in the vicinity of Southwest Andover Street between
20 26th and 28th Avenue, directly south of the new course
21 plan. Additionally, both locations for the Delridge station
22 analyzed in the DEIS are situated directly adjacent to the
23 creek either in an existing group of parking lots to the
24 east of the creek or along Andover street to the north of
25 the creek.

1 These Monorail station and alignment locations
2 would have several adverse impacts to Longfellow Creek and
3 the immediate vicinity of the creek that we feel are not
4 sufficiently documented in the DEIS.
5 Significant impacts on views of the creek and
6 the preserved open space surrounding the creek will result
7 from the new Monorail guideway, structure and station. The
8 guideway structure over the creek would be 75 feet high, the
9 visual impacts of this structure could not be mitigated.
10 Impact to the Longfellow Creek green space would include
11 increased noise, trash and other impacts associated with
12 increased pedestrian activity in the area.
13 This protected green space is the gateway to a
14 corridor of parks properties including the West Seattle Golf
15 Course, Camp Long and 30 acres of additional open space.
16 Potential significant impacts to human and
17 environmental health could result from disturbance of
18 contaminated soils in the vicinity during Monorail project
19 construction. Impacts to water quality and fish habitat in
20 the creek could result from increased sediment or polluted
21 runoff generated by construction and operation of the
22 station directly adjacent to the creek.
23 The Longfellow Creek Watershed Council is
24 reviewing the DEIS and plans to submit written comments to
25 the Seattle Monorail Project about its concerns with the

1 current analysis. The watershed council has also encouraged
2 the Monorail staff to consider other route and station
3 locations in the Delridge neighborhood to avoid these
4 environmental impacts altogether. Thank you.
5 MR. MPRAS: Thank you.
6 Next we have Bobbie Severson followed by Will
7 Affleck-Asch. They're not here?
8 MR. AFFLECK-ASCH: I'm Will Affleck-Asch. I
9 put down Fremont Arts Council, but really I'm not here to
10 represent them. I'll speak on that later.
11 I'm a direct shareholder in Amgen, Boeing, 24
12 other companies, many of which have whole buildings,
13 facilities, in the Seattle area. One of the things that all
14 of them have said is we need more transit in Seattle. We
15 need to get people and goods to move through Seattle. The
16 Monorail actually will help with that.
17 When you look at places like Vancouver, BC,
18 they've been building things and it's helped a lot. That is
19 our competition. We are right now in Seattle competing with
20 Vancouver, B.C., Portland, Vancouver, Washington,
21 indirectly, and other cities. We have to recognize this.
22 As to the Seattle Center choice, I know
23 everyone wants to talk about that. The northwest route
24 would provide more tourism for Seattle, advertise the events
25 in Seattle Center, looks to be easier to use and is

1 definitely cheaper to build than I believe the Mercer
2 route. However, I don't really have much to say about
3 that. It's just two stations on 14 miles.
4 The Sinking Ship garage station design looks
5 wonderful. I really like the artistic picture of that.
6 From the viewpoint of Fremont Arts Council we'd like to see
7 more things like that, rather than the boring ones you put
8 in the EIS. I know you do it for a reason, but still.
9 I think everyone looks forward to the
10 connection between Monorail, light rail, Metro bus service,
11 computer rail, state ferry systems and bicycle access, all
12 of which will provide alternatives to building more dense
13 arterials for cars, more highways, more freeways through
14 Seattle. That's what the choice is.
15 We can talk about what are we choosing, do we
16 want to build it here, do we want to build it there? The
17 other choice is you're going to build another lane on the
18 street.
19 I live right now on Fremont. When I moved
20 there, on 39th, I'm about half a block away, when I first
21 moved there, there was about a block of cars that would line
22 up during rush hour to get onto 99. That's now seven to
23 eight blocks long every day. If you don't build an
24 alternative, we'll be stuck with that. Thank you.
25 MR. MPRAS: Thank you.

1 Next is Mike Semandiris followed by Russell
2 Kerwin.
3 MR. SEMANDIRIS: Hello, Mike Semandiris. My
4 family owns Mike's Chili Parlor in Ballard. We've owned it
5 for 80 years. I challenge you guys to find many businesses
6 in Seattle that have been owned and operated by the same
7 family for so long.
8 MR. HORN: It's such good chili.
9 MR. SEMANDIRIS: You guys have to come by
10 soon, haven't seen your face down there lately.
11 When the Monorail first came about this recent
12 time, you know, there was a plan to go down the east side of
13 15th or the west side of 15th and go over the Ballard bridge
14 at that location, and, you know, personally I was opposed
15 to, I voted against the Monorail mostly because it wasn't
16 necessarily determined what the route was going to be. I
17 knew there was some potential.
18 So according to the EIS now, either design
19 will have some adverse affects on our property and our
20 building, which we've been at for, you know, close to 80
21 years. And the west side design will have some adverse
22 effects visually, but the center design, which you know, for
23 me, has kind of, I feel like it's come up a little bit later
24 in the process, and we haven't been -- you know, we're the
25 only business property resource as they call it that has

1 been shown on the EIS that will be potentially demolished in
2 that area due to the potential center alignment.
3 I feel like the board or whoever has been
4 doing this, it would be appropriate for them to maybe
5 approach some people like us and say hey, there's a
6 potential about this, instead of us having to dig it out in
7 a thousand page book, you know.
8 So anyway, with that said, I guess my point is
9 just that, you know, we've been here for 80 years. We'd
10 like to be here for another 80 years or more. We'd love to
11 be serving chili to Seattle in Ballard. I don't think this
12 environmental impact statement can accurately gauge what
13 kind of an impact this would have on our family, on our
14 business. You know, we've been serving Seattle for so long
15 and we want to continue to do so.
16 So with that said, come have some chili.
17 Hopefully you guys will all feel the same way after you do.
18 Thank you very much.
19 MR. MPRAS: Russell Kerwin.
20 MR. KERWIN: Thank you for the opportunity and
21 for being so attentive during this meeting. My name is Russ
22 Kerwin.
23 I'm here in hopes of breathing a little life
24 back into a route that for all benefits and purposes has
25 kind of died and dropped off the table here. That route is

1 the Thomas route. It's included in the DEIS but from all
2 accounts, everyone I've spoken with, it is pretty much dead
3 and that's mainly because there's two strong camps, one
4 holding strong to the Mercer route, the other through the
5 EMP, the Center route.
6 But in between those, I think there's a great
7 compromise and that is the Thomas route, and I think you
8 guys should all just commit to taking another look at that.
9 Not only does it serve each of the arguments in a better
10 way, such as being a more direct route, saving more than the
11 10 million that the through Center route saves, and the 30
12 seconds, and avoiding the congestion of Mercer Street,
13 saving the cut through on the peaceful green lawn of the
14 fountain, and interrupting the festivals that take place in
15 that area.
16 The main key to this route would be if you
17 guys could use the ingenuity and creative engineering that
18 you guys use to create the northwest route and put some of
19 that into creating a structure using the existing track that
20 runs from the EMP to the station that would be across the
21 street across Broad Street, because that would serve the
22 preservationists of the Monorail track, keep a car on that.
23 It would continue to serve the EMP, and provide an overhead
24 walkway, which is already going to have to be created across
25 Broad Street to serve the station and the Center.

1 So it would serve all those purposes plus
2 create an exciting new museum potentially, glass dome or
3 something that you could enclose the historic Monorail car
4 in and allow people to walk through. All that, exciting
5 overpass, view the cars, still serve the EMP and I think if
6 you could get Paul Allen and the folks with EMP to buy off
7 on that, you would start getting everybody else at the
8 Center here to fall in line and choose that most direct
9 route.
10 I would just ask you guys do give that some
11 consideration and some equal weight in this EIS process.
12 Thank you.
13 MR. MPRAS: Thank you. Next will be Zoe
14 Vineyard followed by James MacIntosh.
15 MS. VINEYARD: Thank you very much for the
16 opportunity to speak tonight. I was on the agenda earlier
17 and I apologize for missing my turn. My son lives close to
18 school in Burien and I live in North Seattle. I was late.
19 But I am an officer of the Uptown Alliance
20 stewardship organization and an officer of the Church of
21 Scientology of Washington state. The Uptown Alliance meets
22 at 157 Roy Street, which is just a couple of blocks from
23 here, and the Church of Scientology is located on 601 Aurora
24 Avenue North, just a few blocks east of here.
25 I'm speaking to the routing issue. It is the

1 opinion of the majority of both of these groups that the
2 interests of the uptown neighborhood and the business core
3 would best be served by the northwest route through the
4 Seattle Center. While many aspects of the routing issue
5 could be open to debate, one is clearly not and that is the
6 cost. The Mercer route would cost Seattle many millions
7 more than the northwest route since it's lengthier and its
8 construction problems are more complex.
9 An additional thought with regard to the cost
10 is that the construction of the Monorail on Mercer in the
11 midst of the Mercer mess without forethought, responsible
12 forethought, looking to the future impact, could wind up
13 costing all of Seattle a lot more money if it has to be
14 reconstructed with regard to that future construction of the
15 Mercer area.
16 Thank you for the opportunity for speaking.
17 MR. MPRAS: Thank you.
18 Mr. MacIntosh.
19 MR. McINTOSH: Hi, my name is Jim McIntosh,
20 2086 31st West, it's in Magnolia.
21 And as we all know, we've been through this
22 over and over again, the problem we're facing in the
23 Belltown and Seattle Center area is we're trying to build an
24 elevated railroad through a very crowded part of the city
25 and everybody feels they're getting their turf stepped on

1 with this situation, and more expensive routes which aren't
2 going to happen would be, you know, building a bus tunnel or
3 subway, but won't happen.
4 As for the Seattle Center, a very crowded
5 location, we already have a Monorail in here. The Alweg
6 Monorail built in 1961 has served for 41 years and has
7 carried millions and millions of people. It's what,
8 several million a year that ride that, and it connects two
9 major activity centers, the Seattle Center itself and the
10 Westlake Center, which is going to be a major transportation
11 hub. It will be the connections to the coming light rail
12 and the bus tunnel, which will have both, you know,
13 electrical buses and the light rail running through it. So
14 that whole Westlake station should be upgraded with
15 escalators and major pedestrian circulation needs to be
16 considered there.
17 I know I tend to be a dreamer and an
18 idealist. I'd like to see the Alweg Monorail saved, but,
19 you know, it's not too late to consider at least some
20 alternatives. Sixth Avenue, anybody? Or something that
21 would save the Alweg through some track configurations. I
22 know I tend to be a dreamer, but the environmental impact
23 statement is still going on.
24 As for the route through the Center, I just
25 don't know about a Monorail through the Seattle Center when

1 there's no stations in it, because there's a station at the
2 southern end and then a station way up in the northern end,
3 and if there was a station in the middle, it would be fine,
4 you know, I suppose. But with the station at the southern
5 end, you would have to consider pedestrians if there's no
6 overhead bridge, they would be darting across those business
7 streets, Broad Street and Denny Way.
8 So I favor the southern route of the Monorail
9 because of time saving measures and costs of the southern
10 route that would go from Fifth Avenue and Broad over along
11 Denny Way and then up Warren. So I favor the southern
12 route, not through the center but past the center. Thanks.
13 (See attached Exhibit-19 for further material
14 submitted at the hearing by this speaker).
15 MR. MPRAS: Thank you, Mr. McIntosh.
16 Next is Robin Maynard Seaver followed by Tim
17 Gould.
18 MS. MAYNARD SEAVER: Hi, my name is Robin
19 Maynard Seaver and I'm a resident of uptown, lower Queen
20 Anne. I'm an officer of the Uptown Alliance as well.
21 And I first of all would like to say that I
22 think that I'm just so proud of Seattle and proud of the job
23 that you all are doing. I think you're doing a good job. I
24 think that the time that you got the EIS statement out in
25 was very timely and you should be commended on.

1 I'd like to speak on a couple of fronts. I
2 mean, first of all, as a citizen of Seattle, I'm very happy
3 to hear, I was at the committee meeting last week and heard
4 the SMP board members there saying, speaking of their
5 commitment to excellence and I would just like to remind all
6 of us that we are building something that is for beyond our
7 lifetimes, hopefully, so let's remember that.
8 And with all the problems about raising
9 revenues, we can use our imaginations to come up with new
10 ways of raising revenues. I just feel that we should have a
11 really long-term commitment to this project for our city.
12 Then more specifically, for my community, I'd
13 like to speak in support of the northwest route. Because I
14 know city council members are here, I'd also like to support
15 or rather ask yourselves why you have even considered a
16 resolution to limit considering the northwest route because
17 clearly there are many good aspects to the choice.
18 Otherwise, there wouldn't be all these folks speaking in
19 support of it tonight. So I'd like you all to take a good
20 look in the mirror and ask yourselves why are you even
21 supporting that resolution?
22 Anyway, moving on from that, you know, the
23 Seattle Center is a beautiful, diverse place and it was the
24 neighborhood that drew me when I first came to Seattle.
25 I've lived here for eight years. I think it can be a very

1 exciting opportunity to put the Monorail right through the
2 Center. It can be an artistic opportunity on par with McCaw
3 Hall, the new light screens, how it lights every time the
4 trains go back.
5 In terms of pragmatics, I'd really like the
6 board to be thinking about the problems that are specific to
7 the Seattle Center, about the crowds and the timing of the
8 crowds and the fact that you have playoff games, you've got
9 symphonies or, sorry, opera, you've got everything happening
10 at once. So just please really keep your minds open to the
11 relationship of the stations to wherever you put the
12 Monorail. And I guess that does it, thanks a lot.
13 MR. MPRAS: Thank you.
14 Moving on, then, Aaron Goss and Maurice
15 Cooper.
16 MR. GOSS: I'm Aaron Goss. I own Aaron's
17 Bicycle Repair at the West Seattle, at the end of the line,
18 Morgan junction. Apparently the station will most likely be
19 right across the street from my shop, which I think is going
20 to be great. What business owner wouldn't want 40 or 50
21 people getting off every three or four minutes in front of
22 their shop? I don't see why people would be opposed to
23 that.
24 Basically I want to talk about the parking
25 issue. It's been a big issue, everything I hear at every

1 meeting I've gone to. I think that the Monorail is about
2 getting cars off the road and not using a car in general.
3 If we keep that in mind, and every transportation project
4 that I read about has more people using it than they planned
5 on. Light rail Max in Portland, just read about the Link
6 light rail, it's like half again as many people using it as
7 they predicted. So I think ridership is not going to be a
8 big deal.
9 When I go to Portland, Oregon, I'm actually
10 from there, I use it as a reference a lot, I don't see a lot
11 of parking around the stations, the Max stations. Actually
12 sometimes there's little parking lots and they're usually
13 empty. The last time I was there, was Hollywood station, it
14 was pretty much empty.
15 The Longfellow Creek issue, I live in Delridge
16 so I'm going to be like a mile from the Delridge station.
17 Cars and toxic chemicals put in our yards are what causes
18 damage to creeks, and like last year all the salmon were
19 killed because we had a rain right as the salmon were
20 spawning and killed them all. So, you know, don't put
21 chemicals on your yard and stop driving your car, and the
22 salmon are going to return to the creek.
23 A Monorail bridge going across it, I don't see
24 how that could be an issue. As far as views, I mean, we
25 live in a city, so it's part of the civic responsibility.

1 Civic, it's what you get when you live in a city. You know,
2 you can't always have a perfect view. If you want that, you
3 have to live in the country, I suppose.
4 I hear a lot about NIMBY, not in my backyard,
5 talk from people. For instance, Steve Huling from Huling
6 Brothers is actually a customer of mine, nice guy. He says
7 somehow it's going to split his dealership. Fauntleroy Way,
8 it's a busy street. The Monorail is in the air. How is it
9 going to split up his dealership? I don't see that.
10 I guess I just want to -- I guess that's my
11 point. I didn't write a speech. I just wrote down some
12 issues.
13 Do everything you can to get the Monorail
14 built as fast and as on time as possible. Thank you.
15 MR. MPRAS: Thank you.
16 Mr. Cooper.
17 MR. COOPER: Good evening. I'm Maurice
18 Cooper, resident of Madison Park. I've been president of
19 the Madison Park Community Council for, I don't know, most
20 of the last 25 years, I think. The relevance of that is we
21 think it's a very nice little community down there and the
22 reason it's a nice little community is we control visual
23 impacts, rather draconian efforts to do that. So, well, as
24 an example, a very relevant example we spent a lot of energy
25 over the years discouraging Metro from putting overhead

1 trolley wires down through Madison Park strictly because of
2 visual impacts, recognize it's nice the trollies can go up
3 hills.
4 How this applies to the Monorail is I think
5 the same issues are before us. I would stand here tonight
6 and discourage you very strongly from using a vertical split
7 level Monorail system anywhere. I might know the reasons
8 for trying it for the stations, to minimize sometimes the
9 stations, but I would stand here again and discourage you
10 very strongly from visual reasons not to use a split
11 vertical impact. And in that same regard, I think really
12 the viaduct, one of the reasons the viaduct offends us
13 mostly is because it's split. I think if it was a single
14 level, it wouldn't bother us as much.
15 On the visual impact, one other little thing,
16 somebody earlier this afternoon I think spoke to you and
17 said about keeping the Monorail on the sunny side, off the
18 sunny side of the street. But I think one should also bear
19 in mind where the sun comes from when they're walking around
20 downtown, actually working downtown, mostly at lunchtime, in
21 the early evening, afternoon. At that time, the sun comes
22 from the west. So in the same tone, I'd like to suggest
23 that wherever possible, we stick to the east side of the
24 street. It's the shadow impact, the same as this split
25 level thing, which you're considering.

1 In conclusion, I would just like to add a
2 little thought of my own which relates to minimizing
3 impacts. I'd like to suggest in concert with the person
4 that spoke earlier that we reconsider the Thomas Street
5 alignment.
6 That's all the main thrust of the speech.
7 Thank you very much.
8 MR. MPRAS: Suzanne Krom.
9 MS. KROM: Hi, my name is Suzanne Krom. I'm a
10 member of the very newly formed Avalon Community Association
11 and I wanted to first of all thank you for the opportunity
12 to discuss this tonight. I really appreciate the city
13 council getting involved.
14 I am in favor of the Monorail, but I want it
15 done right. One of my issues is that we as a neighborhood
16 didn't even know about the alternate line of Southwest
17 Alaska until 11 days ago, so we've been scrambling to try to
18 read a document that's I think larger than War and Peace,
19 the draft EIS, and we've really got an uphill, our work cut
20 out for us.
21 The response that I received from the Seattle
22 Monorail Project people when I expressed concern about the
23 lack of notification was that we should have known. A
24 number of us live within less than a quarter mile from the
25 proposed station, and that includes me. We were not

1 notified.

2 I've been hearing the Seattle Monorail Project
3 people since I've been sort of tailing them for the last
4 week say again and again how important the neighborhood
5 comments are, and right now it feels like it's lip service.
6 It feels more they're driven by schedule than by the desire
7 to do things right. One of my concerns is that what I think
8 I see is this is not driven by a sense of vision. It seems
9 to me for a major transportation program like this, that we
10 first of all need to establish a vision of what we want the
11 city to look like in 25, 50, 75 years. I don't feel that
12 we've done that.

13 My experience in the little bit that I've sort
14 of dipped down into just in the last 11 days is that a
15 single property owner, and I heard the name come up earlier
16 and I'll say it again, the Huling auto dealership has
17 influenced the routes off Fauntleroy onto Southwest Alaska.
18 Southwest Alaska is edging against a residential street.
19 Fauntleroy is a commercial district. It feels to me as if
20 one single property owner can influence the route anywhere
21 in the city, that we've lost that sense of vision, if we had
22 it in the first place.

23 And this is being approached in a piecemeal
24 fashion. I very much want us to slow down in this. I want
25 this project to be done properly, and I really encourage the

1 Seattle City Council members to get involved fully so that
2 there's better accountability. Thank you.
3 MR. MPRAS: Thank you. At this time, that
4 concludes the list of speakers that we have. Is there
5 anyone else who wishes to speak?
6 Then on behalf of the United States Coast
7 Guard, I compliment you on the adherence to the rules for
8 this public hearing. I thank everyone for participating in
9 the hearing. Many thanks to the Seattle Center for the use
10 of this wonderful facility.
11 In closing, everyone is reminded that the
12 Coast Guard will be accepting written comments on the
13 proposed project until October 14, 2003.
14 Once again, this hearing was intended to
15 solicit comments and should in no way be construed to
16 indicate that the Coast Guard has formed an opinion on the
17 merits of the proposed project before us.
18 Thank you again, have a safe drive home. The
19 hearing is now adjourned.
20 (Hearing concluded at 8:30 p.m.)
21
22
23
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25

1 C E R T I F I C A T E

2 STATE OF WASHINGTON)

3) ss.

4 COUNTY OF KING)

5 I, the undersigned Registered Merit Reporter
6 and an officer of the Court under my commission as a Notary
7 Public for the State of Washington, hereby certify that the
8 foregoing public hearing was taken before me on September
9 29, 2003 and transcribed under my direction;

10 That the transcript is a full, true, and
11 correct transcript to the best of my ability; that I am
12 neither attorney for, nor a relative or employee of, any of
13 the parties to the action or any attorney or counsel
14 employed by the parties hereto, nor financially interested
15 in its outcome.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and seal this date: October 2, 2003.

18

19 .....

20 Margaret Walkky, Notary Public in the
21 State of Washington, residing at Seattle.
22 Commission expires 9-18-06, CSR WALKKMV498MQ

23

24

25

1 PUBLIC HEARING
2 TO ACCEPT COMMENTS FOR THE
3 DRAFT ENVIRONMENTAL IMPACT STATEMENT
4 FOR THE
5 SEATTLE MONORAIL PROJECT GREEN LINE
6 LAKE WASHINGTON SHIP CANAL BRIDGE
7 AND DUWAMISH WATERWAY BRIDGE MODIFICATION
8 DOCUMENT NUMBER USCG-2003-15797
9
10 Held before:
11 NICK MPRAS, Chief of Administration of Coast Guard
12 headquarters, Washington, D.C.
13 JOEL HORN, Director of the Seattle Monorail Project
14 FRANK MARTIN, Chief of the Permits Division
15 AUSTIN PRATT, Chief of the Bridge Section, 13th
16 Coast Guard District
17 COPY
18 1:00 p.m.
19 Olympic Room, Seattle Center
20 September 29, 2003
21
22 EXHIBITS ONLY
23
24 Margaret Walkky, CCR, RPR, RMR, CRR
25 Court Reporter, License No. 2540

1 I N D E X

2 1:00-3:00 p.m. SESSION

3

4 (* indicates written material submitted in addition to

5 public comments)

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1 WRITTEN COMMENTS SUBMITTED AT HEARING

2

3 Dana Drake	(Exhibit-20)
4 Michael Peringer	(Exhibit-21)
5 EMP	(Exhibit-22)
6 Bill Jobe	(Exhibit-23)
7 Linnea Hirst	(Exhibit-24)
8 Victor Odlivak	(Exhibit-25)
9 Lois Matheson	(Exhibit-26)
10 James McPhail	(Exhibit-27)
11 Daniel Schwartz	(Exhibit-28)
12 David Rader	(Exhibit-29)
13 Robert Ketcherside	(Exhibit-30)
14 Carol Semandiris	(Exhibit-31)
15 Craig Lorett	(Exhibit-32)
16 Catherine Pelzel	(Exhibit-33)
17 Project Monorail Park	(Exhibit-34)

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P.O. Box 34165
M/S 22-336
Sea 98124-1165

Public Hearing Testimony
Seattle Monorail Project

Monday September 29, 2003 1:00 –3:00 pm
Seattle Center Northwest Rooms

Good Afternoon, my name is Kathy Johnson, I am the lead facilities planner for Seattle Public Schools. I am here to testify in behalf of the school district in regards to the Seattle Monorail Project.

As you may be aware, the monorail route either crosses or passes in very close proximity to five Seattle Public Schools properties – Ballard High School, Memorial Stadium, Center School, John Stanford Center for Educational Excellence and Jefferson Square. We have been working very closely with the Monorail staff to ensure compatibility of the route with our properties. We would like to thank and compliment the staff on their cooperation and ability to analyze our concerns and provide timely additional information as requested.

We still have some concerns regarding the effect of the monorail on our properties:

Ballard: The monorail is planned for the west side of 15th. We could not identify adequate study information on the following -

- There are still concerns if there will be impacts to the high school with regards to loss of light and air and potential noise impacts;
- Construction activities could cause short term impacts, and we will need to discuss a mitigation plan in the future;
- Impact to parking with the projected net loss of parking spaces in the study area identified and how the high school will be impacted; and
- Pedestrian facilities and safety concerns during construction and over the long term.

Memorial Stadium: In regards to the northwest route:

EX. 1 DATE 9-29-03
WITNESS
MARGARET WALKKY

- The monorail staff has worked diligently to reduce the impacts to the stadium, however we still have reservations regarding the visual distractions of the trains along the east end zone, and prefer an alignment that does not cross the stadium.

Center School: In regards to the northwest route:

- The monorail staff has indicated there will be no light intrusion impact to the Center School from the monorail and that the anticipated sound level is approximately 50 decibels, which is below the tested exterior ambient noise level. However, if impacts are identified after the construction, we reserve the right to request mitigation in these areas.
- Concern for excessive noise and vibration during construction.

Stanford Center: 3rd and Lander segment:

- The monorail staff was very diligent in their effort to develop a route acceptable to the school district at the Stanford Center. We will support the proposed alignment through the north parking lot southwest over the BNRR right of way referred to by staff as the "backdoor" approach. We will strongly oppose an alignment that crosses the east and south façade, referred as "front door" approach between 3rd Ave. South and South Lander Street.

Jefferson Square: West Seattle:

- Seattle Public Schools retains ownership of the underlying land at Jefferson Square and will need to be involved with any impacts to the land and its value.

Again, we are confident we will be able to work through these issues with the Monorail staff and look forward to continued cooperation between our respective agencies.

THIENES/WILLIAMS ARCHITECTS, PLLC
3201 FIRST AVENUE SOUTH SUITE 209 SEATTLE, WA. 98134

July 2, 2003

Joel Horn, Executive Director
Seattle Monorail Project
1904 3rd Avenue, Suite 105
Seattle, WA. 98101

Re: SW District Council Monorail Policy Statement

Mr. Horn:

Attached is a Southwest District Council Monorail Policy Statement submitted to the monorail board at a public hearing on September 29th, 2003.

We will be adding more detail to these general statements in our reply to the DEIS before October 14th, 2003

Sincerely,

Terry Williams

Terry Williams, Chair
SW District Monorail Subcommittee

EX. 2 DATE 9/29/03
WITNESS WILLIAMS
MARGARET WALKKY

PHONE: 206/623-8733 • FAX: 206/623-8760
TERRYWILLIAMS@TWARCHITECTS.COM

SW District Council
Monorail Policy Statement

1. The SW District Council supports the Monorail's presence in West Seattle and believes that it will be a benefit to the businesses in the Alaska and Morgan Junctions as well as to the Citizens of the West Seattle Peninsula.

2. The SW District Council supports the Alternative route of turning south on 35th Avenue SW from Avalon Way SW to SW Alaska Street and then heading west on SW Alaska to 42nd Avenue SW.

   The SWDC also supports the alignment running south on 42nd Ave. SW to a location south of SW Edmonds Street where it will then curve over low buildings to California Avenue SW.

   The SWDC recommends to the Monorail Board that this becomes the preferred route through the Alaska Junction.

   The SWDC recommends that the alignment on California Avenue SW running from the Alaska Junction to the Morgan Junction have the least amount of impact on traffic and parking as possible. This is the major route between the three business districts and needs to be kept as open as possible. Due to the lack of information from SDOT we will be addressing this issue more specifically before October 14th.

   The SWDC understands that specific station location in the Delridge area has not been agreed upon by the Delridge community. We recommend that all station alternative be studied as described in the written request from the Delridge community to this hearing. The SWDC supports station locations on the SE corner of the intersection of 35th Avenue SW and SW Avolon; on 42nd Avenue SW (approximately mid-block between Alaska and Edmunds on the west side of the street) and on the north side of Fauntleroy Way along the west side of California Avenue SW. (approximately at the location of Fauntleroy Auto Works).

3. The SWDC believes that parking for the Monorail in West Seattle is important and supports the idea of parking being provided in the Alaska and Morgan Junctions, through public projects or public/private partnerships if they can be arranged. We feel that the DEIS has minimized the parking problem in West Seattle and more study is required. We will address this in more detail before October 14th in a written response.

   The SW District Council supports pedestrian connections to the areas around the stations, including parking areas. In the business districts we support overpasses, walkways, passthroughs, and other amenities that will help the business districts support the monorail. We request that these connections be included in the design of the two stations in the Alaska Junction and the Morgan Junction.

   The SWDC also recommends that any parking spaces lost to route and alignment be replaced in the Alaska or Morgan business districts as mitigation. Neighborhood Parking Impact Mitigation should be provided by establishing "Neighborhood Parking

Zones" with SMP providing sufficient funding for the City to administer any zones created near Monorail stations with neighborhood residents paying a nominal ($5) fee to the City for permits.

4. The SWDC applauds the SMP for allowing the community, through representatives, to be part of the Architectural selection process. This process has allowed the community to help select the station designers that are best suited for all stations on the West Seattle Peninsula.

5. The SWDC support complete integration of this project with Metro. We feel that the West Seattle Peninsula will be best served with increased bus service within the Peninsula and that planning and co-ordination needs to start now. We urge SMP and the City to work with Metro to start planning now instead of waiting until 2007. We also recommend that SMP assess either providing Metro funding for, or contracting with another provider to provide shuttle service to get riders to the Monorail as a strategy to mitigate neighborhood traffic and parking impacts.

6. The SW District Council recommends that at a minimum, 50% of the advertising space located in each community be reserved for the businesses in that community.

7. The SW District Council recommends that where utilities are moved due to Green Line construction they are either buried or connected to the guideway in a clean, uncluttered manner. The SWDC also recommends that provisions be made to allow for possible future attachment of existing utilities to the guideway in a clean, uncluttered manner.

8. The SWDC recommends that view impact be kept to a minimum. While we understand that a major project such as the Monorail cannot protect all views along its path, where possible we would like to have the views protected, such as possible adjustments in height, etc.

   The SWDC also recommends that the view impact of the line its self be designed to be clean, uncluttered, and fit into the surrounding context as much as possible. The design of many major projects such as this become concrete behemoths in the communities they serve and have a huge negative impact.

9. The SWDC supports the recommendations for the Delridge Station as recommended by the Delridge Community. We also urge SMP, the City, and SDOT to create logical east/west connections to the Delridge Station from Admiral and Alki. With the preferred station location at Andover and 26th Avenue SW, it would be faster for the residents of Admiral and Alki to take the bus downtown than to transfer from a bus under the Spokane Street Bridge that goes to the station location.

   The SWDC also supports the recommendations outlined by the Alaska Junction and Morgan neighborhoods on specific details relating to the design, access, and mitigation of the new stations in those neighborhoods.

10. The SWDC recommends that the line provide for a possible future station at Brandon Street and California Avenue SW. This station has not been brought up for discussion

at very many meetings because of the other areas of concern. We don't want this location to be left out due to neglect.

11. **The SWDC recommends that a contingency plan be included in the FEIS that identifies contingencies should revenues or cost projections not meet expectations. It should also include the public process and involvement if the line is shortened or parts of the neighborhood mitigation process are eliminated, including station amenities.**

EX. 3 DATE 9/29/03
WITNESS PA Peterson
MARGARET WALKKY

SEATTLE MONORAIL PROJECT
Public Hearing September 29, 2003

Chairman Weeks, Board Members and members of the United States Coast Guard Team. I am Bob Patterson of Fourth Avenue Holdings. We own the building at 1705 Fourth next to the Filson building. Our property extends 340ft. from the south wall of Filson's. The preferred alternative to route the monorail tracks on the east side of Third Avenue South concerns me in many ways. I'll limit my remarks to two

Authorizing Monorail tracks next to our building will be dangerously close to the piling support system. The foundation consists of 110 pilings 60-75 & 100 feet deep into shale. While our building footprint is only 36,000s/f the 110 octagonal pilings support 12" of concrete floor thru which rebar interlaces in a complex web.

The engineers that designed this foundation in 1974 knew what many have painfully learned since about the difficulty in building structures on tidelands. Pile driving alongside is not a good idea! Locating the tracks on or near the Burlington tracks could be safer and far less costly.

My second concern is JOBS! The economic impact of this preferred easterly routing on 3rd has already contributed to the loss of a quality tenant of 15 years! The tenant employed 72 to 85 people and elected to move on August 31st due to the uncertainty of track location for the Monorail. Access to our truck docks on 3rd has been impeded for years by City Light, AMTRAK fences and the lengthy delays in building the Atlantic Street Intermodal. The possibility of Monorail tracks on the east side of 3rd was too much .....so they moved after 15 years and the area lost 72-85 jobs!!

"On-time" freight deliveries are critical in today's business world. We're losing jobs on 4th Ave South due to freight transportation where the only access is 3rd.

Please, let's finalize a location for your tracks near the Burlington tracks so we can have unimpeded freight transportation and good jobs in this quality building; our only access is 3rd! Thank you for permitting me to speak at this forum.

Fourth Avenue Holdings

Robert G. Patterson
2033 36th Avenue West
Seattle, WA 98199-3934

Phone: (206) 284-6824
Fax: (206) 285-0721
Email: mscandide@comcast.net

SCHWABE, WILLIAMSON & WYATT, P.C.

ATTORNEYS AT LAW

U.S. BANK CENTRE • 1420 FIFTH AVENUE • SUITE 3010 • SEATTLE, WASHINGTON 98101-2393
TELEPHONE: 206.622.1711 • FAX: 206.292.0460 • TELEX: 320382 • www.schwabe.com

DENNIS J. DUNPHY
Admitted in Washington
Direct Line: (206) 292-1327
E-Mail: ddunphy@schwabe.com

September 29, 2003

Rear Admiral J.M. Garrett
Responsible Official
Commander, 13th Coast Guard District
915 Second Avenue, Room 3510
Seattle, WA 98174-1067

Board of Directors
Seattle Monorail Project
1904 Third Avenue, Suite 105
Seattle, WA 98104

Ross Macfarlane, Director
Legal and Environmental Affairs
Seattle Monorail Project
1904 Third Avenue, Suite 105
Seattle, WA 98105

RE: Draft Green Line Environmental Impact Statement

Gentlemen and Members of the Board:

INTRODUCTION

We are the attorneys representing C.C. Filson Co. ("Filson"), and R. Stanwood Kohls and Sharon Kohls. Mr. and Mrs. Kohls own commercial property located at 1555 Fourth Avenue South, Seattle, Washington 98124 ("the Property"). The Property has been improved with the construction of a two-story commercial building. The building houses the operations of C.C. Filson under a lease with Mr. and Mrs. Kohls. The Kohls are also principals of Filson, and for convenience both parties will be referred to collectively hereinafter as Filson.

The Filson operations on the Property consist of a 36,000 square foot facility that includes a retail store, mail order, wholesale, shipping/receiving, administration, design, and production operations. Filson employs 150 persons at this location, including a core of unionized production workers. It is one of the increasingly rare breed of domestic producers of clothing. Filson has been a Seattle institution since 1897. Despite its relatively small size, Filson's skilled staff produces what many consider the finest and most respected brand of outdoor apparel in the world.

The location of the Property is between Third Avenue South and Fourth Avenue South, on the south portion of the block between Atlantic and Massachusetts Streets. Alternate 5.1 of the Green Line Draft EIS ("EIS") would place 50-MPH Monorail train traffic, nineteen hours each day, seven days each week, within five feet of the Filson building along its entire west-facing elevation. Filson will be directly affected and is therefore acutely interested in the siting and operation of the Green Line.

The EIS has identified two alternatives for the Green Line as it runs along Third Avenue South. Alt.5.1 runs along the east side of Third Ave. South, then makes a turn to the west on Lander, proceeding to First Ave. South and beyond. Alt. 5.2 runs along the west side of Third Ave. South for some distance south of Atlantic Street, then cuts diagonally southwest across railyards to emerge in the right of way again in the vicinity of First Ave. South at Lander.

The east side of Third Avenue South is improved with a multitude of occupied commercial buildings actively in use by customers and employees engaged in retail, industrial and other commercial enterprises. In the four blocks between South Atlantic and South Lander, there are about 25 buildings. A survey of the businesses reveals some 450 jobs associated with these businesses. Most of the east side structures are on the property line, immediately adjacent to the right-of-way, consistent with both the historical and presently applicable setback requirements for this area. Monorail staff has informed Filson that an east side (Alt. 5.1) Monorail would be positioned five feet from the Filson building. This would appear to be the case for at least thirteen other buildings along the east side of Third Ave. South. Many others are nearly as close to the proposed location.

The built environment on the west side of Third Avenue South presents a starkly contrasting scene. The west side is a longstanding rail transportation corridor. Indeed, these rail lines are persisting elements of the earliest development in the SODO neighborhood, and other commercial development has from the beginning located itself with reference to the location of these facilities (DEIS Vol. 1, 4-324). There are no buildings whatsoever along nearly the entire length of the west side of the relevant segment of Third Avenue South. The Seattle School District building on South Lander does extend for a distance to the north, parallel to Third Avenue South. However, the structure is for the most part set well back from the western limit of the right-of- way. Utility poles predominate visually along the northern portion of the west side of Third Avenue South. This is a product of the virtual absence of west side structures to which we have just referred. South of Holgate, however, the utilities cross to the east side. They appear less prominent given the variety and density of the built environment on the east side.

Before getting into a substantive discussion of the EIS, it is important to point out one very disturbing error in the presentation of Alternatives 5.1 and 5.2. The EIS provides that if Alt. 5.2 (west side of Third Ave. South) is selected, there will be no station at Safeco Field. (DEIS Vol. 11-15, Table 1-2, p.1-15; 3-37, Alt.5.2; 3-25, Table 3-2) This is false. (See exchange of correspondence between this office and Seattle Monorail Project, Ex. "A".) The Seattle Monorail Project has acknowledged that the decision on going west side or east side south of Atlantic is entirely separate from a "yes or no" decision on a Safeco Field station. Nor does the orientation of such a station (east, west or center on Third Avenue South) affect the east-west decision on Third Avenue South. Engineers for the Monorail Project have made it clear that the guideway can swing either way as it leaves any Safeco Field station or as the guideway otherwise bridges Atlantic Street in the absence of such a station. Id. Our comments

assume that this statement of position by the SMP can be relied upon and will be incorporated into the Final EIS. If not, then we believe--and would contend at the outset--that the EIS is fatally deficient for failing to recognize this in the presentation and "packaging"of alternatives.

THE PROCEDURAL AND SUBSTANTIVE REQUIREMENTS OF ENVIRONMENTAL REVIEW

We will not belabor the matters of either the legal standard by which an EIS is judged or the substantive and procedural requirements of the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). The United States Coast Guard and the SMP are well aware of these and have the support of able staff. It is sufficient to state that these statutes, corollary regulations, and complementary ordinances require absolutely that significant probable impacts of this project on the natural and built environments must be identified and considered. Once identified and considered, they must be acted upon through mitigation or avoidance, to the extent reasonably practicable. With a project of this size and complexity, touted as the largest public work ever undertaken in the largest city in the State of Washington, this is a very substantial task, and a weighty responsibility.

Much has been written about what is meant by "environmental" impacts. The statute and regulations require consideration of both the "natural" and "built" environments. Each of the comments addressed herein falls within one or both of these categories. As to any of the comments for which an argument can be tendered (unsuccessfully in our view) that it is outside of the definitional parameters of SEPA, we remind the Board that other legal requirements and sound policy nevertheless compel careful consideration of these impacts in connection with the decisions which must be made by the Board.

THE EIS FAILS TO IDENTIFY, DISCUSS AND ALLOW FOR CONSIDERATION OF MULTIPLE SIGNIFICANT ENVIRONMENTAL IMPACTS ASSOCIATED WITH ALT. 5.1

Emblematic of the approach taken to identify and discuss impacts on the east side of Third Avenue South, the description of Alternative 5.1 characterizes this route rather breezily as follows:

> After crossing over S Royal Brougham Way, the alignment would continue along the existing right of way <u>on the east side of Third Avenue S, in an existing gravel parking strip,</u> east [sic; should read "south"] to the north side of S Lander Street...

(DEIS Vol. 1, p.3-36, emphasis added.)

What is left unsaid is that the seemingly benign Alt. 5.1 positioning of the guideway in a gravel strip, while vertically accurate, is horizontally myopic—actually blind. The trains on that guideway would run a mere five feet from existing occupied buildings for virtually the

entire length of Alt. 5.1 on Third Avenue South. This fundamental oversight explains, but does not excuse, the failure of the EIS to identify and consider the significant probable impacts of Alt. 5.1. This frustrates consideration by the Board of how to act, as it must, to avoid or mitigate them.

1. **Noise, Lights, and Vibration**.

Stan Kohls and Theresa Clothier have presented testimony regarding the production facilities and work areas at Filson. These have been designed to create a safe, healthful and pleasant work environment. The EIS, in a highly technical and ultimately unrevealing fashion, acknowledges that the Monorail will generate significant noise, light and vibration. Perhaps the most straightforward acknowledgement is that a 40 MPH Monorail from 50 feet away will be perceived as "loud". (DEIS Vol.1, Table 4.7.1, p.4-228.)

Some attention has been given to probable noise impacts at the various Seattle Center performance venues. (Vol. 5, pp. R8-10) This may give some solace to patrons of the performing arts. However, nothing at all is identified or discussed regarding impacts on the everyday production workers earning a living at their trade in the manner of the Filson staff and others along Third Ave. South, within five feet of 50 MPH Monorail operations. Frequency intervals of these trains will reach four minutes. (DEIS Vol.1, p.4-20.) The EIS inexplicably characterizes these frequent impacts on persons in commercial property as only "moderate" since the noise is "temporary". (DEIS Vol.1, p.4-231.) The analysis in the SODO neighborhood was not even pursued, since the workers are swept aside with the simple statement that there are a lack of "sensitive receivers" here. (DEIS Vol. 1, p.4-261)

2. **Shadows and Interference with Natural Light**

The Filson Building has been laid out to take full advantage of western exposure to the sun on the open street immediately adjacent to the building. Again, as more fully developed through the testimony of Mr. Kohls and Ms. Clothier, full height windows at the west end of the production floor create a pleasant work environment, but also one that is safe and protective of worker health and vision. At 30 to 35 feet top-of-beam above ground level, the guideway presents a hulking structure which will reduce ambient light in all conditions, and cast a distinct shadow in the afternoon. The periodic flash of the train as it passes at 50 miles per hour will create a strobe-like impulse distracting the concentration and distorting the work surface that is the focus of operators as they pursue their precision work.

As a more general matter, natural light is an amenity long sought by humans in connection with indoor living and working space. Perhaps no place in our country is its preciousness more valued than among those who choose to endure the Northwest climate. The law that has developed around SEPA makes it quite clear that unquantified amenities must be given appropriate consideration in decision-making. The failure of the EIS to clearly identify and discuss this and the other elements identified herein frustrates this mandate.

3. **Water Dousing**

Passage of trains within five feet of buildings has implications for people and for the built environment. At projected speeds of 50 MPH passing the Filson Building, during the not-very-rare rain events in Seattle the trains will be displacing significant quantities of water that will spray adjacent structures and people and vehicles below. In the case of the Filson Building and others like it along the east side of Third Avenue South, the windows and other elements of the building envelope will be subjected to this aqua-wake of displaced water. This will mean a functional prohibition on open windows and the fresh air they bring, and an acceleration of building damage which will result in the need for increased maintenance. This new assault by a horizontal spray of water will also challenge the sufficiency of the existing building envelope to resist moisture penetration and resulting damage. Upgrading or maintenance will be made even more expensive and difficult due to the extremely close active high speed Monorail line.

4. **Maintenance Restrictions, Burdens and Expenses.**

Maintenance of existing buildings would be directly impacted by the adjacency of the Monorail. It will make exterior building maintenance potentially dangerous and certainly more expensive. Is it prudent to expose workers conducting window washing, exterior caulking and maintenance, upgrades or replacements of features, or simple painting to active high speed train operations, only five feet distance? Is it prudent to expose train occupants and equipment to tools, materials scaffolding manlifts and the other accoutrements of these activities?

5. **Safety and Liability**.

The east side of Third Avenue South is a place for people. East side workers in upper stories would be immediately adjacent to the active Monorail line. Their separation would be no more substantial than a pane of glass in many cases. Conversely, trains and their occupants are equally close to the people within the buildings. Building occupants along Third Ave. South have the capacity to err by improvidently opening a window or allowing an object to project at the wrong moment or to drop to the wrong place and endanger passengers. This unnecessary crowding of the east side structures tempts Murphy's Law to once again prevail over most conceivable measures to prevent just such an accident. Siting so close to people when a safer alternative is available is simply reckless.

6. **Security.**

It is an unfortunate fact of life following the events of 9/11 that security from intentional human interference with transportation infrastructure must be a consideration. The United States Coast Guard knows this well. There are obvious disadvantages to transportation security brought about by siting the Monorail in the shadow of a variety of occupied structures, and immediately adjacent to rooftops that cannot be seen from below.

7. **Foundation Support and Building Longevity.**

High ground water and fill conditions in this area will require extraordinary steps when placing Monorail foundations adjacent to existing east side buildings. They must be protected from damage and subsidence—both temporary and long-term. Construction activity, including pile driving, excavation, and temporary de-watering, threatens the stability and longevity of the Filson Building. The presentation of comments by R.W. Thorpe and Associates on behalf of the businesses and building owners on the east side of Third Ave. South addresses this subject thoroughly. In support of its position on this issue, Filson adopts that testimony and associated items submitted for the record as though reiterated here.

8. **Development Restrictions, Burdens and Expenses.**

Expansion of existing buildings would be directly impacted by the adjacency of the Monorail. It will have a costly direct impact on the ability to expand these buildings with vertical construction activities immediately adjacent to the active, high-speed line. This will adversely affect the investment incentive of owners and businesses which sustains the very employment that feeds public transportation ridership and therefore affects all transportation modalities. A detailed and compelling presentation on the direct effects on building and development along the east side of Third Avenue South has been submitted by R.W.Thorpe Associates on behalf of the owners of businesses and property along the east side of this corridor. In support of its position on this issue, Filson adopts that testimony and associated items submitted for the record as though reiterated here.

9. **Freight Traffic Interference.**

Like many of the businesses along Third Ave. South, Filson relies upon access to its loading dock on Third Ave. South for its substantial shipping and receiving requirements. The interior spaces of the building are also designed and production areas laid out with this access in mind. Monorail columns have the potential to restrict access and impair driver visibility. These impacts threaten human safety and the utility of these buildings. We understand that there is some design flexibility in the spacing and placement of columns. However, it is unlikely that all of these conflicts can be avoided given the mostly continuous east side development. Moreover, such restrictions imposed on the DBOM contractor result in increased bid prices to cover these contingencies. Asking the contractor to "build around it" costs money.

THE EIS FAILS TO IDENTIFY AND DISCUSS AN OBVIOUS REASONABLE ALTERNATIVE TO ALT 5.1 – SIMPLY RUNNING THE LINE DOWN THE WEST SIDE OF THIRD AVENUE SOUTH TO SOUTH LANDER

Any West Side Alternative is for the Most Part Unaccompanied by the Impacts that Plague the East Side Alternative.

The Draft EIS identifies and discusses two basic configurations for the Green Line segment between Third Avenue South and S. Atlantic Street on the north, and First Avenue South and S. Lander on the south.

Alt. 5.1, the east side of Third Ave. South, has been the subject of the concerns and discussion above. Assuming that it is necessary for the Green Line to utilize Third Ave. South, then Alt. 5.2, the west side alternative, is endorsed by Filson. Done right, it has the potential to ameliorate or even eliminate many of the impacts we have discussed, as well as other impacts more suitable for discussion outside of the environmental review context. The discussion in the EIS fails to identify and discuss the very significant differences between Alt. 5.1 and 5.2. There are strong reasons to favor siting on the west side of Third Ave. South and the crossing of the railroad property as outlined in Alt. 5.2. Unfortunately, the Draft EIS is inadequate to foster a comparison by the decision makers of east side versus west side impacts.

Alternate 5.2, the west side, has the supreme advantage of utilizing an existing rail transportation corridor with a history as old as the initial development of the SODO District. It is consistent with the established land use patterns of the built environment which place rails and public transportation on the west side of Third Ave. South, and occupied structures and businesses on the east side. It provides the added security of adjacent actively managed 24 hour per day rail operations. A west side guideway would be highly visible and separated from the type of human access which could otherwise result in unintentional or intentional interference or injury. Noise, lights, vibration, shadows, and aqua-wakes, are all separated from human activity. Disturbances to the maintenance and natural development of properties are minimized without harming the rail corridor.

Alternate 5.2 Fails to Incorporate or Separately Recognize the Obvious Alternate of Running the Green Line Down the West Side of Third Ave. South for Its Entire Length

Alt. 5.2, for all its merit, has been developed in an artificially constrained way by limiting west side consideration to a short segment of Third Avenue South. At some unspecified point south of Atlantic Street, the route vectors southwest across railroad property before arriving at Lander, somewhere near First Ave. South.

If for any reason this diagonal crossing presented in Alt. 5.2 is not attained, however, the alternative to 5.2 is not Alt. 5.1 on the east side, but rather the undocumented alternative of running the line down the west side of Third Avenue South for the entire length between S. Atlantic and S. Lander. The Draft EIS has ignored this obvious alternative routing. It is one

that, for the most part, addresses the concerns and impacts associated with an east side alternative such as 5.1.

CONCLUSION

Unlike some of the challenging, perhaps even excruciatingly difficult, decisions the Board must make along other Green Line corridors, the Board has an opportunity on Third Avenue South to isolate the people working and shopping on the east side of the street from the lights, noise, vibration and other significant environmental impacts of the Monorail as it operates at speeds of 50 miles per hour, 19 hours each day. To be useful-- to be lawful-- the EIS must identify and discuss these impacts. Done correctly, in accordance with the full disclosure mandate of SEPA, we believe it will make the appropriate decision on east side/west side siting self-evident.

Thank you for the opportunity to provide these comments. We understand that the record will remain open until October 14, 2003. We intend to supplement these comments within this period.

Very truly yours,

SCHWABE, WILLIAMSON & WYATT

Dennis J. Dunphy

Dennis J. Dunphy

DJD:kas
cc: Stan Kohls, C.C. Filson Co.

SCHWABE, WILLIAMSON & WYATT, P.C.

ATTORNEYS AT LAW

U.S. BANK CENTRE • 1420 FIFTH AVENUE • SUITE 3010 • SEATTLE, WASHINGTON 98101-2393
TELEPHONE: 206.622.1711 • FAX: 206.292.0460 • TELEX: 320382 • www.schwabe.com

DENNIS J. DUNPHY
Direct Line: 206-292-1327
E-Mail: ddunphy@schwabe.com

August 26, 2003

Mr. Tom Weeks, Chairman
Board of Directors
Seattle Monorail Project
1904 Third Ave. Suite 105
Seattle, WA 98101

Re: Draft EIS Error re Third Avenue South

Dear Chairman Weeks:

On August 12th we wrote to you concerning alternatives for routing the Monorail line along Third Avenue South and its impacts on the C.C. Filson Company ("Filson"). Though we are preparing detailed comments about the Draft Environmental Impact Statement ("DEIS"), we believe the document has an egregious error which needs correcting at this time.

The success of your project depends, in part, on communicating accurate information to the public. Yet, the DEIS repeatedly, falsely, specifies that if the Green Line is routed on the west side of Third Avenue South, there will be no station at Safeco Field between Royal Brougham and Atlantic.[1] This misstatement has the potential to skew dramatically public consideration of the issue, and should be properly recast for public debate.

In July we met with general counsel Ross Macfarlane, SODO segment engineer Bryan Garrett and neighborhood coordinator Jonathan Dong at Filson's offices. Filson explicitly raised the issue of whether the location of a Safeco Field Station (east, center or west) would impact the east side /west side alternatives as the line proceeds south of Atlantic Street. Mr. Garrett, formerly with designer Berger/ABAM and the most knowledgeable staff engineer for the Third Avenue South segment, provided the response. He stated that the line could angle either west or east out of the Safeco Field Station, and that if a Safeco Field Station were built, this would have no effect on the east side/west side alternatives south of that point.

Again, Filson urges the Board to locate the Green Line along the existing rail transportation corridor on the west side of Third, south of Atlantic. We believe the benefits to this, versus placement within five feet of the string of businesses and structures along the east side of Third, is clearly evident. However, unless the Board corrects the non sequitur in the EIS which falsely links a "yes" to a west side routing to a "no" to a Safeco Field Station, the public will be misled as to what is at stake here. A correction to the DEIS is required now.

[1] Eg., 1-15, Table 1-2; 3-37, Alt.5.2; 3-25, Table 3-2

Very truly yours,

SCHWABE, WILLIAMSON & WYATT, P.C.

Dennis J. Dunphy

DJD:

cc: Board Members
Joel Horn
Ross Macfarlane
Jonathan Dong
Stan Kohls, C.C.Filson
Steve Matson, C.C.Filson
Robert Gillespie

SEATTLE MONORAIL PROJECT

direct dial: 206.587.1769
e mail: ross@elevated.org

August 27, 2003

Dennis J. Dunphy, Esq.
SCHWABE, WILLIAMSON & WYATT, P.C.
U.S. Bank Center
1420 Fifth Avenue, Suite 3010
Seattle, WA 98101-2393

Re: Draft EIS Issues Regarding Third Avenue South

Dear Mr. Dunphy:

Thank you for your letter regarding the alignment alternatives for the Green Line being studied in the draft Environmental Impact Statement (DEIS). We appreciate your client's strong interest in the specific routing of the alignment along Third Avenue S. and look forward to continued input and dialogue as we move forward.

With regard to your specific comment, we do not believe that there is any "error" that needs to be corrected in the DEIS' packaging of a potential "Safeco Field" station with an east-side of Third alternative. As noted in several places in the DEIS, we have grouped together a number of alignment, station and design options into "packages" for ease of analysis. These packages, and most individual elements of these packages, are interchangeable, and the Board may ultimately select a combination of alignments, stations, and other features that contain elements from different alternatives. *See* DEIS I-6; 3-22. In other words, any of the elements of the different alternatives can potentially be "mixed and matched," except where they are physically linked together (such as a center-of-street station needing to go with a center alignment). In addition, with all of the station alternatives that are being considered in the DEIS, we are also evaluating a "no build" option. DEIS 1-6.

With regard to the alignment issue on Third Avenue S., we will continue to evaluate both the east and the west sides of the street, and look forward to public input on this issue. This choice is independent of any decision or recommendation on a potential Safeco Field station.

We hope that this answers your questions and reassures your client. Please feel free to call me if you have any further questions or would like to discuss this issue.

Sincerely,

Ross Macfarlane
General Counsel
Director of Legal & Environmental Affairs

Cc: Board Members
Joel Horn
Jonathan Dong
Stan Kohls, C.C. Filson
Steve Matson, C.C. Filson
Robert Gillespie

Bcc: Anne Levinson
Roger Pearce

R.W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL
Robert W. Thorpe, AICP

Stephen Speidel, ASLA, Vice President

September 29, 2003

Rear Admiral J. M. Garrett
Responsible Official
Commander, 13rh Coast Guard District
915 Second Avenue, Room 3510
Seattle, WA 98174-1067

Dr. Tom Weeks, Board Chairman
Seattle Monorail Project
1904 Third Avenue, Suite 105
Seattle, WA 98101

Ross Macfarlane, Director
Legal and Environmental Affairs
Seattle Monorail Project
1904 Third Avenue, Suite 105
Seattle, WA 98105

RE: Seattle Monorail Greenline, SODO Segment, Alternative 5.1 & 5.2

Gentlemen and Members of the Board:

This letter is written on behalf of several Third Avenue South property Owners regarding the Monorail Greenline Draft EIS SODO segment, Alternative 5.1. Alternative 5.1 would place the Greenline on the east side of Third Avenue/Utah, which is problematic and would have significant impacts on existing heavy commercial and industrial buildings. An east side alignment would place guideway and support structures within 5-feet of existing buildings. **Not only is an east side alignment in conflict with existing land use patterns, it could potentially have a devastating impact on the economic viability for these properties** to be used as industrial, manufacturing and heavy commercial buildings. Conversely, Alternative 5.2 would align the Monorail within an existing transportation corridor and have the least impact on heavy commercial, industrial and manufacturing properties.

Land Use Compatibility

The industrial nature of the SODO district, which is part of the Duwamish Manufacturing and Industrial Center has been under increasing pressure from retail, office and residential development, which has sought to expand into this district. These pressures have eroded an already besieged heavy commercial, industrial and manufacturing district. Conversion of industrial land to incompatible uses not only removes the site from industrial use but adversely impacts surrounding industrial users by increasing land values and lease rates, generating vehicular and pedestrian traffic, reducing available parking and affecting heavy and light truck access to local businesses. The combination of which drives heavy commercial, industrial and

❖ 705 Second Avenue Suite 710• Seattle WA 98104• Telephone: 206 624-6239 • Fax: (206) 625-0930 • E-Mail: rwta@rwta.com ❖

manufacturing businesses to move outside the city in search of viable industrial land. In order to preserve industrial land within the Duwamish Manufacturing and Industrial Center the City of Seattle strengthened its goals and policies within the Comprehensive Plan to promote this and other viable industry districts. Relevant policies promoting industrial uses include:

> *L7 Maintain viable industrial activity and promote industrial development in manufacturing/industrial centers.*
>
> *LG19 Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.*
>
> *LG20 Promote the use of industrial land for industrial purposes.*
>
> *LG 21 Encourage economic activity and development in industrial areas by supporting the retention and expansion of existing industrial businesses and providing opportunities for the creation of new businesses consistent with the character of industrial areas.*
>
> *L26 Promote manufacturing and industrial employment growth including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities in manufacturing centers.*

An east side alignment, Alternative 5.1, conflicts with goals and policies the City adopted to strengthen and preserve its eroding industrial lands. Land use patterns along the east side of Third Avenue South are predominantly heavy commercial, industrial and manufacturing uses. While the west side of Third Avenue South is an established railway/transportation corridor. The existing tracks are currently used to haul freight to and from the Port of Seattle to other cities and used by Amtrak and Sound Transit to move people throughout the region. It seems reasonable that collocating compatible transportation uses would be preferred by all parties. The Monorail is an elevated rail system designed to operate above traffic on it's own guideway, which would be compatible with existing railroad operations on the west side of Third Avenue South. Conversely, locating the Greenline on the east side of Third Avenue South would impact a number of commercial and manufacturing businesses. The resulting affect of an east side alignment could adversely affect the operation and or use of these structures ultimately resulting in these businesses relocating outside the City taking with them jobs and tax revenues. Furthermore, Alternative 5.1, could potentially severely restrict the use of light and heavy trucks from accessing loading docks for many of the existing businesses within this alignment alternative.

In short, an east side alignment would not be compatible with existing land uses patterns, nor is it consistent with goals and policies written to preserve heavy commercial, industrial and manufacturing uses.

Alternative 5.2 – **West Side Third/Utah is a much more reasonable alternative,** because it places the Greenline within an existing rail corridor used by freight trains, Sound Transit and Amtrak, and would not have adverse impacts on industrial properties located along Third Avenue South from just north of S. Massachusetts to S. Lander.

Economic Impacts

The Duwamish Manufacturing and Industrial Center provides the largest concentration of family wage jobs in the Puget Sound region, generating enormous tax and export revenues. In 1997, there were 3,300 businesses providing more than 60,000 jobs within its boundaries[1]. Jobs provided within this district were substantially higher than the King County average, and many are accessible to people with lower levels of formal education, as well as, those who speak English as a second language.

Alternative 5.1 would locate guideways and support structures within 5-feet of existing buildings from just north of S. Massachusetts to S. Lander. Any future redevelopment or expansions may require a 20 to 25-foot setback from the guideways. **This essentially removes approximately 400,000 to 2,000,000 square feet of area that could otherwise be built and leased, which equates to lost economic value/revenues from $24,000,000 to $120,000,000** [redacted] depending on the type of space. Conversely, the loss of 1 industrial job also equates to the loss of 1.5 service or support jobs. The implications of such a scenario means approximately 400 to 2,000 industrial jobs could be lost, as well as, an additional 600 to 3,000 service or support jobs. Aligning the Greenline on the east side of Third Avenue South would be costly in terms of lost income streams from rents, jobs and tax revenues.

The west side Alignment 5.2 makes far more sense, because it would be a considerable distance from industrial properties limiting impacts, and is compatible within the existing railway transit corridor.

Engineering/Geotechnical Issues

The following points summarize information provided by Adapt Engineers, 800 Maynard S, with extensive experience in this area, and other research data provided from city files, from detailed geotech, geo-hydrology, and structural reports on buildings in this corridor.

[1] Greater Duwamish Manufacturing and Industrial Center, Approval and Adoption Matrix. Prepared by the Greater Duwmanish Planning Committee and the City of Seattle Interdepartmental Review and Response Team, August 26, 1999. Amended by the City Council and Council Central Staff, May 9, 2000.

The following factors provide for a very unique situation in the Third Avenue South corridor:

1. Loose soils from previous fills, and unconsolidated materials.
2. A very high water table in the area, ranging from 4 to 20 feet deep.
3. The City's designation of the area for seismic hazard and high potential for liquefaction during an earthquake.
4. The siting of structures in these soils presents significant difficulty. A case in point is the requirement for large drilling rigs for the Atlantic Street off-ramp, just north of this corridor.
5. The proposed east side monorail location, next to the existing structures, (i.e., within five feet) could result in significant impacts during construction, following construction, and during a seismic event. We would note that a quote from Adapt Engineers is a parallel to a "pebble thrown into the water". The highest waves occur next to the point of impact, and are reduced over the distance. The same would be true along the east side of Third Avenue South. Moving the support columns to the west side of the road would provide a cushion for t impacts due to construction, maintenance, and later, during a seismic event. This information would be elaborated on in our written comments by October 14th.

Access, Circulation, and Loading Dock Issues

Access, circulation, and impacts on loading, parking, drive-throughs to commercial buildings and restaurants. This information is being researched by Transportation Planning and Engineering of Bellevue, and will be provided in the written record.

Conclusion

In conclusion, we believe that the prudent choice would be to place the Greenline on the West Side of Third Avenue/Utah within an existing railway/transportation corridor. **Alternative 5.2 preserves valuable heavy commercial, industrial and manufacturing properties, preserves jobs, and is consistent with the City's goals and policies for industrial lands.**

Thank you for considering our comments and concerns, **and incorporating these in the DEIS**.

Sincerely,
R. W. Thorpe & Associates, Inc.

Robert W. Thorpe, AICP
President

Att: RWT Vitae
Firm Summary
Map: Third Avenue Properties Massing Study - Highest & Best Use Impacts

Qualifications of Robert W. Thorpe, AICP
Principal/President

EDUCATION

University of Washington: Masters in Urban Planning (Urban Planning Curriculum) 1972; Masters in Urban Development (MBA Curriculum), 1973.

University of Nebraska: BS Business Administration and Economics, Minors: Architecture and Art, 1966.

Bellevue Community College: 1974 to 1976 - Real Estate Certificate.

MAI Course Work: Seattle University, MAI Course 1A, 1977; MAI Course 1B, 1978; Bellingham, WA - Feasibility Analysis - 1977; Bellevue - Course 7 - Standards of Practice, 1984.

EXPERIENCE

Principal, R.W. Thorpe & Associates, Inc., Seattle / Anchorage / Denver, (1974-1975 Part Time), 1976 to present. Project management / supervision to all team projects. Over 4,000 total assignments, 2,000 Rezones, Comprehensive Plan Changes, CUPs and Shorelines Permits, etc.; 400 EISs / Environmental Reports; 500 Highest and Best Use Analyses. Expert Witness – Highest and Best Use and Urban Planning

Instructor / Lecturer, Bellevue Community College, 1976 to present; Graduate Program, University of Washington - Real Estate, Urban Planning and Real Estate Classes - 1973 to present; Washington State University - Regional Planning and Landscape Architecture, 1981 to present; University of Nebraska - 1984 to present; University of Alaska, Juneau - 1986; University of Colorado, Denver - 1988 to present; Arizona State, Tempe - 1996 to present. BIAW/Master Builders/NAHB – 1992 to Present

Assistant Director, Community Development / Building Department, City of Mercer Island, 1971 to 1976. Staff to Planning Commission and City Council; new Comprehensive Plan, environmental factors study, land use planning, zoning, ordinance writing, transit study; Mercer Island Drainage Study Team, design guidelines; administered Subdivision and Shorelines Management Regulations; I-90 Design Team and City's EIS Coordinator; Lake Washington Shorelines Management Master Program Staff.

Responsible Official - SEPA.

Regional Planner, Daniel, Mann, Johnson & Mendenhall, Seattle, WA, 1970 to 1971. Auburn-Bothell Corridor Study; Juneau Transit Study; Alaska Land Use Study – Phase I.

Design Planner, Harstad Associates, Inc., Seattle, WA, 1969 to 1970. Comprehensive Plans for North Bend, Kitsap County, Mercer Island, WA. Ski Resort - Smith Ferry, Idaho; Master Planning for a 13,000 Acre Nettleton Lakes PUD in Kitsap County; and a 12,000 Acre Master Plan - El Rincon, Baja, Mexico. Various Land Use / Feasibility studies/Urban Design/Landscape Design..

Site Planner / Industrial Engineer, Boeing Company, Seattle, WA, 1966 to 1969. Industrial Siting Studies; Tooling Facilities Planning and Implementation. New facilities at Auburn and Everett.

PROFESSIONAL ASSOCIATIONS/EDUCATIONAL

AICP - American Institute of Certified Planners, 1978 to present (Charter Member)
American Institute of Appraisers (MAI, Candidate - Various years) – Associate
American Planning Association - APA (Former APA Chapter Newsletter Editor)
AIA - R/UDAT Team Member - Farmington, New Mexico
Alumni Development Commission – Kappa Sigma International Fraternity
Bellevue Community College Faculty 1977 to present
Building Industry Legal Trust Fund - Advisory Committee, 1992 to present
International Conference of Shopping Centers Associate, Chair of Downtown Retail Committee Council
King County Executive - DDES Reorganization Committee - 1994
Lecturer Landscape Architecture–WSU, 1977 to present
Mercer Island Development Advisory Committee - 1991 to present
National Association of Homebuilders – Instructor Land development Classes
Neighborhood Retailers of Washington
Professional Advisory Committee - Real Estate - Bellevue Community College - 1974 to present
University of Washington - Certificate in Real Estate Instructor - 1996 – present
Urban Land Institute (ULI)
Who's Who Among Outstanding American Executives

Qualifications of Robert W. Thorpe, AICP, Principal/President

SPECIAL EXPERIENCE/EXPERTISE

Witness: Qualified Expert Witness in Washington, Oregon, Alaska and Federal courts, and judicial mediation boards. Quasi-judicial proceedings before Planning Commissions, Councils and Hearing Examiners. Land use, condemnation, SEPA/NEPA, shorelines, SAO's, etc.

Instructor / Senior Faculty Member: Bellevue Community College. Urban Planning, Land Development and Real Estate Appraisal, 1976 to present.

Instructor: University of Washington – Graduate Program/Certificate in Real Estate

Instructor: Real Estate Classes - Washington Association of Commercial Realtors, Building Industry of Washington, National Association of Homebuilders, and Chair – Land Planning, Master Builders of King and Snohomish Counties.

Graduate Classes: Regional Planning / Environmental Services, Washington State University, 1981- present. Graduate Programs Professional Advisory Committee, Landscape Architecture
Guest Lecturer / Graduate / Undergraduate Urban Planning Class, University of Washington, Extension Division – 1995 to present, University of Nebraska, 1985 to present, and University of Alaska, Juneau, 1985 to 1986, Guest Lecturer. Regional Planning / Landscape Architecture - Washington State University, 1981 to present, Program Advisory Committee. Senior Critiques and Guest Lecturer, Senior Faculty / Real Estate Advisory Committee.

Advisory Staff: Washington State DOE - SEPA Guidelines.
Washington State DOE – Shorelines Management / Lake Washington Model Program

Speaker:

- Site Selection, Zoning, Highest and Best Use - 30 years
- Land Planning and Land Economics", miscellaneous real estate appraisal/professional societies, 25 years
- League of Oregon Citizen Design Commissions / Tree Ordinances
- Open Space Conference - Boulder, Colorado - July 1988
- Retail Site Selection / Zoning - NACOR, 1993
- King County Assessor - Highest and Best Uses - 1996, 1997
- ICSC - Washington / Oregon Conference - Port Ludlow – 1999, Semiahmoo 2003
- Appraisal Institute – Miscellaneous – 1985 to present

PROJECTS AND STUDIES (Prior to R.W. Thorpe & Associates, Inc.)

P = Project Director/Manager
A = Author
R = Review

P	Zoning Code – Update
P	Responsible Official - SEPA Ordinance
P	Ordinance Writing and Revisions
P	Administrator - Shorelines Management
P	Subdivision Ordinance-Update
A	I-90 EIS - Mercer Island, Technical Review
R	Design Guidelines-Design Commission

City of Mercer Island – Assistant Director/SEPA Official

P	Island Attitude Survey (Open Space)
R	City Budgets - Co-authored/Reviewed
P	Capital Improvement Programs, 5 years
A	An Approach to Environmental Zoning
A	Cost Benefit Analysis – Rezones
A	PUD Ordinance
A	Housing & Comm. Development Plan
P	Island Attitude Survey (Open Space)
A	City Budgets - Co-authored

Harstad Associates, Inc., Seattle - Urban Designer/Planner

- Nettleton Lakes Project - Kitsap County (Hood Canal), WA - Master Plan / PUD for 13,000 acre / residential recreational development - 1,000-slip marina, Trent Jones golf course
- Smith Ferry, ID - Master Plan: Waterfront Residential / Ski Area / Marina
- El Rincon, Baja, Mexico - 12,000 Acre Recreational Master Plan
- Comprehensive Plans - North Bend, Mercer Island, Wapato, Kitsap County, WA; Cutbank, Deer Lodge, MT

Daniel, Mann, Johnson & Mendenhall, Seattle – Regional / Environmental Planner

- Phase II - Auburn / Bothell Corridor Study - A major state highway feasibility study ($250,000): Land use, environmental factors, trip demand, economic and demographic forecasts, affected communities and citizen group coordination / focus groups.
- Support services: Juneau Transit Study and Alaska State Land Use Study.

R.W. Thorpe & Associates, Inc.

✦ PLANNING ✦ LANDSCAPE ✦ ENVIRONMENTAL ✦ ECONOMICS ✦

Seattle/Anchorage/Denver

FIRM SUMMARY

The office of R.W. Thorpe & Associates, Inc., is a well-established Northwest and Alaska urban and regional planning firm whose expertise lies in land use management, landscape design, environmental and economic analysis and permit processing. This interface of professional experience provides the firm with a unique sensitivity to balance public concerns and environmental constraints with local and regional economic needs. The firm has been involved in several comprehensive plan contracts and, in that capacity, has developed zoning, subdivision and other land use regulations. R.W. Thorpe & Associates, Inc. has prepared over 400 environmental impact statements and studies for major projects, as well as master planning for large scale projects and over 2,000 rezones, PUDs, CUPs, etc. Several firm members have public agency experience in writing and administering land use guidelines and regulations. All have extensive first-hand experience working with public agencies, elected officials and citizen groups, and with several being qualified expert witnesses. The staff has extensive capabilities on project management, critical path and coordination activities. The firm utilizes its own staff as well as on-call consultants for expertise in technical research and analyses.

"R.W. Thorpe & Associates, Inc. has a very professional attitude and a strong commitment to the tasks they take on."

Wayne E. Kaske, Mayor
City of Brier

"R.W. Thorpe & Associates, Inc. is a team with unique experience and expertise who perform efficiently within a dynamic partnership. The enthusiasm projected by the group infuses into the project at every level and is particularly evident during public interaction. I highly recommend them as competent, effective, but perhaps more importantly, responsible urban designers."

Marsha Huebner
Former City Planner,
City of Des Moines

"I would like to take this opportunity to commend you...for the professional help you have given the City in its first Comprehensive Plan. Your counsel has been most beneficial to the City..."

Darwin Sukut, Mayor
City of Snoqualmie

PERSONNEL

Robert Thorpe, AICP, Principal: With 35 years of experience in the design/planning field, Mr. Thorpe has been the Principal-in-Charge on a wide range of the firm's urban and regional planning projects and environmental studies. He is a certified planner and has served as a SEPA Responsible Official for several communities. He is the marketing manager and is involved in supervision of all firm projects. He was involved in the development of many unique and innovative planning programs while working at the City of Mercer Island and two large engineering / planning consulting firms. This included the development of a number of implementation tools such as SEPA Guidelines, Shorelines Management Program, Design Commission Guidelines, Zoning Codes, etc. Mr. Thorpe has extensive experience with citizen involvement and has been retained by a number of public agencies and private citizen

groups as a consulting urban planner. He has served as a consulting planner to several Washington area cities, and is currently a college instructor in Urban Planning and the development process. His education includes a BS in Business and Economics and Masters degrees in Urban Planning and Urban Development Economics, and he has been a candidate for the MAI (Appraisal) Designation, combining expertise in land economics with design and planning. Current management projects include: community and regional shopping centers, community master plans, mixed use developments, numerous rezones, and permit applications. He is a qualified expert witness in several jurisdictions and State and Federal courts throughout Washington, Alaska, Oregon, Nebraska and Wyoming.

Stephen Speidel, ASLA, Vice President: Mr. Speidel is a registered Landscape Architect in Washington and Oregon with over 25 years of experience in landscape planning, design, construction and landscape maintenance projects. His management experience ranges from small crew construction jobs to large-scale multi-disciplinary construction documentation projects. He has worked on the Boeing Computer Services Headquarters as a designer and construction manager. The project is an American Association of Nurserymen's National Landscape Award winner. He has provided design / build landscape architectural services for major developers in the Puget Sound area including Quadrant Corporation, Joseph Lynch Company and Vyzis Development. Mr. Speidel is past chairman of the Redmond, Washington Design Review Board and has reviewed many significant local projects prior to permit issuance. His volunteer efforts include membership on the King County Title 21A Zoning Code Landscape Task Force, the Golf Course Best Management Practices Manual Technical Advisory Committee for King County and Advisor to Seattle Water Department for the Water Budget Landscape Code. While Associated with R.W. Thorpe & Associates Mr. Speidel has managed a wide variety of projects, including: single family residential sub-divisions, multi-family developments, large scale mixed use master plans, golf courses, mining/reclamation, highest and best use studies, declarations of covenants – conditions and restrictions (CC&R's), best management practices (BMP's) manuals, landscape planting plans, irrigation systems, and hardscape design involving numerous permit applications and expediting for our clients.

Albert Torrico, Jr., MUP, Senior Planner: Mr. Torrico received a Master of Urban Planning degree from the University

"I want to express my sincere appreciation for your (Stephen Speidel) participation on the Zoning Code Landscape Task Force. I was particularly pleased with the thorough and thoughtful analysis that resulted in the task force's final recommendation."

Cynthia Sullivan, Chair Growth Management, Housing and Environment Committee, King County

"I would like to compliment you on the quality of the landscape plan and let you know that Staff is looking forward to seeing the plan for the Jackson Development Project implemented."

David R. Burns, AICP, City Planner, City of Lacy

"I wanted you to know that my Client, Seattle Public Utilities, and I were very impressed with the excellent service and capabilities recently demonstrated by your firm."

Rory L Galloway, RG Senior Project Manager, Kleinfelder, Inc.

"Thank you for your excellent cooperation in preparing evidence for trial."

Doug Hartwich, Attorney

of Washington. As a Senior Planner for R. W. Thorpe & Associates, Mr. Torrico is responsible for Comprehensive Plan/GMA-SEPA documents preparation (Stanwood), Ordinance Review (Brier SAO and SMA), EIS preparation, Permit coordination, and entitlements. Highest and Best Use Studies, Site Utilization and Condemnation Studies.

Jennifer Dischinger, Landscape Designer/ Project Manager: Ms. Dischinger is a recent graduate of the University of Idaho where she received Bachelor of Landscape Architecture. While attending the University of Idaho, Ms. Dischinger interned at Palouse Clearwater Environmental Institute as a Community Garden Intern and worked for local nurseries to learn plant materials.

Joshua Beard, Landscape Designer/ Project Manager: Mr. Beard is a Landscape Designer with a Bachelor of Landscape Architecture degree and a minor in Urban Planning from the University of Washington. While attending the University of Washington, Mr. Beard interned at the City of Monroe's Community Development Department where he developed a number of alternatives for a commercial project and worked on Downtown Revitalization project. Mr. Beard has also worked for 6 years at the L.D.S. Seattle Temple in Bellevue as a groundskeeper/designer for the gardens there.

Lisa Mach, Permit Coordinator / Assistant Planner: Ms. Mach has a degree in Community and Environmental Planning from the University of Washington, and in Interior Design from the Art Institute of Seattle. She is a Permit Coordinator/Land Use Planner, assisting the Project Managers with permitting and environmental review of land use applications, zoning entitlements, the writing of Environmental Impact Statements and contributing to land feasibility study research.

Barbara Baker, Planning/Economics/Cost Accounting: Barbara Baker is a graduate the University of Washington in Urban Planning. While owner of her own firm she has successfully completed projects which include interior office space planning, SEPA checklists, permitting, and Short Plat actions for her clients. Ms. Baker, utilizing classes in Highest and Best Use, provides research and analysis in land economics/feasibility studies. Along with her planning and design talents, Barbara brings the skills of full charge accounting experience to our firm. She is experienced in both private and public sector accounting.

"The plan you have completed is well done. My staff, as well as the Planning Commission, found the document easy to follow and well thought out... I would like to thank you for an excellent job."

Robert S. Derrik, Former Director, City of Bellevue Planning Dept.

"Mr. Thorpe accomplished the task (i.e., Consultant City Planner/ Responsible City Official) in a professional and timely manner. He looks out for the interests of small municipalities and communicates very well."

Howard Botts, Mayor City of Black Diamond

"Your willingness to dig into the complex issues and obtain resolution is appreciated."

Don Shaffer, Project Director, Rainier Terrace

"I would like to thank you for your hard work with our DSG staff.. Our consultants... complimented your work as dedicated and well informed."

Richard Hart, AICP, Development Services Director, City of Mercer Island

Diana Paulson, Planning Assistant / GIS Specialist: Ms. Paulson has a Certificate in Geographic Information Systems from Green River Community College. She has a BA in Environmental Studies from San Jose State University, where she managed the Environmental Information Center and was instrumental in planning and management of a Community Gardens Program. Ms. Paulson assists the Principals and Senior Project Managers with research and analysis for permit applications, code amendments, SEPA Checklists, and other land use entitlements, and prepares maps and databases utilizing our geographic information system.

Anne deForest Roberts Thorpe, Corporation Secretary, Corporation Board: Ms. Thorpe is a former Title Officer with a Seattle-based title company. She now serves as Real Estate Construction Coordinator for a national food service company. She utilizes a degree in Horticulture with Honors from North Carolina State University, a real estate certificate from Bellevue Community College, landscape nursery operations and over 15 years of title experience to advise the corporation.

ON-CALL CONSULTANTS

The firm has a number of on-call consultants in specialized fields to assist our efforts (i.e.: wetland delineation and mitigation, survey, soils, hydrology, traffic / circulation, engineering, legal issues, etc.).

"Thank you for excellent participation in the mediation process, on behalf of Warren Iverson (WS DOT SR-18 Taking)."

Richard Pierson, Attorney

"We look forward to using your good services in the future..."
(Pt. Townsend condemnation)

Mike Rogers, Attorney

"Your testimony was instrumental in CUP approval."

Thomas Ehrlichman, Attorney

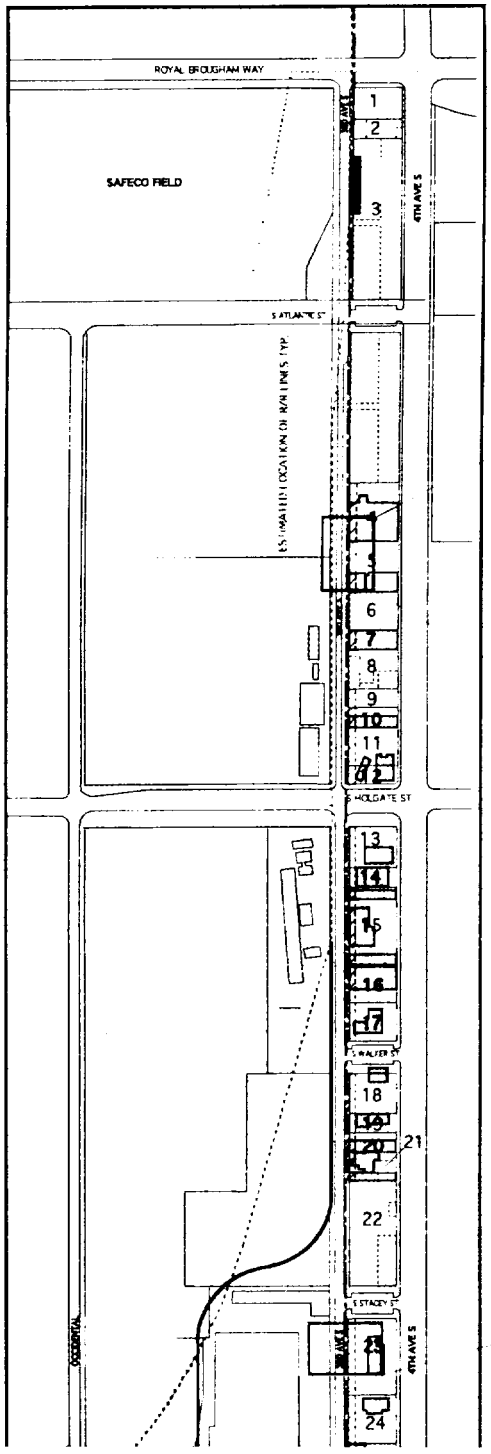
"Many thanks for the good job on the Rainier Terrace hearing."
Joel Haggard, Attorney

"Thanks – job Well Done!"
Kurt Anderson
Bruce Anderson

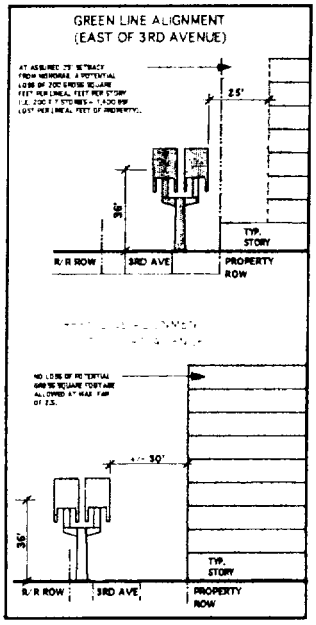
"Thank you for your assistance with our CUV."
Rabbi Fox –
Yeshiva High School

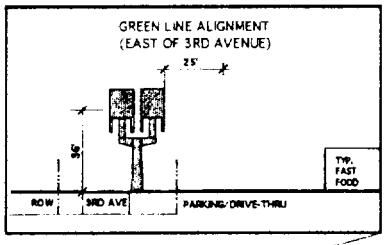
"Thank you for your terrific Planning class."
Rob Aigner, Colliers International

"Congratulations for excellent support."
Park 12-01 EIS
Brian Lawler, Attorney



TYPICAL SITE DATA:
ZONING: IG2 U/85 & IG1 U/85
MAX. HT: NO HEIGHT LIMIT EXCEPT FOR THE FOLLOWING USES WHERE THE LIMIT IS 85' HT.: RETAIL SALES & SERVICES, NONHOUSEHOLD SALES & SERVICES, OFFICES, ENTERTAINMENT USES (EXCEPT SPECTATOR SPORTS FAC.), RESEARCH & DEVELOPMENT LABORATORIES, & INSTITUTIONS.
MAX. FAR: 2.5
SETBACKS: 0'





PROP. NO.	PROP. NAME	TAX PAYER	LOT SIZE	GROSS SQ FT
[illegible]	VACANT LAND	STATE OF WASHINGTON DOT	9,000 SqFt (0.21 acres)	-

EX. 6 DATE 9/29/03
WITNESS McGrody
MARGARET WALKKY

Comments
Seattle Monorail Project Draft EIS
Submitted by Louise McGrody
For the Bicycle Alliance of Washington

The Bicycle Alliance of Washington supports the monorail. It's a facility we want to see built and we hope that you achieve your goal to build it on time and within budget.

The Bicycle Alliance of Washington supports the development of a monorail that fully integrates bicycles into its system. We commend you on your decision not to build station area parking and instead encourage riders to walk, bike or bus to stations. To achieve this, the Seattle Monorail Project must build a facility that safely integrates bike routes, necessary station amenities, and bike access to trains. To that end, I'd like to offer the following comments:

- The DEIS states that there is no bike parking planned for downtown area stations. Bicycle parking should be provided at all monorail stations. People live in and near downtown and they will take the monorail to other destinations. Bike parking should offer protection from the weather and be in visible locations. Furthermore, two types of bike parking should be provided at all monorail stations: secure locker/cage storage for daily commuters and bike racks for the casual monorail user. There is a need for both.

- The DEIS states that the existing sidewalk system around proposed station areas are adequate. We disagree. Bicyclists will need to use sidewalks to get into the stations. Many cyclists will opt to use the sidewalk for a block or more in order to get through some of the arterial intersections where stations may be located. Station area planning should include sidewalks with a width of ten feet to safely accommodate the mixing of bicyclists and pedestrians.

- Station area planning should also identify nearby bicycle routes and plan how to safely make connections between them and the stations. The DEIS attempts to identify some of the nearby routes used by cyclists but does not elaborate on how to provide safe connections from the routes to the stations. In a survey commissioned by the SMP to understand how bikes can be accommodated, about one-third of the respondents were willing to bike up to a mile to a station. Almost another third said they were willing to bike 1 to 3 miles to a station. Let's ensure that they can do so safely.

- One of the alignment alternatives on 2nd Avenue through downtown would eliminate the existing bike lane. This bike lane is part of Seattle's bicycle network and we would prefer to see it preserved. If, however, you choose the alignment that results in its elimination, then SMP has a responsibility to replace the bike lane. The DEIS doesn't address this.

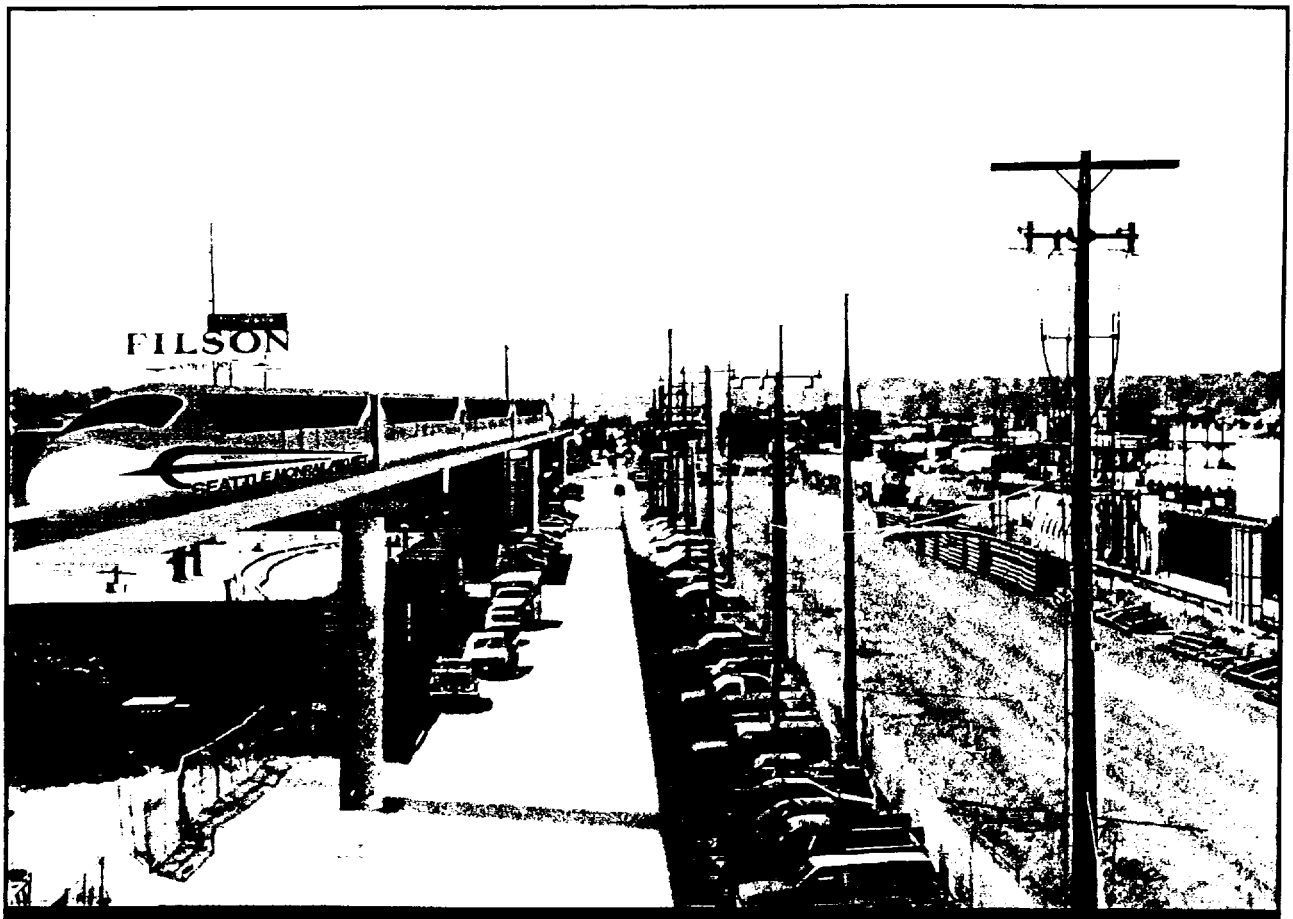
- Lastly, we want cyclists to have the option to bring their bikes on board the monorail trains. An overwhelming majority of the survey respondents—91 percent—expressed a desire to do so. Bikes on Metro buses has been a huge success, as is bringing bikes on board Portland's Max light rail system. We believe that bikes on board the monorail will be equally as popular.

Thank you for considering these comments. The Bicycle Alliance looks forward to continue working with the SMP to ensure that a bicycle-friendly monorail system is built.

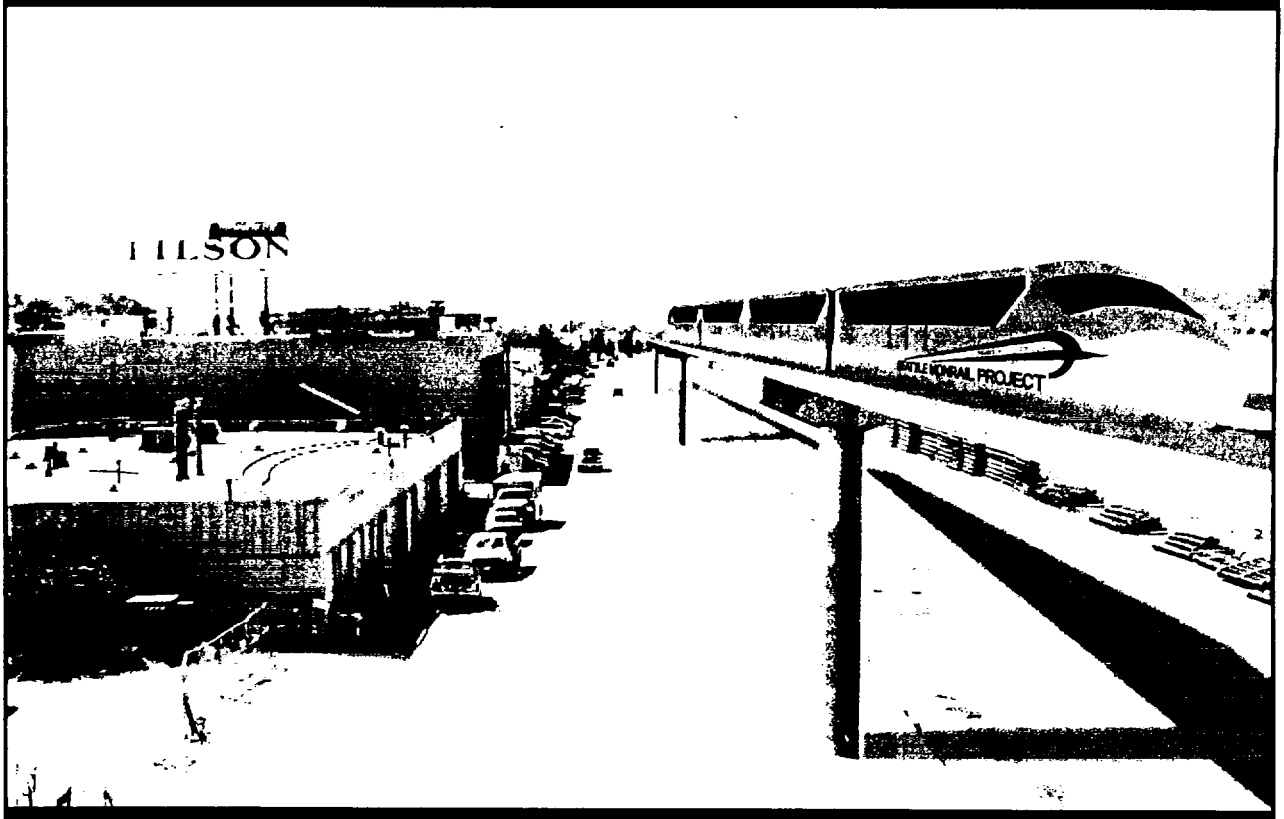
Table 1-1. Summary of Alignment Alternatives (continued)

Alternative Number/Name	Key Features	Stations
Downtown Segment		
4.1 - West Side of Second	From Fifth Avenue, turning west at Stewart Street, then proceeding south on the west side of Second Avenue.	Fifth and Stewart 1 (Northwest) or Fifth and Stewart 2 (Virginia) Pike 1 (West) Option A or Pike 1 (West) Option B Madison 1 (West) Yesler 1 (West)
4.2 – East Side of Second with Crossover	From Fifth Avenue, turning west at Stewart Street, then proceeding south on the east side of Second Avenue, crossing to the west side of Second Avenue south of Marion Street.	Fifth and Stewart 3 (Lenora) Pike 2 (East) Madison 2 (East) Yesler 1 (West)
4.3 - Center of Second	From Fifth Avenue, turning west at Stewart Street, then proceeding south in the center of Second Avenue.	Fifth and Stewart 3 (Lenora) Pike 3 (Center) Madison 3 (Center) Yesler 2 (Center)
SODO Segment		
5.1 – East Side of Third/Utah	Following the east side of Third Avenue S to the north side of S Lander Street, then traveling south on Utah Avenue S (5.1.1) or First Avenue S (5.1.2), and then west on the north side of S Horton Street.	Weller/King Street 1 (Standard) Safeco Field 1 Lander 1 (Northeast) or Lander 2 (Southwest) or Lander 4 (Utah)
5.2 - West Side of Third/Utah	Following the west side of Third Avenue S to a diagonal approach to S Lander Street, then traveling south on Utah Avenue S and then west on the north side of S Horton Street.	Weller/King Street 2 (Event) Lander 3 (Diagonal)
West Seattle Segment		
6.1 - West Seattle Bridge	Crossing over SR 99 past Terminal 25 to the center of the West Seattle Bridge (with options for departing the bridge [6.1.1 Past Pigeon Point or 6.1.2 To Pigeon Point]) to the northwest side of Delridge Way SW, and then traveling along SW Yancy Street to the center of SW Avalon Way and then to either the northwest side of Fauntleroy Way SW (Option 6.1.3) or to the southwest side (Option 3.1.4), and then traveling to the north side of SW Alaska Street to approach the Alaska Junction, then turning south at 42nd Avenue SW, and then crossing southwest to travel south along the center of California Avenue SW to the Morgan Junction.	Delridge 1 (26th) Avalon 1 (Center) Alaska Junction 1 (42nd/Edmunds) Morgan Junction 1 (West)
6.2 – New Bridge	Crossing over SR 99 past Terminal 25, then crossing the Duwamish waterway on a new monorail-only bridge north of the West Seattle High-Rise Bridge, then crossing at Delridge south of the Nucor Steel plant, and climbing west to SW Avalon Way, turning to the west side of 35th Avenue SW, and then traveling north to the center of SW Alaska Street, turning west on SW Alaska Street to 44th Avenue SW, then turning south to California Avenue SW, then traveling south along the east side of California Avenue SW to the Morgan Junction.	Delridge 2 (Andover) Avalon 2 (35th) Alaska Junction 2 (44th/California) Morgan Junction 2 (Center)

ALT. 5.1 EAST SIDE OF 3RD AVE S.

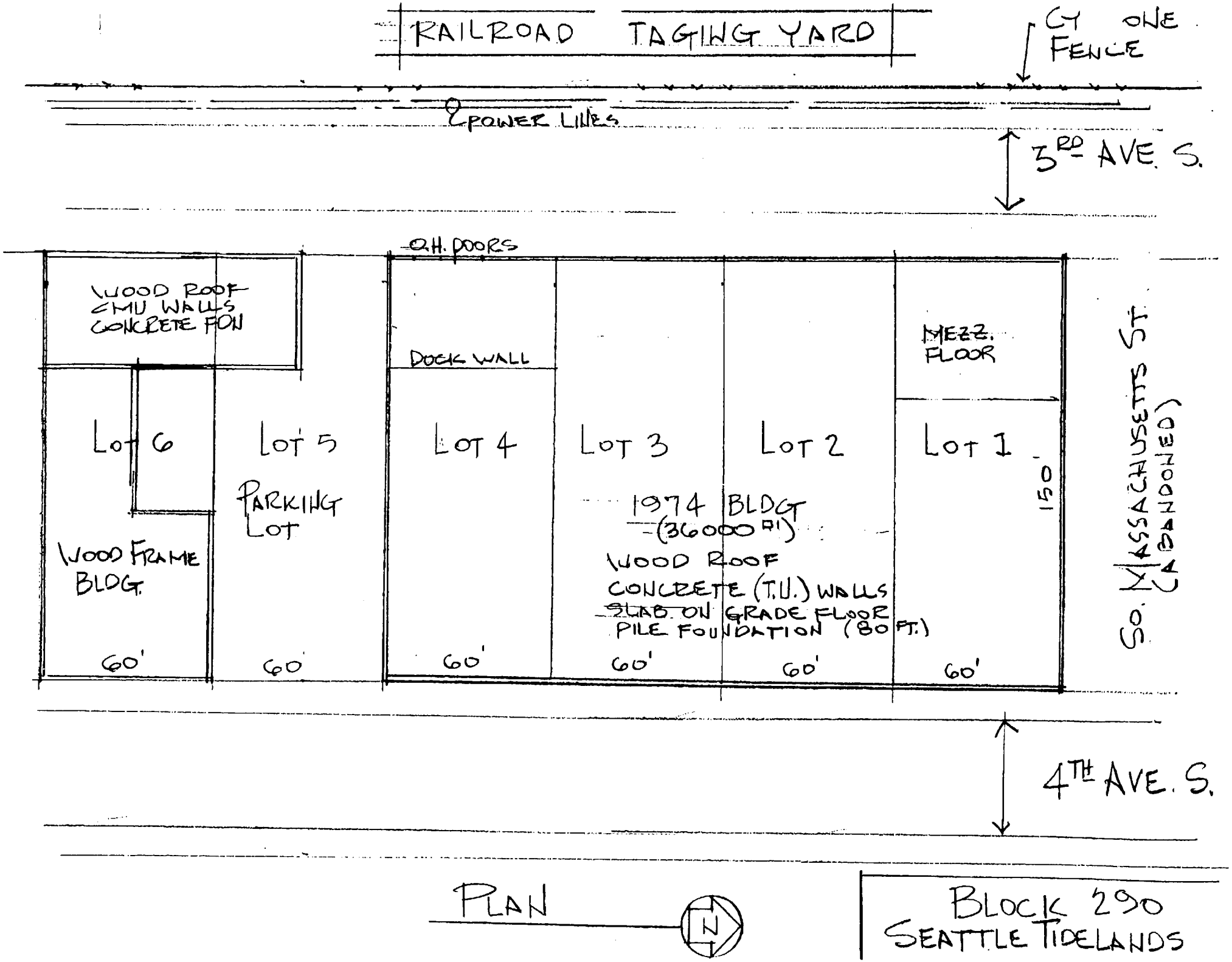


Filson 3rd Ave. / Proposed Monorail Route



Filson 3rd Ave. / Alternative

ALT. 5.2 WEST SIDE OF 3RD AVE S.


RAILROAD TAGING YARD
CY ONE FENCE
2 POWER LINES
3RD AVE. S.
O.H. DOORS
WOOD ROOF
CMU WALLS
CONCRETE FDN
DOCK WALL
MEZZ. FLOOR
LOT 6
LOT 5
LOT 4
LOT 3
LOT 2
LOT 1
PARKING LOT
1974 BLDG
(36000 FT)
WOOD ROOF
CONCRETE (T.U.) WALLS
SLAB ON GRADE FLOOR
PILE FOUNDATION (80 FT.)
WOOD FRAME BLDG.
150'
60'
60'
60'
60'
60'
60'
SO. MASSACHUSETTS ST.
(ABANDONED)
4TH AVE. S.
PLAN
N
BLOCK 290
SEATTLE TIDELANDS

Seattle Monorail Project-Green Line

Draft EIS- SoDo Segment Between Massachusetts & Holgate

Alternatives: 5.1- East side of Third & Utah

5.2- West side of Third & Utah

5.1- Will be 5 ft. from buildings

A. Noise ~~& Visual Distraction~~
B. Vibrations (operation)
C. Potential Building Settlement
   i. Dewatering/Construction
   ii. Pile driving vibration
   iii. Vibration at supports (operation)
D. Limit street access to buildings
E. Restrict future building development (office/hotel/mixed)
F. Operational safety concerns
G. Construction activity disruptions

5.2- Will be across street from buildings

A. Would run along R/R property & no structures to impact.
B. Would lessen affects of all items listed for Alt. 5.1

West side option is obvious choice to mitigate property owners concerns.

ROBERT PATTERSON
dba 4TH AVE HOLDINGS - LIMITED PARTNERSHIP
OWNS:
- LOT 1
VACATED MASSACHUSETTS STREET
ALL BUILDINGS

DEPT. OF NATURAL RESOURCES (STATE)
OWNS:
LOTS 2, 3, 5 & 6
LEASES ALL TO LEE PEARL -

LEE PEARL
OWNS:
LOT 4
LEASES LOTS 2, 3 & 4 TO PATERSON

PARCEL IS ZONED "IG" INDUSTRIAL
ALLOWS 85 FT. TALL BUILDING
ie HOTEL OR MID-RISE OFFICE

(5) LOTS 7 THRU 11 CONTINUE
SOUTH TO HOLGATE STREET

WEST SEATTLE
JUNCTION ASSOCIATION

206 935-0904
FAX: 206 932-5753
EMAIL: WSJMGR@QUIDNUNC.NET

Kay Knapton
EXECUTIVE DIRECTOR

September 29, 2003

Seattle Monorail Project
1904 3rd Avenue, Suite 105
Seattle, WA 98101

EX. 7 DATE 9/29/03
WITNESS Knapton
MARGARET WALKKY

Attn: Joel Horn

RE: Monorail Alignment

The Seattle Monorail Project poses an exciting opportunity to link Seattle's neighborhoods with a transit corridor that can move people regardless of street level traffic jams. We appreciate the sensitivity shown in routing alternatives that protect character of our community.

The West Seattle Junction Association supports a monorail alignment that comes up Avalon, turns on 35th, then onto Alaska before reaching 42nd. This configuration allows the opportunity for future development along Fauntleroy Avenue that will create a welcoming entrance to West Seattle. It will reduce the traffic impacts on Fauntleroy, already a heavily used arterial that frequently sees tie ups when West Seattle bridge traffic is impeded.

Businesses along the Fauntleroy corridor provide valuable jobs to area residents. Access and visibility to those businesses would be reduced with a monorail line, and their viability would be compromised.

Sincerely,

Kay Knapton

Kay Knapton
Executive Director

Cc: Steve Huling

That Percussionist Is the Local Train

By Barbara Jepson

New York

Judy and Arthur Zankel Hall, which opened here recently on the lower level of Carnegie Hall, is a stylish and comfortable chamber venue with a difference—one where a quintet is as likely to play jazz as Brahms, and the repertoire ranges from ancient folk musics to the latest premieres. Designed by Polshek Partnership Architects in collaboration with Jaffe Holden Acoustics, Zankel restores Carnegie's original configuration as three halls under one roof and provides a more suitably scaled home for Carnegie's prestigious chamber series. Unfortunately, that function is compromised by the rumble of nearby subways.

This despite Zankel's $72 million price tag, the reported cooperation of the Metropolitan Transportation Authority (MTA), and the input of acoustical engineering consultants, who measured the subway vibrations before and after construction. Not surprisingly, given Zankel's subterranean location nine feet from the trains, noise is more disruptive than the low ations heard occasionally in Carnegie's prestigious main hall.

"There's still work to be done," acknowledges Christopher Jaffe, whose firm's many successes include Bass Hall in Fort Worth and the tricky renovation of Severance Hall in Cleveland. Robert Harth, Carnegie's forward-looking executive and artistic director, says that a third consultant has been engaged "to make recommendations . . . about further possible mitigation measures." In the meantime, anything under a fortissimo can turn into the MTA concerto.

The problem is doubly frustrating because Zankel's intermediate size and clear acoustics favor music in the quiet to moderately loud dynamic ranges, and that's when the noise is most audible, especially on the auditorium's right side. It was particularly irksome during a serene hymn by the medieval composer Machaut, sung by three sopranos from Paul Hillier's Theatre of Voices during the opening weekend of the inaugural festival. It was less noticeable during "Mania," an edgy, impassioned concerto for cello and 14 instrumentalists by conductor/composer Esa-Pekka Salonen, performed on opening night by the Zankel Band, graduates of Carnegie's admirable professional training program. (The work was conducted by John Adams, Carnegie's composer-in-residence; Anssi Karttunen was the fluent soloist.) But it was never an issue later that evening, when the virtuosic pianist Omar Sosa and his talented Octet played surprisingly inane Afro-Cuban jazz; the volume level drowned it out. How all this affects future programming remains to be seen.

The auditorium inside Zankel (pronounced Zan-KELL) is named in memory of the late Judith Arron, who envisioned

Carnegie Hall's new and noisy subterranean venue

it during her tragically shortened tenure as Carnegie's executive director. A sampling of four programs there revealed the sound to be good for voice, amplified or natural, and for mixed instrumental ensembles like the Zankel Band. In the tricky balancing act between reverberation (decay time), clarity and warmth, clarity has won. Still, the Emerson Quartet's recent involving concert showed sufficient resonance for the hall's size.

In appearance, programming, audio-visual technology and flexibility (540 to 644 seats, depending on which of six stage configurations is used), Zankel is a valuable 21st-century complement to Carnegie's 2,800-seat Stern Auditorium and 268-seat Weill Recital Hall. Its golden sycamore walls and tranquil green upholstery lend a Zen-like presence to the auditorium, heightened by the use of interlocking wooden slats. On the lower side walls, these slats conceal diffusers, which disperse the sound much as ornamental cherubs do in Baroque halls. The flat parquet wood panels above them onstage, with their alternating vertical and horizontal elements in contrasting wood tones, evoke the "rhythms" of a Mondrian painting.

Other admirable design features include vertical frosted-glass sconces that subtly light the auditorium during concerts; paper-towel dispensers conveniently located between every three sinks in the women's room; and glazed walls the color of parchment on the oval "ship" encasing the rectangular auditorium. The oval, in turn, sits inside an outer rectangle that lines up with Stern Auditorium. But the biggest achievement in this basement venue is the sense of wanton spaciousness in the 30-foot high auditorium, made possible by the excavation of 6,300 cubic yards of bedrock.

With dropdown projection screens, digital cameras, movable, multicolored lighting and the ability to create "surround sound," the hall provides numerous possibilities for Carnegie's educational projects and may inspire composers as well. Already, 30 members of the American Composers Orchestra will perform the premiere next February of Michael Gordon's "Gotham," a multimedia piece that will explore Zankel's nascent promise.

Zankel is also bound to change the rental-hall scene in Manhattan. It might draw chamber ensembles from the dry and cavernous Alice Tully Hall at an already beleaguered Lincoln Center. But Zankel's basic rental fee of $4,500, plus reportedly pricey stagehands and other support services, may prove costly compared with the 450-seat Merkin Hall ($1,550) or the 800-seat auditorium at the New York Ethical Culture Society ($3,500), a non-union house now under renovation. It depends on how much musicians are willing to pay for that Carnegie cachet.

In 1891, when newspapers hailed the opening of Andrew Carnegie's "tone-temple," the building included an intermediate venue on its lower level. But over the years, this was bastardized to suit successive tenants, who used it as a theater, art-film house and commercial cinema. Work on Zankel Hall began in 1999, two years after the cinema's lease expired.

Now the hall is finished and the 82-concert inaugural season is under way. So far, 15 of the 24 opening festival events have sold out and 87% of the 725 available "Z" passes—flexible subscriptions—have been purchased. Some concerts are being offered without intermission at less conventional starting times in hopes of attracting the younger, casual crowd that presenters covet these days.

Zankel is indeed a hall for the future, one that proclaims the importance of multiple music traditions. But until the subway noise is eliminated, this bold new venue will not achieve its shining potential.

Ms. Jepson last wrote on for the Journal on patrons of new music.

EX. 8 DATE 9/29/03
WITNESS Tweddale
MARGARET WALKKY

September 29, 2003

Rear Adm. J.M. Garrett
Responsible Official
Commander, 13th Coast Guard District
915 Second Avenue, Room 3510
Seattle, WA 98174-1067

Mr. Ross Macfarlane
Director, Legal & Environmental Affairs
Seattle Monorail Project
1904 Third Avenue, Suite 105
Seattle, WA 98101

EX. 9A DATE 9/29/03
WITNESS ZALUTSKY
MARGARET WALKKY

Dear Sirs:

I would like to comment on the Green Line Environmental Impact Statement issued by the Coast Guard and the Seattle Monorail Project in August 2003. I have divided my comments into two sections, one general comments on the DEIS and specific comments about the proposed Preferred Alternative across the Seattle Center grounds (Seattle Center/Republican).

General Comments:

1) I found the document to be confusing, and not very user-friendly. I would suggest at a minimum, when the final document is printed and made available to the public again, that cross-referencing provide page numbers to direct the reader to specific pages.

2) I found the mitigation discussions to be inadequate and insufficient—impacts of the Green Line have not been properly identified, and no commitment by SMP has been made to address the required mitigation. The word 'could' is used throughout the document, rather than 'shall' or 'will'.

3) The SMP suggests that the building of the Monorail itself is mitigation to our current traffic situation, however the DEIS does not address the mitigation required for the situations created by the building of the Monorail.

4) The DEIS is lacking detailed information on construction management and construction staging, thereby making it impossible to assess the mitigation required during the construction period.

5) Accurate visual representation of shade and shadow is lacking in most, if not all of the images. Additionally, Monorail trains and people should be represented in all images.

1725 Westlake Ave N, Suite 202
PO Box 9750
Seattle, WA 98109-0750
(206) 281-7788
Fax (206) 281-7799
www.onereel.org

EX. 9B DATE 9/29/03
WITNESS Walkky
MARGARET WALKKY

Specific Seattle Center Comments:

1) The new station location being discussed for both the Mercer Street and cross-Center (Seattle Center/Republican) on the west side of Fifth Avenue is not included in this DEIS at all. Will there be a supplemental review of this new station location and a subsequent 45 day comment period? Are there other changes to station locations or the guideway similarly not discussed in the DEIS?

2) The DEIS does not reflect the principles and guidelines in the Seattle Center Master plan, adopted by the City Council, as recently as 2000. Please comment in detail on the many places of conflict that arise from the proposed Green Line crossing the Seattle Center, including but not limited to protecting the International Fountain Lawn area, vehicles need to stop at the perimeter of the grounds, and the specified protection of the most valuable trees.

3) The DEIS document does not address ways to mitigate the effects of noise and vibration through the Seattle Center, in particular across the International Fountain Lawn.

4) The DEIS document does not address ways to mitigate the visual impact of trains running through the Seattle Center and the School District's Memorial Stadium. Please address this issue for both day time and night time use, including the issue of moving lights of the monorail trains.

5) The DEIS does not specifically address the mitigation of the loss of Northwest Court Rooms for meeting and exhibition space throughout the year, and especially at the Festivals.

6) The DEIS does not specifically address the mitigation of the loss of the Courtyard area at the Northwest Court Rooms for loss of revenue generating activities by the Festivals and other events, thereby potentially jeopardizing the economic viability of these events and the Seattle Center.

7) Please provide specific mitigation information, including who would cover the costs of modifying the Experience Music Project (EMP) to accommodate one or both directions of the Monorail trains, if the cross-Center route were to be selected. Also, please provide specific information about the exact guideway location, if both directions can not be accommodated within EMP.

8) As the impact of the Monorail trains running through the Seattle Center is a subjective analysis, which we believe to be significant, please define the process for assessing and the mitigation of the potential financial loss to Festivals and events at Seattle Center, due to the selection of the cross-Center route.

In spite of the issues raised in this letter, it is clear by examining the DEIS, that according to SMP's own research and criteria, the Mercer Street alternative has fewer

environmental impacts than the cross-Center route (Seattle Center/Republican). In fact, in the 15 categories represented in the DEIS Executive Summary, the Mercer Street alternative is equal to or has fewer impacts than the cross-Center route in 14 of 15 categories.

I hope the SMP staff and board will respect this information, and make a choice that balances the greater good of the regional community when it comes time to make the final route determination.

Please serve the Seattle Center well. Do not sever it!

Best regards,

Jane Zalutsky
President
One Reel

cc: Mayor Greg Nickels
City Council

EX. 1U DATE 4/27/03
WITNESS Coney
MARGARET WALKKY

SEATTLE MONORAIL PROJECT
COMMENTS ON THE GREEN LINE DEIS TO SMP
Donald John Coney, 3227 - 13th Ave. W., Seattle, WA 98119
djohnconey@aol.com 206/283-2049

- Many thanks to SMP for responding effectively to the DEIS scoping comments of the Queen Anne Community Council, Uptown Alliance and Friends of Queen Anne.

- Remaining concerns center on these issues:

1/ Access and visual impact issues surrounding the preferred station location at Elliott Ave. and W. Mercer.

The 80-foot drop in elevation from W. Mercer at W. Mercer Place in Uptown down to W. Mercer near Elliott at the ground level grade of the station requires a better access facility than the existing wooden stairways. But an elevated bike/pedestrian bridge would impact residential views. Another issue is the reluctance of station designers to allow riders directly into an upper level of the station to allow the bridge to be less steep.

2/ Impacts on the Uptown Urban Center structures and redevelopment potential by the Mercer (3.2) Route

The impacts on cultural and business buildings on Warren Ave. N., Mercer St., and 5th Ave. are not fully called out for study in the DEIS. The impact on redevelopment value on those streets is not addressed in the DEIS.

3/ The incompatibility of the Mercer Route with existing plans is not fully addressed in the DEIS:
- The Queen Anne Plan's Uptown Urban Center Strategy
- Seattle Center's Mercer Theater District Plan's Mercer beautification and pedestrian improvments.

4/ A major strategy of the Queen Anne Plan is to establish and develop to an excellent standard the Uptown Urban Center.

Will the monorail "Violate our most cherished green space for public gathering and reflection" (Councilmember Steinbrueck) or add another layer of wall separating Queen Anne from Seattle Center?

If you subscribe to the "cherished green space place of reflection" position of Peter Steinbrueck, you may want the trains on Mercer.

If you're a Queen Anner, a Seattle Center performing arts fan, or an Uptown stakeholder, you'll want to run the line through Seattle Center. There's really no middle ground, so City Councilmembers must choose.

The design of the Northwest route through the center is primarily over paved and unusable areas of the center, hugging the perimeters of open spaces. Not one square foot of lawn at the fountain is lost.

The Mercer Route requires the use of large and unsightly steel or concrete "straddle bents" or beams that span the entire width of Mercer at the ninety degree turns near Larrry's Market at Warren N. and at Tower Records/Channel 9 as Mercer meets 5th Ave. See the picture of Mercer at 5th with monorail.

When the work by hundreds of Queen Anne neighbors on the Queen Anne Plan began, one of the few things everyone agreed on is the importance of improving mobility and above all mitigating the "Mercer Mess" traffic freeze. The Mercer Route of the monorail would narrow the lanes on Mercer at the Seattle Center bottleneck.

The already narrow sidewalks will be compromised by the Mercer column placement, and the Center's plans to improve this new "Theater District" will be diminished.

The visual impacts of the elevated track and trains will detract from the McCaw Performance Hall and devalue the development potential of all properties within two blocks of Mercer, Warren N. and 5th.

John Coney, 3227 - 13th Ave. W., Seattle, WA 98119 djohnconey@aol.com 283-2049

The Mercer route would also remove about 40 more large trees than the Northwest Route.

The Mercer Route could be a budget-buster. The SMP is now telling us that the Mercer route will add 30 seconds to every trip and cost $16 million more to construct than the Northwest route.

By devaluing the Uptown Urban Center, the Mercer Route may result in more development pressure on other parts of Queen Anne to absorb the immanent density increase.

Folks like us who have worked to develop and implement the Queen Anne Plan know that the heart of the Plan is the establishment and excellent development of the Uptown Urban Center at the southern foot of Queen Anne Hill.

With no Uptown Urban Center we can expect scads of spot rezoning and big bulky buildings on view slopes and the hill top residential blocks. "Strippergate" gave us a clue as to how that can happen as pressures on elected City Councilmembers for development favors begin to mount.

All the Queen Anne civic organizations share a common position favoring the Northwest Route.

- At the bottom of all the arguments is this tough choice: Honor Seattle's Neighborhood Planning decisions in Queen Anne or honor the "cherished green space" north of the fountain and the outdoor festivals who utilize and monopolize Seattle Center 11 days each year.

If neighborhood planning is negated, there will be strong interest in affecting City planning decisions through the ballot box, district elections and citizen initiatives.

John Coney, 3227 - 13th Ave. W., Seattle, WA 98119 djohnconey@aol.com 283-2049

Here are my citations and questions about the DEIS for the Green Line, August 2003:

4.1 TRANSPORTATION

Table 4.1-16 Year 2020 Green Line Daily Boardings...Peak Hour Estimates

Ridership estimates in this table for the proposed Elliott/Mercer station place it on a par with Seattle Center/Queen Anne and Belltown. This is not credible given the tenuous connection the City provides today between W. Mercer near 5th W. at the top of the bluff and W. Mercer near Elliott at the station ground surface grade level. How will this figure be recalculated?

Table 4.1-17 Year 2020 Green LIne pm Peak Hr. Mode of Access/Egress

This table indicates that peak hour access by bus/rail transfer at Elliott and Mercer would be 105 bus transfers, but at Dravus/16th only 1 bus transfer. This does not agree with KC Metro Transit's designation of the Dravus station as a minor bus line termination and turn-around station. Why would so many more Magnolians be brought to Mercer than to Dravus by Metro buses?

4.1 Traffic Volumes and Level of Service

This paragraph cites W. Dravus/16th Ave. W. (2.2) as one of three intersections in Interbay projected to have an LOS level F in 2010. If the Dravus Bridges are determined to be within a zone of influence for mitigations, the bridge LOS should be mitigated. How will the bridges with poor LOS in part due to monorail-bound traffic be mitigated?

4.1 Pedestrian and Bicycle Facility Impacts

"sidewalks do not exist along W. Mercer Pl. between Elliott Ave. W. and W. Mercer St..." This lack of sidewalks on W. Mercer Pl. together with the steep wooden steps dropping approximately 80 feet between W. Mercer/W. Mercer Pl. and W. Mercer near Elliott, indicate the lack of Bike/Pedestrian access from Uptown to the Elliott at W. Mercer station location. How will the bike/pedestrian access from Uptown at the grade of W. Mercer at W. Mercer Pl., the head of the wooden steps, to the grade of the station be mitigated?

Table 4.1-33 Interbay Segment: Parking Losses at Station Alternatives

Route 2.2 and the station at W. Dravus/16th W. take 15 on and off-street parking spaces from the QFC supermarket. How will this loss be mitigated to preserve the viability of the supermarket?

John Coney, 3227 - 13th Ave. W., Seattle, WA 98119 djohnconey@aol.com 283-2049

4.1 Access and Circulation

"Alternative 3.2 (Mercer Route) would have the least potential for affecting access and circulation." the Mercer Route requires narrowed lanes on Mercer in the Seattle Center frontage blocks, the major pinch point in the Uptown Urban Center. The Mercer Route is, at these blocks on Mercer, in conflict with the Mercer Theater District pedestrian facilities planning which would widen sidewalks on the south side of Mercer at the Phelps Center, McCaw Performance Hall, Seattle Center Arena, and KCTS. How can the Mercer Route mitigate the need for wider sidewalks on the south side of Mercer between Warren Ave. N. and 5th Ave.?

Traffic Safety

"Alternative 3.2.1 would result in the least impacts to traffic safety..." The Mercer Route would narrow traffic lanes on the most congested blocks of Mercer St. in the Uptown Urban Center. How can the safety issues on Mercer be mitigated?

4.2 DISPLACEMENTS AND RELOCATION

Table 4.2-3 Summary of Displacement of Businesses and Households
Queen Anne/Seattle Center/Belltown Segment
Alternative 3.1 Northwest Route 12-13 businesses displaced

This seems high, given the fact that most of the route that differs from the Mercer Route (3.2) is on City property. Which businesses are displaced by 3.1? A loss of 29 housing units is also cites. Which units? Is this the Delmarre Apts. at 1st N./W. Harrison which is now to be under the monorail row?

4.3 LAND USE AND NEIGHBORHOODS

4.3 "Indirect impacts to land use and neighborhoods could also result, although they may occur later in time or as a consequence of impaacts to other aspects of the environment. Indirect impacts could include longer-term effects related to changes in the pattern of land use, population density, growth rate, and traffic levels."

"Other direct impacts considered include whether the project physically or functionally divides one part of the neighborhood from other parts of the neighborhood in a way that affects the neighborhood's ability to function as a coherent community."

These two statements indicate a sensitivity by the DEIS to the characteristics of the Mercer Route (3.1) which would wall off Seattle Center from the other parts of the Uptown Urban Center to the north and west. Why is this more of a wall than the Northwest Route segment at the north end of the Seattle Center Fountain Quadrangle? It is a barrier splitting off the Queen Anne/Uptown Urban Center residential/commercial neighborhood from the Mercer St. Theater District frontage. This is in contradiction to the Theater District plans to beautify the Theater District blocks of Mercer. The Mercer Route also contradicts a prime tenet of the Seattle Center Masterplan 2000 which is to open Seattle Center to the surrounding neighborhoods. How can the Mercer Route (3.2) be mitigated to reduce or eliminate the wall effect?

4.3.1 "The Green Line would connect the city's urban center with the urban villages of Crown Hill, Ballard, Alaska Junction, and Morgan Junction, and the Ballard/Interbay and SODO/Duwamish manufacturing and industrial centers."

Please designate the Uptown Urban Center in this Section.

4.3.2.1 Segment 3: Queen Anne/Seattle Center/Belltown Segment
Alternatives 3.2 (Mercer)

This section dismisses the long-term impacts of the Mercer Route along Mercer St., a SEPA scenic route:
- in creating a wall between Queen Anne/Uptown Urban Center and Seattle Center.
- in creating a worse bottleneck on Mercer at the Seattle Center frontage in the "Mercer Theater District"
- the incompatibility of the Mercer Route with the Mercer Theater District beautification and pedestrian facilities improvements plans
- the zone of impact which would devalue the redevelopment potential of the Uptown Urban Center on Warren Ave. N., Mercer St., and 5th Ave.

4.3.2.2 Consistency with Adopted Plans and Policies

The Queen Anne Neighborhood Plan Key Strategy, establishment and redevelopment of the Uptown Urban Center (which includes Seattle Center) depends on the excellent redevelopment of the Uptown Urban Center to be the location of physical densification, new jobs, and dense residential construction. Without the Uptown Urban Center's excellent redevelopment pressure will build to add densification to the Queen Anne hilltop and view slopes as in years past. The Mercer Route violates this Key Strategy of the Queen Anne Plan:
- in creating a wall between Queen Anne/Uptown Urban Center and Seattle Center.

John Coney. 3227 - 13th Ave. W., Seattle, WA 98119 djohnconey@aol.com 283-2049

- in creating a worse bottleneck on Mercer at the Seattle Center frontage in the "Mercer Theater District"
- the incompatibility of the Mercer Route with the Mercer Theater District beautification and pedestrian facilities improvements plans
- in creating a zone of impact which would devalue the redevelopment potential of the Uptown Urban Center on Warren Ave. N., Mercer St., and 5th Ave.

Table 4.3.4 Primary Zoning Designations: States that the primary zoning is NC#-85. The Seattle Center is the only place in the Uptown Urban Center that is zoned NC3-85. The other parcels in the Uptown Urban Center are zoned NC3-40 and NC3-65.

Refer to the page 4-146 of the DEIS which states that "The Size of the staion would be compatible with zoning (NC3-85) which sets an 85 foot height limit and allows a variety of commercial and entertainment uses and would be generally in scale with existing nearby development."

Please designate the underlying zoning for the 1st Ave. N./Republican St. station and the 5th Avenue and John St. station correctly, allowing for the 65' exception included in new City Ordinances.

4.4 ECONOMICS

4.4.1.3 "The Seattle Center hosts many of the city's most important arts and cultural vuenues and it has a substantial number of business and organization clients operating within the Seattle Center Campus, making it a unique econmic activity area within the City of Seattle."

This section and Chapter 4.2 (Displacement and Relocation) talk about the displacement of businesses and residents, however the sections fail to mention the opportunities for additional residential and business opportunities. The site of the QFC supermarket on the north side of Republican between First Ave. N. and Warren Ave N. and the Diamond Parking Lot across the alley are examples of potential mixed use development sites close to the Key Arena monorail station.

4.4.2.1 System Level Impacts
Segment 2: Interbay Segment

The station at Elliott Ave. W. and W. Mercer St. would reduce property values of residential units to the northwest, north and northeast of the triangular block on which it is proposed to locate this station. To achieve reasonable bike/pedestrian access to the station from Uptown, the grade level at W.

Mercer and W. Mercer Pl., an elevated walkway would be needed which would be in the view from many residential units surrounding this station location. How can this impact be mitigates? How can elevated access facility visual impacts be mitigated at this site?

Segment 3: Queen Anne/Seattle Cener/Belltown Segment

This text ignores the zone of influence created by the Mercer Route (3.2) that would devalue the redevelopment potential of the Uptown Urban Center properties and active businesses on Warren N., Mercer and 5th Ave.

4.5 VISUAL QUALITY AND AESTHETIC RESOURCES
4.5.1 Affected Environments
Segment 3: Queen Anne/Seattle Center/Belltown Segment

Mercer St. description ignores the visual/aesthetic impacts of the Mercer Route (3.2) on Mercer St.:
- in creating a wall between Queen Anne/Uptown Urban Center and Seattle Center.
- in creating a worse bottleneck on Mercer at the Seattle Center frontage in the "Theater District"
- the incompatibility of the Mercer Route with the Mercer Theater District beautification and pedestrian facilities improvements plans
- the zone of impact which would devalue the redevelopment values of the Uptown Urban Center on Warren Ave. N., Mercer St., and 5th Ave. and thereby create a less excellent aesthetic standard in the Uptown Urban Center.

The pedestrian-oriented environment paragraph ignores the contradictions between the Mercer Route and the Mercer Theater District Plans.

How can the Mercer Route segment on Warren and Mercer be mitigated to allow the Mercer Theater District Plans to be fulfilled and to eliminate the wall effect between Queen Anne/Uptown and Seattle Center?

4.5.2.1 Segment Specific Impacts
Alternative 3.2

How can the Mercer Route segment on Warren and Mercer be mitigated to allow the Mercer Theater District Plans to be fulfilled and to eliminate the wall effect between Queen Anne/Uptown and Seattle Center?

How can the Mercer Route's straddle bents at Warren Ave. N. at Mercer and 5th Ave. at Mercer be mitigated to eliminate neighborhood blight, an effect not seen in the Northwest Route (3.1)?

4.5
This section describes the character of the existing landscape, the potiential visual impacts of the alternatives and potential mitigation measures. This section referring to the the "Queen Anne/Seattle Center area" talks exclusively about the visual impacts on the Seattle Center campus and never mentions the Uptown Urban Center impacts of the Mercer Route and the Northwest Route.

Please include visual, noise, and aesthetic impacts to properties on the North side of Republican between 1st Ave. N. and Warren Ave. N.; the west and east sides Warren Ave. N. between Republican and Mercer Streets; the north side of Mercer St. between Warren Ave. N. and 5th Avenue; 5th Avenue between Mercer St. and Denny Way.

Table 4.5-6 The view referenced is from Seattle Center and West Harrison towards the Central Business District skyline. The view toward Elliott Bay is obstructed by the Key Arena. The view from the Uptown Urban Center west of the Seattle Center is primarily of the Space Needle and the CBD skyline.

4.7 NOISE AND VIBRATION
4.7.1.5 Vibration Standards and Criteria

Will there not be a zone of influence in which noise/vibration will be perceptable withing performing arts structures and businesses that will affect the artists, workers, and audiences, leading to devaluation of both public and private structures in the Seattle Center and Uptown Urban Center along Warren Ave. N., Mercer, and 5th Ave.? How can these economic effects be measured? How mitigated?

Is there not a zone of influence along Warren Ave. N., Mercer, and 5th Ave. in which redevelopment values will be reduces and the excellence of redevelopment projects in the Uptown Urban Center lessened?

4.9 PUBLIC SERVICES AND UTILITIES
4.9.1.2 Affected Environment - Utilities
Sanitary, Sewer, and Stormwater.

The Mercer Route could endanger the integrity of the new, as yet unused CSO storm drain main pipe under Mercer St. A leak in this 7-foot diameter pipe at a time of heavy rain would endanger the foundations of many public buildings on the Seattle Center campus fronting on Mercer.
How can this danger be mitigated?

4.9.2.1 Long-Term System Impacts -Public Services
"Delay of vehicles fdue t reduction in level of sercies at intersections"

The Mercer Route narrows the lanes of Mercer between Warren Ave. N. and 5th Ave. This creates a multiple lane shift between Uptown and SLU. Will this exascerbate the "Mercer Mess"? This issue is not addressed.

4.11 CULTURAL RESOURCES
4.11.3.1 Long-term Impacts
Segment 3: Queen Anne/Seattle Cener/Belltown Segment
Alternative 3.2 Mercer

No mention is made of the impacts on cultural resources such as the Seattle Rep theaters, the Phelps Center headquarters of Pacific Northwest Ballet, McCaw Performance Hall, the Nesholm Lecture Hall, and KCTS, the region's public television station. How will the future of these costly, privately and publicly funded facilities be devalued by the proximity of the monorail beam on the Mercer Route alignment?

EX. ____ DATE ____
WITNESS KUBAS
MARGARET WALKKY

18th Avenue NW Block Watch Comments on Proposed Monorail Green Line

The residents of 18th Avenue NW, between NW 80th and NW 85th Streets, have been following the activities of the Monorail Project over the last several months. Many of the residents in our neighborhood support the Monorail Project. However, many of us are concerned about the impact the project will have on our neighborhood and local community. Our Block Watch group has met to discuss the impact of the proposed project on our neighborhood, and we've outlined several areas of concern that we would like the Seattle Monorail Project (SMP) to consider in their planning and development processes.

Our concerns are as follows:

1). Proposed location of the NW 85th Street Station.

We are concerned about the proposed location for the station on the southwest corner of NW 85th Street and 15th Avenue NW. There are several small businesses in this block that are frequented by residents within our neighborhood. We believe that these small businesses add value and flavor to the fabric of our neighborhood and we are strongly opposed to having these businesses displaced by the Station. We are opposed to the proposed location of the NW 85th Street station being located in the 8300 block of 15th Avenue NW and instead strongly advocate that the Seattle Monorail Project (SMP) consider locating the Station in the northwest corner of NW 85th Street and 15th Avenue NW. Locating the Station between 8501 and 8519 15th Avenue NW would impact fewer businesses and, we believe, would have a more positive impact on our neighborhood. Three of the four businesses between 8501 and 8519 15th Avenue NW are bars or night clubs that detract from our local community environment. We believe our community would be much better served if the Station were located in the 8300 block of 15th Avenue NW. This would be more compatible in keeping with the family-oriented environment of our neighborhood and would minimize the negative impact of displacing valued small businesses frequented by local residents.

2). NW 85th Street Station Traffic and Parking Impact

- Increased Volume of Traffic

We anticipate that the traffic volumes in the NW 85th Street and 15th Avenue NW area will increase substantially with the development of the NW 85th Street Station. We are concerned that Chapter 4 of the Draft Environmental Impact Statement (DEIS) seriously underestimates the number of people that will travel to the NW 85th Street Station to access the Monorail. The intersection at NW 85th Street and 15th Avenue NW already has high traffic volumes. During evening commute hours it is often impossible to make a left-hand turn from NW 85th Street to 17th, 18th or 19th Avenues NW because the traffic going east on NW 85th is backed up bumper-to-bumper from the traffic light at 15th Avenue NW past 19th Avenue NW. The same is true traveling in the opposite direction during the morning commute hours. We believe this congestion will be exacerbated with the development of the NW 85th Street Station, particularly during commute hours and during scheduled downtown events such as Seahawks or Mariners games, and events at

Seattle Center. We respectfully request that the impact of traffic volumes in the immediate area of the proposed NW 85th Street Station be re-evaluated and a plan be developed, with input from local residents, that addresses mitigation of the increase in traffic volumes.

- Lack of planned parking facilities for the NW 85th Street Station Parking Parking Parking

We are very concerned about the absence of any planned parking facilities as part of the development of the NW 85th Street Station. We do not want our residential streets turned into parking lots for the Seattle Monorail Project. As noted above, we anticipate that traffic volumes will substantially increase with the development of the NW 85th Street Station, and the need for parking is concomitant with increased traffic volumes. At a minimum we respectfully request that the SMP work with local residents in sponsoring the following traffic and parking controls to mitigate congestion within the immediate neighborhood of the station:

1. Approval of Restricted Parking Zones on residential streets within a six block radius of the station, and
2. Traffic Circle built at the intersection of 18th Avenue NW and NW 83rd Street, and
3. Median divider on NW 85th Street be extended from the intersection of NW 85th and16th Avenue NW to the intersection of NW 85th Street and 19th Ave NW, and
4. Additional stop signs and/or stop lights installed on NW 85th Street between 19th Avenue NW and 35th Avenue NW.
5. Timing of the stop light at the intersection of NW 85th Street and 15th Avenue NW is monitored and modified as needed for increased traffic volume, and
6. Coordination between the SMP and Seattle Metro be established to assure frequent and convenient "feeder" bus services to the NW 85th Street Station from outlaying neighborhoods.

3). Impact of Noise Level at NW 85th Street Station

We are concerned about the impact of the noise level that will result from both the construction and the subsequent operations of the NW 85th Street Station.

- Noise Impact During Construction

We respectfully request that construction noise be reduced as much as possible with appropriate silencing and muffling equipment and engine enclosures. We request that running equipment be turned off while idle, portable barriers be placed around operating equipment, and that construction activities be confined to daytime hours Monday through Friday.

- Noise Impact During Monorail Operations

We believe that the noise level, once the Monorail is in operation, could be potentially significant to the relatively quiet existing noise level in our neighborhood. In addition to the monorail trains running routinely through the NW 85th Street Station there will be significantly more bus, auto, bicycle and foot traffic in the immediate neighborhood. These factors need to be considered by the SMP and factored into a noise mitigation plan that is developed in conjunction with local residents and businesses. In addition, we

respectfully request that noise from routine operations of the Monorail be mitigated by use of appropriate design features, including limiting train speeds, use of monorail cars that meet specifically reduced noise levels, and installation of guideway structures that ensure reduced noise levels.

4). Visual Quality of the NW 85th Street Station

We are very concerned about the size and scale of the proposed NW 85th Street Station and the visual impact that a six story structure will have on this neighborhood. Development of this structure will have a huge visual impact on our neighborhood and we believe the Draft Environmental Impact Statement (DEIS) does not adequately address this issue. The DEIS indicates that viewer expectations for the NW 85th Street Station are low – to – moderate due to existing traffic volumes and lack of landscape improvements in the area. We, the residents of this area, strongly disagree with the DEIS assessment of low – to – moderate viewer expectations. Currently, the intersection at NW 85th Street and 15th Avenue NW does not have a high visual quality, but our vision for the future of this neighborhood is to improve the visual and aesthetic value of the area. We respectfully request that the SMP work with the residents and local businesses in the Crown Hill area to improve the visual quality of the area as the station is developed. We take exception to the DEIS assumption that, because the current visual quality is low, the expectation for future improvements is low.

5). Request Extension of the 45 Day Comment Period

Due to the huge impact the monorail will have on our neighborhood, we respectfully request an extension of the 45 day comment period to a 90 day comment period.

Submitted by:
Debbie Kubas
8315 18th Avenue NW
Seattle, Washington 98117
(206) 901-6064

City of Seattle
Gregory J. Nickels, Mayor

EX. 12 DATE 9/29/03
WITNESS Kitchen
MARGARET WALKKY

SEATTLE PLANNING COMMISSION TESTIMONY
SEATTLE MONORAIL PROJECT DEIS
September 29, 2003

Good evening, my name is Matthew Kitchen and I am here representing the Seattle Planning Commission.

The Planning Commission, appointed by the Mayor and confirmed by the City Council, advises the City on planning policies and major planning projects. The Commission has participated in planning for the monorail in a variety of ways over the past year and a half including a similar review of the programmatic DEIS in 2002.

The Planning Commission has reviewed the Draft Environmental Impact Statement for the Seattle Monorail Project and is preparing its formal comments to submit by the October 14 deadline. Our comments are focused on strengthening the EIS and ensuring that it provides the intended guidance for negotiating the mitigation of impacts from the selected alignment and stations.

This testimony and our detailed comments will be available on the Planning Commission's website. Today I am highlighting the major issues that have emerged in our more detailed review and comments.

OVERALL COMMENTS

1. The EIS is a decision-making document – it will be used by the City and the SMP in future contracting and permitting actions to determine specific measures for mitigating adverse impacts.

   While the DEIS contains a significant amount of information, there is a consistent underestimation and understatement of the adverse impacts resulting from the monorail project, and too little attention given to specific mitigation strategies. Few commitments are made to mitigate impacts that are identified.

   The Planning Commission calls for further work that provides more thorough identification and analysis of impacts and mitigation measures. This is necessary to achieve a Final EIS that is both informative and useful to elected officials in making upcoming decisions related to Seattle Monorail Project. If the FEIS cannot provide an increased level of detail because the project is not sufficiently developed, then the FEIS should state the SMP's commitment to supplemental environmental analysis when such detail is available.

2. The DEIS does not establish any thresholds that allow decision-makers, or citizens, to clearly understand when impacts reach the level of requiring specific mitigation. Without this, there is no accountability mechanism that can be used to ensure that impacts will be addressed. **The FEIS must include a thorough analysis and description of how city and SMP officials, as well as citizens, will know when mitigation can be expected to "kick in".**

3. The DEIS does not adequately acknowledge or address the assumption that Metro bus services can and will be reprogrammed to supply the feeder service needed to produce the anticipated ridership that makes this system viable. **This is an area of project risk so monumental that it simply must be addressed in the FEIS.**

4. There are some significant omissions in the DEIS. These include a failure to acknowledge and analyze the monorail projects consistency with City policies and plans (e.g. downtown view corridor policies), failure to address coordination with other major projects (e.g. buses displaced from the downtown Transit tunnel), and failure to consider the energy and rate impacts of peak load use of the local energy system. **In our written comments, the Planning Commission will detail specific areas of the project (including project construction) that we believe require additional analysis and a clear definition of mitigating strategies in the Final EIS.**

In closing, I want to recognize the immensity of the task that the SMP staff and consultants have undertaken in preparing this DEIS. We appreciate their work, particularly where detail and analysis has provided the reader with a good picture of impacts and ways to mitigate them. However, much more work needs to be done to make this a comprehensive decision-making tool for the City, the SMP and the community.

EX. 17 DATE 11/11/03
WITNESS Chase
MARGARET WALKKY

9/29/03 Public Hearing

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

#32 speaker in evening program

Name: Julia Chase

Organization: Longfellow Creek P-Patch

Address: 8145-29th Ave. SW

E-mail Address: jchase4@juno.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

My top 10 reasons for moving the Delridge Station to Spokane Street was cut short due to the 3 min. limit. My last 4 reasons:

7. Native American History. Tribes fished here and traded with other tribes.

8. There are no buses in this area along Longfellow Creek. They will all have to be re-routed to this small, tight, greenspace/neighborhood.

9. Visual Impact. The 75' high Delridge station and guideways "would have moderate to high visual impact on the Longfellow Creek Greenbelt" (according to DEIS). This cannot be mitigated.

10. Value of the Longfellow Creek Park to humans. Research has shown that peaceful serene places reduce stress and blood pressure. We all need that!

EX. 17 DATE 9/29/03
WITNESS Chase
MARGARET WALKKY

9/29/03 Public Hearing

SEATTLE MONORAIL PROJECT

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EX. 13 DATE 9/29/03
WITNESS Stoker
MARGARET WALKKY

Seattle Monorail Project
Public Hearing
On
Draft Environmental Impact Statement

Elliott West Office Project Testimony

The tenants and ownership of the three office buildings known as Elliott West specifically located at 351, 401 and 501 Elliott Avenue West, with the cross street of West Harrison Street, all support the Monorail and its planned station at Mercer and Elliott Avenue West. We look forward to the completion of the Green Line!

With respect to the alignment

We fully support a center of the roadway alignment along Elliott Avenue West.

Center alignment will help mitigate the impact of noise, vibration, and the blockage views of the businesses in our buildings.

As you may be aware, the land use plan for the west side of Elliott Avenue encourages biotech and high technology development.

The anticipated added noise and vibration emanating from a monorail running on the west side of the street could cause severe impacts on these types of user groups – which are our tenants.

The Elliott West office buildings already experience significant noise and vibration from the railroad activity 5' from the buildings' west side.

In addition, the current land use code allows for height bonuses granted to developers in return for incorporating west view corridors into projects along Elliott Avenue. The Elliott West office buildings were built with view corridors.

Again, we strongly urge a center of roadway alignment along Elliott Avenue.

We request, in developing alignment plans along Elliott Avenue, specifically in the vicinity of our project, that the SMP to be mindful of the view corridors, and the spacing of the monorail columns. It is critical in our area so that you do not obscure these existing view corridors.

Also, we urge SMP to be sensitive to the busy intersection at West Harrison and Elliott Avenue West.

As you know this intersection includes acute angles, and the monorail column placement as the alignment transitions from Elliott Avenue to Harrison Street will have to be sited to avoid making an already complicated intersection more complicated.

With respect to a Mercer & Elliott station location:

We also fully support a station located at Mercer & Elliott. This location has many benefits. Briefly,

This station location will serve the existing and emerging businesses in the immediate vicinity, and continue to spur desired development along the Elliott Avenue corridor.

The Mercer station has the ability to consolidate and enhance the **live, work and play** environment - integrating the northern waterfront (including the cruise ship terminal), Belltown, and lower Queen Anne neighborhoods.

The Mercer Street station will be close to existing parks, business and residential districts that will make it a popular, and well used station immediately.

We believe that these attributes are best enhanced with locating the station on the east side of street. We request the SMP and the final EIS address an east location of the station, rather than a station located in the center or one that spans both sides of Elliott Avenue West.

The Mercer station on the east side of the street should be built utilizing the adjacent slope and land, allowing for drop off zones and multi entry points. Locating the Mercer street station on the east side of Elliott Avenue encourages the live, work and play aspects of the surrounding neighborhoods.

We request your consideration with the development of the Mercer street station on the east side of Elliott that the SMP work with the City of Seattle in developing more pedestrian friendly east-west crosswalks on Elliott Avenue, especially at Harrison Street.

Thank you for considering these comments.

We wish you well as you move <u>from planning to building</u> this beneficial transportation system.

Respectfully submitted by:

Susan Stober
Property Manager
Koehler & Co.
Representing Elliott West - 351, 401 and 501 Elliott Avenue West

QUEEN ANNE
CHAMBER of COMMERCE
Serving Queen Anne from Top to Bottom
P.O. Box 19386
Seattle, WA 98109

EX. 15 DATE 9/29/03
WITNESS Biharry
MARGARET WALKKY

September 23, 2003

Mr. Peter Steinbrueck
Seattle City Council President
City Hall, Second Floor
600 Fourth Avenue
Seattle, WA 98104-1846

RE: SEATTLE MONORAIL PROJECT

Dear Councilman Steinbrueck:

We believe your proposed Resolution to erase the "Northwest Route" of the Seattle Monorail Project does not offer the best solution. We do agree when you state the "Seattle Center is a centerpiece of our city's urban landscape". Which is why the Northwest Route serves as the most natural route to showcase this centerpiece on a daily basis and best serve the voting public initially approving this project.

Implementing the Northwest Route allows our community to incorporate an engineering marvel with an exciting masterpiece, both of which are ahead of their time. You have the opportunity to approve to create an innovative symbol of Seattle's community effort that your constituents will appreciate and proudly exclaim as "our own". As a city representative, why wouldn't you or others wish for this to become a reality?

It remains the civic responsibility of the City Council to implement the wishes of our community, a responsibility each councilmember must take seriously. A responsibility that each resident, business owner, and voter will always remember as their drive towards I-5 along Mercer becomes even more congested and traffic laden then it already can be.

And while some trees may be uprooted, they are always replaced and replanted. But, you cannot replace or replant the "uprooted trust" that will be lost by turning a "tolerable" traffic situation into a guaranteed "daily grind". We citizens have placed great trust in your ability to legislate in a fair and meaningful manner – and now is an opportunity to highlight that trust by proceeding in the appropriate manner by implementing the Northwest Route.

Bypassing the Seattle Center for a longer, more time consuming route can result in additional expenses, construction delays, and provides fuel for future debates. The City Council has a prime opportunity to prevent making mistakes now that will affect our children's future forever. We are reliant upon you to prevent these mistakes by re-evaluating your stance on a new route proposal.

This is not a plea for help. This is a call for justice. With Seattle in a well-documented position as one of the nation's worst traffic flow cities, why would the City Council vote to deliberately worsen the situation when a viable solution exists that would prevent, resolve, and curtail such future problems? Again, you can replant trees but cannot replant trust.

Sincerely,

Joseph F. Gong, II
President, Queen Anne Chamber of Commerce
President, Seattle Junior Chamber of Commerce

Cc: City Councilmembers Nick Lacata, Jim Compton, Richard Conlin, Jan Drago, Richard McIver, Judy Nicastro, Margaret Pageler, Heidi Wills

Comments to Monorail DEIS Green Line, September 29, 2003

WITNESS Ellison
MARGARET WALKKY

Richard Ellison, Save Seattle's Trees! 4418 Latona Ave NE, Seattle, WA 98105

e Monorail is a wonderful addition to the Seattle community, but too many trees will be removed for the construction of the onorail not to examine ways to reduce these losses. Over 1000 trees are at risk of being removed, and this is a large sacrifice. In addition, the DEIS, while it provides a large database on street trees, has little, and perhaps really no analysis before it concludes there will be No Significant Impacts from both construction and operational phases. This is an inaccurate and false conclusion.

Seattle is also in a tree loss crisis. Trees on private property are not protected and are removed with almost every construction project. Public trees have some protections, but still over 1000 trees maybe removed for this, the Green Line, only the first phase of monorail. Tree canopy cover surveys of Seattle have shown rapid loss of tree cover. And unless better construction practices are found, and alternatives with less impacts to trees chosen, the construction of the monorail and its future phases will further devastate the mature treescape of Seattle.

We wish to examine the following:
1) What will be lost? 881 trees are noted + probably 100's not surveyed in greenbelts = > 1000 trees.

2) Is the DEIS adequate in analyzing tree losses? Loss of > 1000 trees is a serious significant impact and it is not sufficiently analyzed and opportunities for mitigation may be lost. The conclusions of No Significant Impact is incorrect.

3) What mitigations are available? Reducing the numbers to be lost by choosing the best alternatives + finding ways to preserve trees during the construction phase.

4) What needs to be improved in the DEIS? Examining the data presented, it is obvious that >1000 trees will be removed, but no overall totals or totals by alternatives are presented. There is no analysis of canopy cover to be lost, even though aerial photos are available at the University of Washington libraries or other sources. A complete survey of impacted greenbelt areas are needed. And what are the best trees? What should be preserved?

DETAILED COMMENTS:
1) What will be lost? 881 trees are noted + probably 100's not surveyed in greenbelts = > 1000 trees.

a. **Complete accurate surveys are need of noted Major impact areas**:
    a. **Pigeon Point** Alternatives: "W Duwamish Greenbelt-mixed vegetation",
    b. **Longfellow Creek** alternatives "Longfellow Creek Greenspace, many 30-40 foot Bigleaf Maple + Doug fir";
    c. Alternative 2.2: W Nickerson St "several 15-30 foot Madrone + a few Birch" in **Interbay Greenbelt**;
b. **Complete accurate surveys are needed of noted Minor impact areas**:
    a. Ballard "thicket of willows and Pacific crabapples" by stationmaster building;
    b. "open" 20 foot Honey Locusts in Emerson Overpass;
    c. "grove of Bigleaf Maple" at 28th Ave SW + SW Young;
    d. ">10 40-50 foot redwoods" in West Seattle";
    e. "many 30-40 foot Bigleaf Maple + Douglas Fir" in SW Andover St. by Longfellow's;
    f. "Mixed deciduous wooded areas" on east slope of Young St SW and SW Avalon;
    g. "sunken garden w/trees, shrubs" Outside ROW: Elliott Co Office Park at 3rd + Harrison;

2) Is the DEIS adequate in analyzing tree losses? Loss of > 1000 trees is a serious significant impact and it is not sufficiently analyzed and opportunities for mitigation may be lost. There is limited to no analysis of data, but lots of conclusions stating : No Significant Impact.

This finding of No Significant Impact to all phases of operation and construction is inaccurate and likely violates the intention of SEPA. The conclusions reflect more on wishful thinking than any rigorous scientific evaluation. A one day wildlife survey by the consultant biologist, no canopy cover measurements, no realistic evaluation of the habitat value of 1000+ trees, the lack of success of revegetation and tree planting in Seattle historically, delay of 10-25 years for survivor trees to mature to large canopy size will definitely have impacts, whether we like them or not. We must be accurate in our evaluations, not blind in wishful thinking. The street tree survey is a great start. Lets finish the job right.

Historic Trees. The DEIS states "no trees meet Director's Rule 6-2001", yet admit that Historic trees exist like the Daimyo Oak, planted in 1932 by the Daughters of the American Revolution; or the Mt Fuji Cherry given by the Crown Prince of Japan to the City Seattle; or the London Plane Trees are known historically as the "structural framework of Seattle Center grounds."

SEPA Significant Trees. Director's Rule 6-2001 was meant to help clarify SEPA intentions, but does not replace SEPA guidelines, i.e. whichever is more restrictive is the rule.

SMC 25.05.675 N.2a. "It is the City's [policy to minimize or prevent the loss of wildlife habitat and other vegetation which have substantial aesthetic, educational, and/or economic value... the decisionmaker my condition or deny the project to mitigate its adverse impacts.... N.2d. mitigating measures may include but are not limited to ... ii. Reducing the size or scale of the project; iii. Preservation of specific on-site habitats, such as trees... vi. Landscaping and/or retention of existing vegetation."

_ .any of the mature trees, particularly in and around Seattle Center have substantial aesthetic value. Many of the mature trees in the greenbelts hare substantial wildlife habitat.

c. **Totals of trees to be lost**, trees > 12", trees > 18" trees > 24" ?
d. **Totals of trees to be lost by Alternatives**, Totals + by tree diameter ?
e. **Which trees are significant wildlife trees?** Conifers are particularly valuable to wildlife, as well as all big-canopied trees. Short-term losses of 1000+ trees, even with successful revegetation still impacts wildlife for 15-25 years for the lost mature trees to reach significant sizes.
f. **Calculate canopy cover losses** by examining existing aerial photographs available at UW or other sources. The cumulative loss of the canopy of 1000+ trees for 10- 25 years will significantly impact wildlife, air quality, noise, urban temperatures, human comfort from sun and rain, etc.
g. **Calculate $ value of trees to be lost** using ISA (International Society of Arboriculture) formulas already used in the Director's Rule 6-2001. Is this dollar value available for mitigation/ possible use for new technologies for construction phases? How can we limit the loss of the most valuable trees/ groves?

Seattle's 1994-2014 Comprehensive Plan calls for:

a. Preservation. "Environmental Stewardship. The natural and built environment are precious resources that should be preserved. protected and enhances (pg vii.)."
b. Environmental Leadership. "The Comprehensive Plan calls for Seattle to continue to be a national leader in environmental stewardship."
c. A Role Model. "Maintain and enhance conditions necessary to a healthy environment; ... Provide a role model for individuals and businesses in environmental management and preservation practices."
d. Sustainability. "The plan's four core values – ...environmental stewardship .. are key components of sustainability."

3) What mitigations are available? Reducing the numbers to be lost by choosing the best alternatives + finding ways to preserve trees during the construction phase. In addition, long-term success of revegetation is historically poor for Seattle street ·ees due to traffic hazards and soils, and replanting other areas as mitigation means planting in existing green areas resulting in a net s of greenspace.

a. Avoid Pigeon Point alternatives
b. Avoid Longfellow Creek alternatives
c. Avoid going through Seattle Center
d. Find alternative construction technologies to build over significant trees and/or clusters of trees. Maybe we cannot save all the trees, but which of the healthy mature trees can be "spanned over"? Transplanted? Other protections?
e. Avoid tree banking, i.e. planting in new areas instead of preservation or successful revegetation.

4) What needs to be improved in the DEIS? Examining the data presented, it is obvious that >1000 trees will be removed, but no overall totals or totals by alternatives are presented. There is no analysis of canopy cover to be lost, even though aerial photos are available at the University of Washington libraries or other sources.

h. **Totals of trees to be lost**, trees > 12", trees > 18" trees > 24"
i. **Totals of trees to be lost by Alternatives**, Totals + by tree diameter
j. **Which trees are significant wildlife trees?**
k. **Calculate canopy cover losses** by examining existing aerial photographs available at UW or other sources.
l. **Calculate $ value of trees to be lost** using ISA (International Society of Arboriculture).

m. **Completed surveys of noted Major impact areas**: **Pigeon Point** Alternatives: "W Duwamish Greenbelt-mixed vegetation", **Longfellow Creek** alternatives "Longfellow Creek Greenspace, many 30-40 foot Bigleaf Maple + Doug fir"; Alternative 2.2: W Nickerson St "several 15-30 foot Madrone + a few Birch" in **Interbay Greenbelt**;

n. **Accurate surveys of noted Minor impact areas**: Ballard "thicket of willows and Pacific crabapples" by stationmaster building; "open" 20 foot Honey Locusts in Emerson Overpass; "grove of Bigleaf Maple" at 28th Ave SW + SW Young; ">10 40-50 foot redwoods" in West Seattle"; "many 30-40 foot Bigleaf Maple + Douglas Fir" in SW Andover St. by Longfellow's; "Mixed deciduous wooded areas" on east slope of Young St SW and SW Avalon; "sunken garden w/trees, shrubs" Outside ROW: Elliott Co Office Park at 3rd + Harrison;

o. **A report from the City Arborist's Office** analyzing the impacts and alternatives to the Monorail Green Line. This could include assessments of significant trees worth giving special protections to; recommendations as to alternatives with less

impacts to trees; suggestions for use of known or experimental technologies to preserve trees during construction and their success rates.

p. **Consolidate information of trees into one report**. The scattered discussion separating street trees from greenbelts and parks appears to elude impacts and instead does not allow accurate analysis of short and long term impacts. What success does transplanting have? What have other US cities with Monorails done to protect trees in construction? What about outside the US, are there any innovative technologies?

q. Cumulative Impacts must be more accurately addressed.

5. We would request an extension of the comment period

Thank you,

Rick Ellis

Port of Seattle Comments for Monorail DEIS Hearing
North Bay Project Only
September 29, 2003

EX. 17 DATE 9/29/03
WITNESS
MARGARET WALKER

My name is Mark Griffin, and I am the Manager of the Port of Seattle's Real Estate Development Section. I appreciate the opportunity to comment on the Green Line DEIS on behalf of the Port. The Port will be providing written, system-wide comments on the Green Line plan. My comments this evening, however, only address the Interbay portion of the project.

The Port recently began a master planning process for what we call our North Bay site. The site includes 57 acres north of the Magnolia Bridge, just west of the BNSF's rail yard. We are also working with the State Military Department (National Guard) to acquire its 25-acre site, just east of the BNSF's rail yard. We are beginning a process to reach out to the community to learn what development options will work best at these 82 largely vacant, but promising, acres. We anticipate our master planning and environmental review effort will be completed within two years.

The Port supports the Monorail project and believes that it will improve mobility opportunities for our neighbors in the Magnolia, Queen Anne and Ballard communities and will create a stronger link to downtown Seattle. We also believe that this public investment will provide the greatest return if it is effectively linked to other transportation improvements where possible.

Such an opportunity exists in the south Interbay corridor near the Magnolia Bridge where several transportation modes converge: the Monorail's Green Line, Sounder commuter rail line, Metro bus transit routes, and potentially the waterfront streetcar, bicycle and pedestrian connections. The confluence of these transportation modes could make for an exciting multi-modal transit facility.

This multi-modal facility would support the rapidly changing character of the south Interbay area. There is *new* development information today related to several projects that was not available when the Monorail began its EIS work just a few months ago. These projects include the Port's North Bay redevelopment, the Port's work to relocate the National Guard's armory facilities, the Opus-lead development at the former Tsubota Steel site, and further development at Amgen's Helix campus.

It is essential that the new employees at these projects along with the existing workers and residents in the area have the best transit options possible. For this to happen, the Port urges the SPMA to do the following 3 things:

First, develop a station in the Howe Street area as part of the Green Line's initial operating segment. The design and location of the Howe Street-area station will be a critical feature at the potential multi-modal hub, and it would likely provide a number benefits, including:

- Increased initial ridership for the Green Line; and
- Joint transit-oriented development opportunities on the area's underutilized land.

Second, commit resources that will allow for stronger coordination with the Port, other agencies and area stakeholders to pursue and implement a plan for this potential multi-modal hub. Though we understand that there are constraints which may limit the alignment options considered in this vicinity, we hope the Monorail team will explore possible alignment variations that will enable this hub and which may enhance system ridership and reduce both initial capital costs and long-term operating costs.

Third, examine how plans for the operations facility in the area could be enhanced. For example, as more detailed design continues, it might prove advantageous to consider more than one access point into the operations center. In addition, maintaining this design flexibility might better allow for potential joint, transit-oriented development concepts.

Opportunities to create truly multi-modal facilities in our city are rare. All south Interbay-area stakeholders and agencies, including the Monorail, should work together to formulate and implement a plan for the potential multi-modal hub.

Again, thank you for the opportunity to comment. The Port looks forward to working with you on this opportunity as the Green Line project moves forward.

AMERICASPEAKS
Engaging Citizens in Governance

Large groups of Town Meeting participants are organized in small groups of 8-10

The 21st Century Town Meeting™

AmericaSpeaks, a not-for-profit pioneer in large-scale civic engagement, has designed a new kind of town meeting that has successfully engaged diverse groups as large as 5,000 people during the last six years.

The 21st Century Town Meeting™ takes the traditional public meeting format to a larger scale than ever before by engaging hundreds—often thousands—of people while preserving the authentic face-to-face deliberation that is at the heart of our democratic heritage.

For many decades, the use of traditional meeting formats to actively engage large numbers of citizens in governance has demonstrated two significant limitations. First, smaller forums (50 or less) have little capacity to capture the diversity of a community and are not representative of a community's population. Second, larger forums (100 or more) tend not to be very engaging for participants, due to the sheer number of participants and the difficulty of managing their interaction.

AmericaSpeaks' unique approach integrates state-of-the-art technology with authentic, face-to-face dialogue, creating opportunities for citizens to participate in community-wide dialogues that are engaging and meaningful.

Diverse groups of citizens participate in intimate roundtable discussions, deliberating in-depth about key policy or planning issues. Individual table discussions are linked together through wireless computers with groupware to collect the ideas generated throughout the room.

Comparison of Approaches to Citizen Engagement

Traditional Public Meeting	21st Century Town Meeting™
Speaker-focused	*Participant-focused*
"Experts" deliver information	*Citizens respond to and share information*
Airing individual ideas and concerns	*Identifying shared ideas/concerns and assigning them relative priority*
Limited reporting of participant input	*Instant, detailed reporting of participant input*
Open-ended discussion	*Focused discussion questions*

Polling keypads attending enable the entire group to respond to the strongest themes being generated from the discussions.

The AmericaSpeaks model is responsive, transparent and empowering for citizens, community leaders and elected officials. Its breakthrough capacity to engage entire systems in discussion is critical to reinvigorating democratic participation in the 21st century.

EX. 18 DATE 9/29/03
WITNESS Early
MARGARET WALKKY

Monorail EIS Testimony

EX. 19 DATE 9/29/03
WITNESS McIntosh
MARGARET WALKKY

Name: James S. McIntosh

Address: 2086 31st Ave. W.
Seattle, WA 98199
MagnoliaMcI@MSN.COM

In an overall analysis at this point, Belltown and the Seattle Center seem to be the choking points for the Green Line. Had the Second Avenue Alignment been adhered to, there wouldn't be this problem now. All other locations seem well enough along in their design. The problem is that we are essentially trying to build an elevated railway through the North Downtown area of Seattle.

1. Keep the Original Alweg Monorail

It is a legacy to the Worlds Fair and a Historic Monorail. It connects two major activity centers, Westlake Center and the Seattle Center and connects to Transit and the coming Light Rail at Westlake station. The numbers of people using it each year are in the millions. The cost of replacing it is more like in the Hundreds of Millions of Dollars. The Alweg is a Heavy Rail System. It was designed to carry 10,000 passengers an hour and still can after 41 years.

Now that revenue for the Green Line is coming in lower than anticipated, cost-cutting measures will be required. One of those costs is demolishing the original Alweg Monorail.

The new Monorail should go on a new alignment. Alternatives should be considered that include the following:

- Four tracks on Fifth Avenue.
- Sixth Avenue.
- Second and Fourth Avenue Combination with South Bound on 2nd, North Bound on 4th.

2. The new Monorail should go South of the Seattle Center.

Not North on Mercer. That's just too far out of the way and adds to travel time and cost.

3. Preferred Choice

- That the new Monorail be built on 5th Avenue.
- That the Alweg Monorail be preserved in its entirety.
- That the 4-track configuration be established on 5th Ave., a short distance overall.
- That a station be built in the vicinity of Broad Street to allow transfers between the two Monorail systems. This could be a provisional station and not built at this time in order to save money.

Revision: Monday, September 29, 2003

EX. 20 DATE 9/29/03
WITNESS DRAKE
MARGARET WALKKY

Sept 29,2003

TO: SMP and USCG

FROM: Dana Drake
Panda Photographic Laboratories, Inc. (Panda Lab)
533 Warren Ave. N.
Seattle, WA 98109
206-285-7091

SUBJECT: Draft Environmental Impact Statement

Panda Lab is a small business located at 533 Warren Ave. N. We've been in business for nearly 20 years, and are nationally known for professional custom black and white photo processing and printing. "Custom" means we still hand-print photographs using enlargers.

We feel the survival of our business (and two others in the same building) is threatened if the Mercer Alignment is chosen. Because we won't be permanently displaced the DEIS does not directly address the negative impact on our businesses nor count the loss of around twenty jobs should the impact of construction and monorail operation prove as damaging as we believe it will.

Our customers rely heavily on street parking that will disappear during construction, and perhaps permanently if Warren Ave. is narrowed to make room for support columns.

All ground-floor businesses in the Thurmond Building are water dependant. Business operations cease if utilities are interrupted.

Because the work we do is highly sensitive to vibration and dust it's unlikely that we could continue business during construction. Our inability to serve our customers for any extended period will result in permanent loss of business. A loss of business, whether just during construction or longer, will impact our employee's jobs.

In addition, we discovered during recent construction at Warren and Mercer that we have at Panda Lab a key employee who is so allergic to concrete dust that its presence makes work physically impossible. Should the Mercer route be chosen, we will lose at minimum this employee.

We believe that the impacts to our business and to the other businesses in our building need to be addressed in the SMP's final environmental impact statement.

SODO BUSINESS ASSOCIATION

SODO BUSINESS ASSOCIATION

Michael Peringer
President

(206) 292-7449
FAX: (206) 682-1582

2732 Third Avenue South
Seattle, WA 98134

E-mail: mike@processheating.com
Website: www.sodobusinessassociation.org

EX. 21 DATE 9/24/03
WITNESS Peringer
MARGARET WALKKY

THE SODO BUSINESS ASSOCIATION BOARD OF DIRECTORS UNANIMOUSLY VOTED TO APPROVE THE PREFERRED ALIGNMENT FROM SAFECO FIELD TO THE WEST SEATTLE BRIDGE AREA.

FURTHER, IT APPROVED MY INVOLVEMENT WITH MONORAIL MANAGEMENT IN THE AREA OF SEVERAL COMMUNITY ENHANCEMENT EFFORTS WE ENCOURAGE BEFORE DURING AND AFTER CONSTRUCTION BEGINS.

FIRST, WE WOULD LIKE TO ASSIST IN INCREASING RIDERSHIP REVENUE BY EXPANDING OUR ALREADY SUCCESSFUL SHUTTLE PROGRAM IN THE SODO AREA. WE NEED MONORAIL SHARE OF FINANCIAL SUPPORT TO MAKE THIS HAPPEN.

SECOND, WE'D LIKE TO ENCOURAGE DESIGN AND ENGINEERING SUPPORT ENABLING SDOT TO IMPROVE THIRD AVENUE FROM LANDER TO ROYAL BROUGHAM MAKING IT A USABLE STREET THEREBY ELIMINATING AT LEAST SOME OF THE HEAVY TRAFFIC NOW ON FIRST AND FOUTH.

FINALLY, WE WOULD LIKE OUTREACH SUPPORT FROM OUR ASSOCIATION ENABLING THE CONSTRUCTION IMPACTS TO BE KEPT AT A MINIMUM.

IT IS OUR INTENT WITH THESE AND OTHER NEIGHBORHOOD PROJECTS TO WORK WITH THE MONORAIL EFFORT IN SODO, NOT AGAINST IT.

THANK YOU.

EXPERIENCE MUSIC PROJECT
tel 206.770.2700 fax 206.770.2727
2901 third avenue #400 seattle WA 98121
www.emplive.com

Comments from Experience Music Project Submitted to the Seattle Monorail Project September. 29, 2003

Experience Music Project (EMP) is one of the many cultural organizations housed on the Seattle Center campus. A non-profit 501C3 music museum, EMP is a key member of Seattle's music community offering and supporting a number of music events throughout the year including the Bumbershoot and Folklife festivals that take place at Seattle Center every year.

Experience Music Project and several arts and cultural organizations on the Seattle Center Campus along with the Queen Anne Community, strongly support the Northwest Route through Seattle Center as the best alternative for these resident arts and cultural institutions at the Seattle Center, as well as the surrounding neighborhoods. This also includes the owners and operators of most of the venues utilized by the Bumbershoot and Folklife festivals who use the campus two weeks out of the year. EMP, is in fact, one of these venues.

Of all the alignments, the Northwest Route is the most consistent with the original vision of a 21st century Seattle Center. Not only is the Northwest Route important to EMP's building design but it is key to providing important public visibility to the Seattle Center campus that will benefit all of the Seattle Center's institutions as well as its festivals and other activities. Seattle Center is the hub for cultural activity in this city - the Pacific Northwest Ballet; Intiman Theatre; The Seattle Opera; The Space Needle; Seattle Children's Theatre are all housed on this campus and endorse this route. We all understand the importance of establishing a vibrant active "people place" that embraces the public transportation system and attracts tourists and locals alike.

As a key resident of the campus, we strongly encourage that the Monorail design be carefully directed to develop an attractive and efficient addition to the Seattle Center community.

Furthermore, we do not want to see an unnecessary barrier created between the Uptown/Queen Anne neighborhood and the north boundary of Seattle Center. This is a crucial time as our Queen Anne neighbors and Seattle Center residents are working to improve connections and bring more life to the center and bordering neighborhoods.

Routing the Monorail through the campus will provide the opportunity for multiple thousands of people each year to experience the excitement and vibrancy the Seattle Center campus has to offer and will build and maintain the local economic support necessary for this great space to thrive.

Thank you for your time. Please note that EMP will be submitting further testimony before the end of the public comment period on October 15.

EX. 22 DATE 9/29/03
WITNESS EMP
MARGARET WALKKY

EX. 23 DATE 9/29/03
WITNESS Jobe
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: BILL JOBE

Organization: homeowner

Address: 345 W. OLYMPIC PL, SEATTLE 98119

E-mail Address: bill_jobe@yahoo.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

As a member of the Queen Anne community I strongly favor the location of the Uptown / Seattle Center station location because of its natural gateway function to the existing Queen Anne Community.

The existing bus system serves the Queen Anne / Uptown community well. If the Seattle Center (Republican St) location is not chosen for the monorail, a major disruption will be imposed on the Queen Anne Community and businesses

Bus routes would have to be rerouted to the alternate monorail station ~~station~~

over

location or else the existing bus routes to downtown will have to be maintained, which would defeat the purpose of the monorail in serving the communities that it passes through.

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: BILL JOBE

Organization: homeowner

Address: 345. W. OLYMPIC PL, SEA 98119

E-mail Address: bill—jobe@yahoo.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

I am concerned about the height of the monorail at the peak height going over the West Seattle bridge the height of 40 to 60ft above the roadway seems excessive. and too expensive to build.

In early public meetings the higher (tall) monorail height was selected in order to mitigate the effects and that actual heights would be selected based on local conditions. this freedom to allow monorail height (lower) should be exercised (lowered) in the segment between the West Seattle bridge and the ~~Pedo~~ Delridge / Andover station.

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: BILL JOBE

Organization: homeowner

Address: 345 W. OLYMPIC PL, SEATTLE WA 98119

E-mail Address: bill_jobe@yahoo.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

Why is the Delridge/Andover station so high?

Page M100 shows a station concept that is out of scale for good design and is not compatible with the nearby buildings.

If the Delridge/Andover station were lower it would be less expensive to build and maintain and be more friendly to the neighborhood and to people using the monorail.

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: BILL JOBE

Organization: homeowner

Address: 345 W. OLYMPIC PL Sea 98119

E-mail Address:

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

the EIS inventory of plants and trees in the PIGEON POINT area is incomplete.

Existing species of red alder (trees) and ocean spray (shrubs) are omitted. Red alder is a native tree that has a useful life of only 50-70 years. At maturity red alder becomes brittle and dangerous. (fall) Aerial photo-graphs show the north hillside of PIGEON POINT was clear-cut ~50 years ago, so the red alder ~~trees~~ trees there now are ~~so~~ susceptible to falling. these factors favor location of the monorail in the Greenbelt along PIGEON POINT, since the red alder trees need to be over

replaced anyway.

The existing stands of oceanspray (shrubs) are native species that could be used to replant the hillside adjacent to and compatible with the monorail route in the Greenbelt.

The EIS inventory omits mention of the red alders at the northwest corner of PIGEON POINT. The EIS incorrectly lists the majority of trees as big leaf maple.

Update of EIS in this regard would show a slight favor to the Greenbelt route around PIGEON POINT.

EX. 24 DATE 9/29/03
WITNESS HIRST
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING – DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: LINNEA HIRST

Organization:

Address: 614 N 65th St.

E-mail Address:

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement):*

Downtown the monorail should easily connect to the bus tunnel. Intermodal means people should feel that their transportation system is one connected system. You'll have higher ridership if they feel it's one system without disconnects.

It's really a shame that the route crosses in front of Benaroya Hall's wonderful Sound view.

EX. 25 DATE 9/29/03
WITNESS Odlivak
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: Victor Odlivak

Organization: Membership Director, Seattle Bike Club

Address:

E-mail Address: rakiklaus@yahoo.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

Bike parking should be provided at all monorail stations, with roof overhang, in a visible location. Please include "cage storage" for regular commuters. 2nd Ave bike lane should be replaced by monorail if it needs to be moved. Sidewalks on stations should be wide to accomodate both bikes + pedestrians (at least 8 feet) Bikes should be allowed on monorail at all times. Restricting bikes to certain cars is ok. Stations should incorporate safe + accessible connections to bike routes nearby. Thanx for building system in a timely matter, and remembering cyclists.

EX. 26 DATE 9/22/03
WITNESS Matheson
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: Lois Matheson

Organization: Belltown resident

Address: 2716 Elliott Ave., #507 Seattle

E-mail Address: loison12@aol.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

I am so impressed by all the work, planning, thought that has gone into this project — keeping the design focus on pedestrian traffic; easy access to bike paths; and, integrating structures so that they blend into existing neighborhoods is so excellent. Keep up the good work — and, keep pushing TO GET IT BUILT! Also, I am particularly in favor of having the Monorail run through the Center, not around it. It will bring new life and opportunity to our beloved Seattle Center. Skirting around the EMP and the hub of the Center is pure nonsense. Thanks for the Open House & giving me a chance to comment — you oblivious care a great deal about the public's opinion,

EX. 27 DATE 9/
WITNESS McPhail
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: James T. McPhail

Organization: The Home Depot - Director of Real Estate

Address: 370 Corporate Drive N. Tukwila WA 98188

E-mail Address: jim-mcphail@homedepot.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

Please clarify the location of the monorail "operations center". As a corporate citizen of Seattle, we are very excited about the opportunity of a Lander station, both for our associates and our customers. However, the prospect of having our store being displaced and no longer having an ability to serve the community is of an utmost concern. Please clarify the likelihood of a "taking" of our store, and the potential relocation sites should such an act occur.

EX. 28 DATE 9/29/0
WITNESS Schwartz
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: Capt. Daniel S. Schwartz, Manager of Marine Operations

Organization: University of Washington, School of Oceanography

Address: Box 357940 Seattle, WA 98195-7940

E-mail Address: schwartz@ocean.washington.edu

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement):*

We operate two (2) oceanographic research vessels, home port based at our pier on Portage Bay: the R/V "Thomas G. Thompson" and the R/V "Clifford A. Barnes." The former needs a vertical clearance of 110 ft. at any stage of lake height in order to navigate the channel.

We appreciate your consideration of this need while designing the bridge over the ship canal.

Thank you,

(please feel free to contact me)

UW
UNIVERSITY OF WASHINGTON

Captain Daniel S. Schwartz, M.M.A.
Manager of Marine Operations
School of Oceanography

Box 357940
Seattle, Washington 98195-7940
(206) 543-5062 FAX (206) 543-6073 Cell (206) 499-1836
schwartz@ocean.washington.edu www.ocean.washington.edu

EX 29 DATE 9/29/03
WITNESS Rader
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: David Rader

Organization:

Address: 758 31st Ave

E-mail Address: wardrader@msn.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

I am opposed to the monorail route through Seattle Center, north of the International Fountain. However an alternative route through the center would be preferable: going south of Key Arena, Fisher Pavilion and Center House, then veering to the current monorail route through EMP and on south along the existing, 5th Ave. route. I realize this would involve some cutting of trees south of Center House, but it would avoid the disruption and visual pollution of the pleasant mall north of The International Fountain. An alternative plan would be to go south of Key Arena, then go south on 2nd Ave on into downtown. The current 5th Ave.

route could be preserved, with transfer priveleges at Seattle Center and between stations at Stewart (or Pine) and 2ND and at Westlake Center on 5TH.
I enjoy the existing EMP plan for the monorail to travel through it. The first plan would allow at least one track to do this. The second plan would preserve the existing design. It would also preserve the tourist centered Westlake Center station, and avoid the rather ugly curve of the tracks at 5TH and Stewart.
Finally I prefer the tracks (as much as possible) going along one side or another of the street, rather than down the middle (as it exists in the old existing design). On 2ND Ave, I prefer the east side, to minimize the visual harm to the Seattle Art Museum (though it would be a problem for Benaroya Hall).
Overall, I favor the plan, and look forward to its opening.

David Rader
9/29/03

30 DATE 9/29/03
WITNESS Ketchers
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: ROBERT KETCHERSIDE

Organization:

Address: ~~510 6th Ave S. #505~~ ~~98104~~

E-mail Address:

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement):*

PLEASE HAVE A STATION AT THE NW ROOM LOCATION IN THE SEATTLE CENTER. I PREFER THE "NW ROUTE" THROUGH THE CENTER, ~~& ALSO PREFER~~ BECAUSE IT ALSO SERVES THE PREVIOUS ROUTING THROUGH EMP.

RATHER THAN SUPPLYING SUBSIDIZED PARKING, YOU SHOULD EXPAND THE PEDESTRIAN IMPACT ZONE TO A HALF MILE, ENCOURAGING WALK-ON RIDERS.

WHETHER A RAISED WALKWAY IS BUILT OR NOT AT WESTLAKE, A STRONG STREET LEVEL CONNECTION MUST BE MADE.

THE BIKE LANE ON 2ND SHOULD BE MAINTAINED.

PLACEMENT OF COLUMNS SHOULD NOT ADVERSELY AFFECT PEDESTRIAN MOVEMENT ON SIDEWALKS.

STATIONS SHOULD BE EASILY MISTAKEN FOR LINK STATIONS. RIDERS SHOULD EASILY RECOGNIZE FEATURES OF BOTH SYSTEMS AS BEING THE SAME.

DOGS SHOULD BE ALLOWED ON TRAINS, AS THEY ARE ON METRO.

STATIONS MUST HAVE GOOD BIKE STORAGE EVEN IF BIKES ARE ALLOWED ON TRAINS.

EX. 31 DATE 9/29/03
WITNESS C. Semandiris
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: Carol E. Semandiris

Organization: Mikes Chili Parlor

Address: 1447 NW Ballard Way

E-mail Address:

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

The monorail, (if built) should be built on the West Side of the Ballard Bridge. This was the plan that the voters voted on and any other (plan) would be a definitely misleading by the Monorail project to the public. The 15th NW Center Alignment plan came littrally out of no where, and as a matter of fact an intense study has been done of our property and not one person from the Monorail project has contacted us for any discussion for the 15th NW Center line plans. Perhaps they are moving forward too rapidly.

We are a 80 year old, 4 generation Family business. Grandfather came to this US of A started the business and we are working hard to carry on his legacy. If the center alignment down 15th NW is chosen - Our Family business will virtually be destroyed, because of impacts of huge guideways and possibly the monorail bridge running right over the top of our building. Thus ---- there goes one of the oldest family businesses in the city of Seattle.

We believe money can be better spent on other projects for our city.

Monorail - No But of course because it passed by such a narrow margin of votes, we will now have a monorail. Please consider putting the new bridge on the west side of the Ballard Bridge with a west alignment of 15th NW.

EX. 32 DATE 9/29/03
WITNESS Lane H
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: CRAIG LORCH

Organization:

Address: 3308 8TH AVE S SEATTLE WA 98144

E-mail Address: CLORCH@TOTALRECLAIM.COM

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

(1) IT IS INAPPROPRIATE AND SETS A VERY BAD PRECIDENT TO DEGRADE A PUBLIC SPACE LIKE SEATTLE CENTER BY CONSTRUCTING A TRANSIT CORRIDOR & SIGNIFICANT NOISE SOURCE THROUGH IT. ~~AS COULD HAVE BEEN ANTICIPATED, THE FINANCIAL CRUNCH HAS ARRIVED AT THE MONORAIL.~~

(2) THE LEAST COST, AND MOST EFFICIENT ROUTE IS ON 2ND AVENUE THROUGHOUT DOWNTOWN. NO EXPENSIVE REMOVAL OF THE OLD MONORAIL, NO DEGRADATION OF THE CENTER'S PUBLIC SPACE, & FAR FEWER CURVES TO NEGOTIATE IN ROUTE.

IF, AS HAS BEEN INDICATED BY NBBJ ARCHITECTS, THE ALIGNMENT MUST BE ON 5TH AVE & HARRISON STREETS PER THE INITIATIVE LANGUAGE, WE SHOULD NOT RUN THE LINE THROUGH THE CENTER GROUNDS BUT RATHER ALONG 5TH TO MERCER OR ALONG DENNY TO 2ND/3RD.

FINALLY - SAVE THE OLD MONORAIL & ITS ROUTE. LET'S HAVE 2 MONORAILS FOR THE PRICE OF ONE!

AND CONTINUING UP TO MERCER TURNING DOWN - ELLIOTT BAY

EX. 33 DATE 9/29/0
WITNESS Pelzel
MARGARET WALKKY

SEATTLE MONORAIL PROJECT

PUBLIC HEARING - DRAFT ENVIRONMENTAL IMPACT STATEMENT
COMMENT CARD
September 29, 2003

Name: Catherine Pelzel

Organization:

Address: 13740-16th Ave SW, Burien, WA 98166

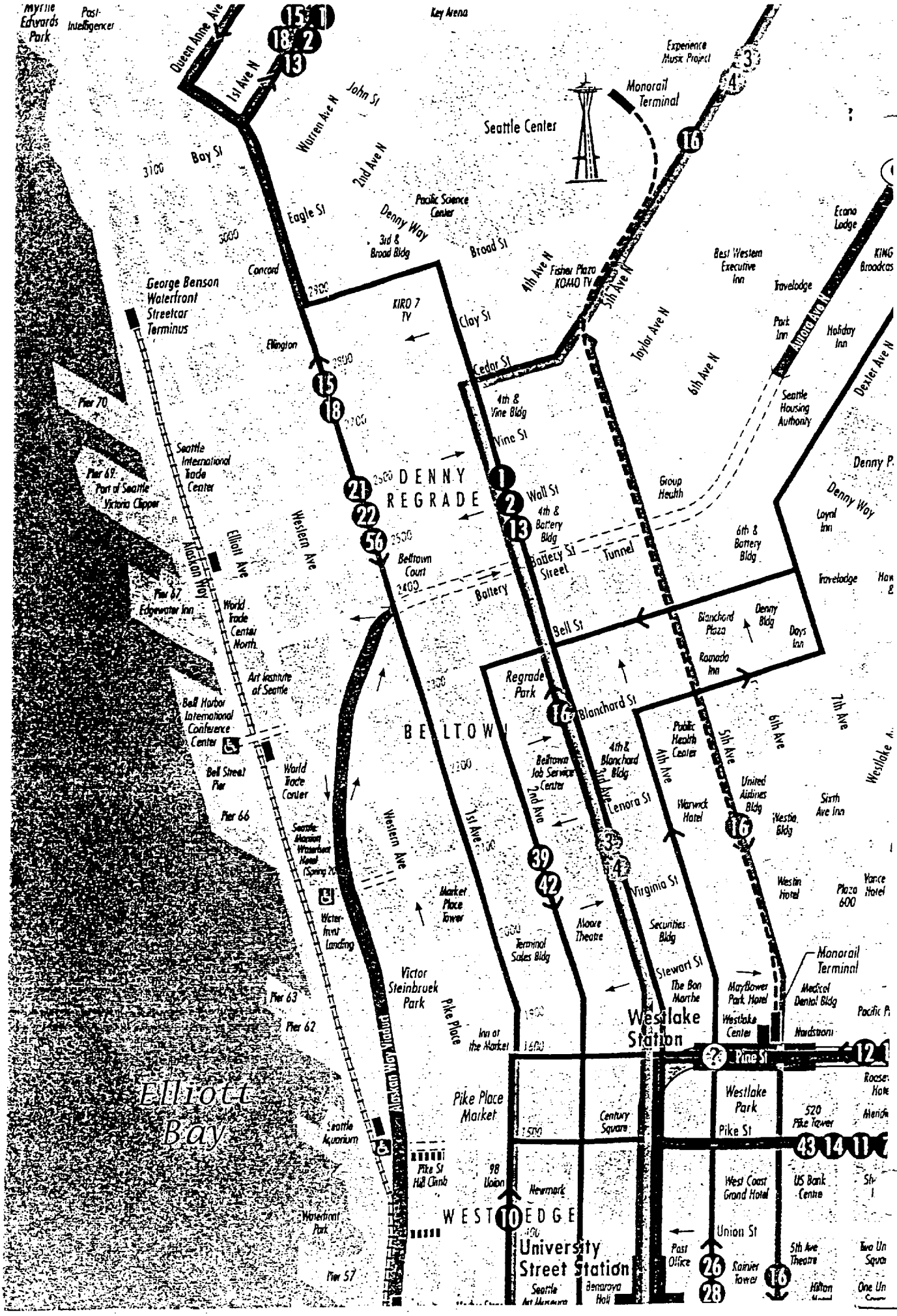
E-mail Address: cathennep@csmpacific.com

Comment on Draft Environmental Impact Statement *(Please note that this comment will become part of the formal record of the public hearing and will be addressed in the Comments section of the Final Environmental Impact Statement)*:

I will drive from Burien to West Seattle to ride the monorail to Seattle Center Station (home to work). I need a place to park. Parking seems to be a big issue for neighborhoods. I do not want to have to drive around & look for parking & walk blocks back to the station. Please address parking @ stations Morgan Junction

I will be a monorail rider ~~to~~ because of the Alaskan Way viaduct construction & will only take mass transit if I do not have to ~~trans~~ transfer.

PROJECT MONORAIL PARK



EX. 34
WITNESS MARGARET WALKEY
DATE 9/29/03

PROJECT PROPOSED PARK
UNDER THE EXISTING MONORAIL

WHY NOT?

AS IT IS NOW
The columns are ugly monoliths standing in the middle of the roadway, dangerous to traffic, especially when changing lanes to turn left or right.

PROPOSALS
Close traffic under the existing monorail from Denny Way to Pine Street, and along the side streets from 4th Avenue to 6th Avenue.

Save the existing columns along the proposed green way, if possible.

Convert streets into pedestrian friendly park with:

- Landscape trees, shrubs, flower, grass and pond,
- Playground children area, courts for tennis basketball, and handball,
- Trail for joggers, cyclist, and skaters,
- Convenience with restroom, benches, picnic tables, and place for concessionaires.

ARE YOU INTERESTED?

CALL (206) 325-3306