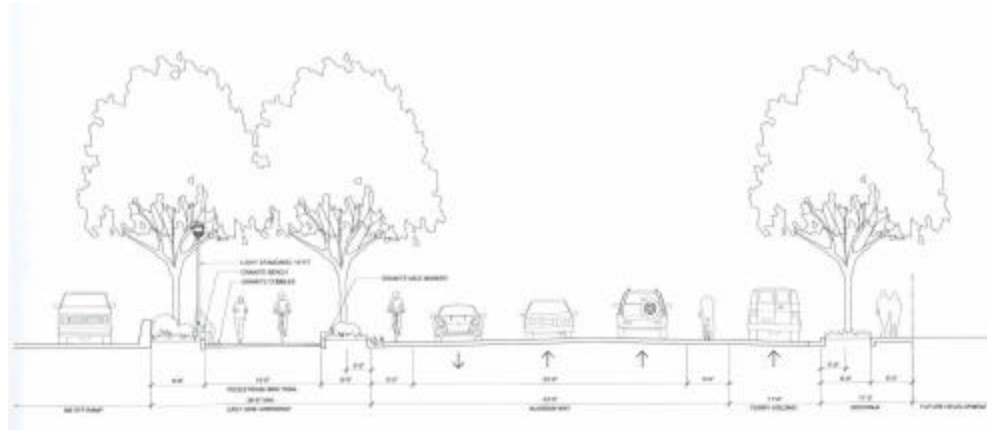


pattern, with maples continuing across. The team is looking at continuing the Liquidambar on the east side, in combination with Japanese Zelkova. The area most suitable for tall for trees is in the corner, where redwoods are being considered for verticality.



### Commissioners Comments and Questions

*Is the tail track in its existing location?*

No, it is relocated.

*What are the stripes?*

It is a planting pattern including Rhododendron, mondo grass, and sword fern, intended to create different planting layers.

It is intended to provide a sense of continuity with the trail pattern.

The planting, soil amendments, and irrigation installation will coincide with the landscape construction.

*Is there anything that can be expected as an immediate update?*

There is a connection between SDOT, and the eight viaduct alternatives may flow into this plan. The current schedule is almost perfect timing for third phase.

In order to clarify some of the semantics, the phases refer to separate contracts.

Also, phase IV may actually begin in phase III. By selecting a competent landscape contractor, there will be better results. Another consideration is whether to select and grow the trees, to take advantage of their growth during the civil engineering work; but it has not been resolved yet.

Specific areas are being considered where specific work can be done for the public to see. An installed landscape is preferable to a barren area.

*Very impressed by the ability to relocate Alaskan Way, tie it into the ferry loading, and find fifty-foot wide strip of extra land. Is it a good thing to have Alaskan Way on the east side?*

There are steps being made toward a "mixed use" land for ferry parking, if necessary. There is potential flexibility for more ferry holding.

Analysis determined that Alaskan Way could be one lane in each direction. There are two northbound lanes. Another lane to move traffic through is prime for redevelopment. The third lane is intended for ferry holding. There are times when ferry queuing can extend to the stadiums. If only one lane is needed in each direction, management techniques can be used.

From an urban design standpoint, it is a significant bonus for the project, allows for 50- or 100-year continuity. Continuity on the port side is important for the waterfront as a whole.

*Is there a reason the trail is 18 inches below grade?*

To create a seating area

*Granite makes it look like an expensive seating area.*

*There is a confusing intersection where the southbound lane splits off; a right angle is preferred.*