



# Magnolia Community Council

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## Magnolia Community Council Board of Trustees Meeting Minutes

*Tuesday May 17, 2016 7:00pm*

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Tom Tanner

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Janis Traven

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Thomas Ysasi

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Introductions and welcoming remarks.

Trustees in attendance: Bruce Carter, Tom Tanner, Lynn Hogan, Janis Traven, Mary Hoverson, Steve DeForest, Carol Burton, Michael Plunkett, Rex Wardlaw, Ben Brosemale and Mary Montgomery.

Guests also in attendance: Aubrey Mandus, MCC Communications Volunteer Intern; Sally Bagshaw, City Council Representative 7<sup>th</sup> District; Alberta Bleck, Legislative Assistant to City Council 7<sup>th</sup> District; Joseph Gellings, Senior Planner with Port of Seattle; and Cindy Pierce, a Magnolia resident.

February and March 2016 Magnolia Community Council Board Meeting Minutes approved, after corrections to March 2016 were noted.

Mary Hoverson presented the Treasurer Report with the remarks that the rental of the storage unit has been brought to a close and there will no longer be monthly expense associated. Special thanks were extended to Carol Burton who took primary responsibility of the task to empty the unit and to those who assisted with the project. Appreciation was also extended to Windermere Realty who had offered use of its office for the location of a file cabinet dedicated for the use of the Magnolia Community Council. A call was made for a 2 or 3 locking drawer file cabinet.

Sally Bagshaw thanked the Magnolia Community Council for the invitation and the opportunity to speak. Ms. Bagshaw spoke about the efforts and ongoing discussions underway with Sound Transit re the alignment for the ST3 route through Interbay and Ballard and up through Crown Hill. The “west is best” proposal for the light rail route to be located west of the Elliott Avenue/15<sup>th</sup> Avenue West corridor is gaining some traction. A primary reason for the “west is best” is that it would be grade-separated and have a dedicated tunnel under the ship canal, which is the option that has significantly greater predictability and reliability. There has been some recognition that a route along Elliott/15<sup>th</sup> at grade would have negative impacts on an already congested route for commuters and commercial entities utilizing that major north-south route, including the Port of Seattle. An at-grade alignment would require a reduction of the lanes currently in use in that corridor.

In addition, Ms. Bagshaw thanked Ben Broesamle for the detailed and thorough information provided to her office for review with respect to the ST3 alignment issue and the many concerns raised by the neighborhoods with a vested interest in the proposal.

Ms. Bagshaw also responded to a query about the status of any replacement of the Magnolia Bridge. There are no city and no federal funds designated for the Magnolia Bridge. At this time there are no funds and no plans for the replacement. The current plan by the city is that it remains a priority that the Magnolia Bridge always be fully maintained and is safe. Federal funds could be made available to the city for replacement only after a natural disaster, such as an earthquake, destroyed the bridge. Ms. Alberta Bleck, Legislative assistant, reported that the Seattle Department of Transportation and Seattle Parks and Recreation have ongoing discussions about designation of an “emergency route”, to be planned and implemented in and out of the Magnolia neighborhood.

Ms. Bagshaw also reported on a recent trip to San Francisco to learn about that city and its efforts concerning projects that assist the homeless, and programs for which there has been success that might be implemented in Seattle and King County. Part of the trip was also to learn about successes in their programs for treatment for those with chronic addiction.

Lastly, Ms. Bagshaw reported that she has a strong working relationship with Jeanne Kohl-Welles of the King County Council and that on issues of importance to the city and county, they have a strong partnership.

Ben Broesamle reported on his recent attendance at a meeting of a City Council subcommittee discussing ST3. It was noted the route along Elliot is a challenge and that a tunnel in that area is not an option. Therefore, to separate the general traffic from the light rail, the rail line would have to be elevated in that section. There are many challenges to overcome in that section of the route. The City Council will be voting to approve a “general alignment”, but not a specific route. In addition, the voters will have to approve funding for the corridor, but again not the specific route in that corridor. Mr. Broesamle advised that the critical point is whether or not the alignment will be at-grade or grade-separated.

Tom Tanner advised that the efforts for the planning, design and construction of Smith Cove Park are moving forward, but slowly. The city and the landscape architect remain in negotiations about the scope of the work and the amount of the contract. Additional funds are needed for the research of the proposed bike path through this anticipated park. The Port of Seattle has demonstrated it has no objections to the bike path across Port property, though staff seem to be too distracted with other matters to proceed at this time.

In addition, the Trust for Public Land has indicated an interest in the “Emerald Necklace” and the part that Smith Cove Park would play in linking Discovery Park to Lincoln Park by a bike and pedestrian path from one all the way around Elliott Bay to the other.

Joseph Gellings, the Senior Planner for the Port of Seattle gave a presentation about recent improvements and ongoing efforts at Fishermen's Terminal (the uplands) to preserve it as a maritime and fishing industry hub. There are approximately 26 acres and 20 commercial buildings on the site. It is primarily dedicated to the Alaska fishing fleet: most are large corporate processors, but some family owned operations remain. In addition to the maritime and fishing industries, it is also a draw to the general public with its several restaurants and public plaza.

The members of the Magnolia Community Council recognized the value and the importance of maintaining the area for the maritime and fishing industries and supports efforts by the Port of Seattle in doing so. It was suggested the Port emphasize the significant economic value of this hub, the number of businesses and their employees connected to all of the activities at Fishermen's Terminal as part of their outreach and educational efforts.

Earlier this month a letter on behalf of the Magnolia Community Council was sent to the Seattle Department of Construction and Inspections concerning its comments on the Expedia Major Phased Development project.

Janis Traven attended the event hosted by the Magnolia Historical Society about the Magnolia Bridge. There was a large turnout and the presentation was very informative. However, it was demonstrated there is no political will by the elected Seattle officials to apply funds for a replacement bridge.

Bruce Carter and Tom Tanner indicated they would again approach the city and attempt to re-engage John Buswell, SDOT Roadway Structures, in discussions about the current status of the Magnolia bridge in the views of SDOT.

Michael Plunkett reporting on additional information about Seattle Housing Affordability and Livability Agenda (HALA) along with the City of Seattle Comprehensive Plan currently being updated and soon to be voted upon.

There are significant changes under consideration with respect to ADU (Accessory Dwelling Units often called mother-in-law units) and Detached Accessory Dwelling Unit (aka backyard cottages) within areas zoned as single family homes in the HALA and the Comprehensive Plan proposals. In addition, City Council member Mike O'Brien is soon to propose his own legislation concerning ADU and DADU. This is of interest to much of the Magnolia neighborhood, as it is primarily zoned for single family homes. A few of the key changes relate to the removal of any parking space requirements, minimal setbacks, increased height of the structures and the removal of any owner occupancy requirement, and a reduction on the lot size for which an ADU and/or DADU can be included.

It was noted that several of the Magnolia Community Council trustees attended the meeting on March 16, 2016 at the Queen Anne Community Center of which ADU and DADU were part of the discussion about the changes in the zoning and the proposals for

HALA. Michael Plunkett Land Use Committee Chair, was requested to draft a letter opposing the O'Brien proposal.

The trustees discussed the comprehensive plan as a timely and important topic for a general meeting held by the Magnolia Community Club – possibly in early fall. It is the impression of the trustees that much of the public may not be aware of the current requirement to update the comprehensive plan (as required by the Growth Management Act) at the end of the year and the content of the comprehensive plan as currently in draft form, or the importance of certain provisions in the HALA proposal.

Janis Traven reported on Project Welcome and advised that Tent City in Interbay is functioning as it should and the city finally has provided electrical power to the site.

Steve DeForest advised that he attended the Magnolia/Queen District Council meeting and the review of the street fund applications is underway.

Meeting adjourned at 9:10pm.