

Magnolia Community Council  
Board of Trustee Meeting  
Open meeting on Zoom, recorded

February 15, 2022 | minutes final

Present: Trustees Stephanie Ballard, David Kaplan, Carol Burton, Bill Stafford, Alison Grevstad, Janis Traven, David Moehring, Pat Craft, Jayson Morris, Valerie Cooper, Steve DeForest, Stephen Faciszewski, Mary Hoverson, Lisa Barnes, and Amy Platenberg.

Guests: Parker Dawson - Councilmember Lewis representative, Fred Rappaport, Laura Jenkins (Dept. of Neighborhoods), Alexis Lair, Emily Yasokuchi (ST3), Lora Radford.

Trustee Meeting called to order at 7:07 by Stephanie Ballard, President  
Meeting agenda approved. January meeting minutes approved.

Sound Transit, Alexis Lair, Emily Yasokuch:

ST3 Northgate is open, Tacoma, East Link, Lynnwood Federal Way and Downtown Redmond will open in a couple of years. WSBLE (West Seattle and Ballard Link Extensions, 12 miles of light rail with 14 stations. Project Timeline: Planning to 2023, Design to 2027, Construction 2037 to 2039, Service starts in West Seattle 2032 and 2039 service starts to Ballard (target is 2037, though dependent on funding). Now in the DEIS stage (Draft of the Environmental review) with the Public comment period – ends on April 28th. Record of Decision released at end of 2023. Map of DEIS alternatives are presented, some require third-party funding. DEIS public engagement includes public meetings, community advisory groups.

Emily Yasokuchi oversees the Ballard/West Seattle team for ST3. Emily reviews what is studied in a DEIS: Transportation, Natural and Built Environments with an environmental justice focus within each area of the DEIS. Review of the Seattle Center to Interbay/north Magnolia: Pink line – preferred alternative, Seattle Center tunnel station from Republican and exits at Elliot – elevated along the east side of Elliott Ave W to an elevated station at W. Galer St, over the bridge and Armory and Golf area still elevated. Blue line underneath the pink line from the same Republican/Elliott tunnel portal elevated and serves an elevated an east station just north of W. Prospect St, continues along QA hillside and rejoins Elliot and continues along Elliot as an elevated line. Seattle Center station on Mercer in a tunnel to a portal at Prospect on the east side and continue on the QA hillside, cross 15<sup>th</sup> and travel along W Armory Way (elevated and travel west of the Golf center.

The preferred alternative comes in at the lowest project cost of \$1.3 Billion with 174 residential units displaced. Various comparisons of historic properties, park biodiversity and roadway effects. QA hillside has steep slopes and is an environmentally critical area.

How high is the elevated route over the Magnolia Bridge? What happens to the storage area next to the Magnolia Bridge? They will reply back. How would this affect the replacement of the Magnolia Bridge? They will be studying this together with SDOT. Is community input going to prioritize residential and business displacement? The board will review comments from the community and consider these to help inform their decision.

Review of the Interbay/Ballard segment: Pink line starts behind the golf course elevated over the Dravus bridge, station at Thorndyke, elevated over 15<sup>th</sup> curve to the north and east side of Salmon Bay touching down on 14<sup>th</sup> Ave and ending at the 14<sup>th</sup> and Market station. Brown alternative starts also behind the golf course, travels under the Dravus bridge w/station at Thorndyke entering a tunnel portal underneath Salmon Bay terminates with tunnel station either at 14<sup>th</sup> or east side of 15<sup>th</sup> and Market Street.

Light blue line comes up 15<sup>th</sup> serves an elevated station above Dravus and 15<sup>th</sup>. Crosses elevated through east side of Fisherman's Terminal w/a moveable bridge 70 feet of clearance when closed (twice as much as current Ballard bridge), touches down and curves elevated station on 15<sup>th</sup> and Market. Or it could join the pink line elevated option of the Pink line to the 14<sup>th</sup> station (about as high as the Aurora bridge).

Pink Elevated 14<sup>th</sup> and Brown 14<sup>th</sup> tunnel are coming in at 1.5 Billion. The only options that do not displace maritime business are the tunnel options. Elevated options would have bridge columns in Salmon Bay (in-water effects) of approx. .8 to 1.2 acres. A 14<sup>th</sup> boat ramp and a storm water outfall would need relocation.

How would the Seattle Storm practice facility be impacted? They don't have a solution yet. Why is the elevated 14<sup>th</sup> the preferred option? Elected leadership group and stakeholder advisory group and public outreach input informed this selection originally. Alexis says that the brown tunnel options under Salmon Bay are also preferred though originally thought to require third-party funding. What about the line that goes through the east Fisherman's Terminal - it would displace a fisherman's cooperatively owned ship repair facility? The uniqueness of this facility is considered and represented by the Port. Comment that looking at their new analysis seems to inform that the brown tunnel lines would be preferred – w/less displacement, lower cost. ST3 could still change what is the preferred alternative by the board at the next stage of the DEIS. The 14<sup>th</sup> Ave boat ramp would be relocated prior to construction. Request for renderings/visuals of what the height of the elevated structures would look like. There are renderings in the Draft, see notes below. Question on how the bus routes will be planned with the light rail stations? Will there be a future bus network planned by Metro to be incorporated with the Light Rail station areas? Yes in Metro's 2040 plan. Planning for what will be implemented in the three years prior to the station opening. (See notes of more information on this in Draft in the notes below) Tunnel 14<sup>th</sup> alternative is among one of the lower cost options at 1.5 billion, and it may be the case that it may not require third-party funding. What do the visual impact of the final design and its daily impact on the community receive in all of these categories of analysis? Why is it not weighted number one? Nothing is weighted number one. Visual impacts are a section of the analysis and are included in the Draft. Several members including Janis weigh in on the fact that frequent bus drop-off to Link stations in Magnolia are very important. Alexis shows the webpage dedicated to the West Seattle/Ballard extension DEIS and alternative descriptions. There's also a recorded presentation there similar to this one. Appendix J contains drawing/links and Chapter 4 contains displacements and relocations. 20 minute virtual one-on-one meetings are available to schedule with ST3. Appendix N1 in the Transportation Chapter/Appendix shows bus stop and route options for each alternative.

Dept. of Neighborhoods, Laura Jenkins – handles outreach, civic communication. Greg Wong will be the new interim director. Neighborhood matching funds have deadlines to fund community projects/events/playground structures/murals. 5,000 grants are available through October on a rolling basis and 50,000 are available for a larger grant. Redistricting process/commission is happening and there will be at least one public engagement session.

Bruce mentions that we would like to restore the district neighborhood councils. Joint voices w/QA help us become more effective and it was an official conduit to reach City Hall and City departments. Carol mentions that we also learned what was happening in all of the other neighborhoods.

City Council update, Parker Dawson – their office is working with the Parks department to reinstate storage at the Magnolia Community Center for Summerfest. Working with Parks to provide certainty of view preservation at Ursula Judkins Viewpoint. Lighting outages on the bridge have been happening for two weeks. Their office is trying to contact SDOT to escalate this matter.

Transportation/Mobility, Stephen F/Janis T: has been in communication w/QA community council/Uptown Alliance regarding the Sound Transit line. Re: Smith Cove to Ballard segment where it emerges, etc. Proposes that we work with these other community groups to come up with a combined plan. At the State level there is 25 million proposed for the BIRT corridor to be spent on type/size and location assessments. This would fill a gap in the previous BIRT study. Encourages the board to let our 36<sup>th</sup> delegation know that what we support this.

Land Use Committee, David M. – a statewide measure to increase density within a half mile of transit stops in urban areas. Single family lots could be converted to 6-plexes, this would primarily affect the

northeast and southeast corners of Magnolia. An Ursula Judkins Viewpoint long-term covenant is still in the works with Ted Coulson.

MCC files were stored at Windermere in a 4-drawer file cabinet and needed moving. Stephen F. picked it up (thank you Stephen) and Janis T has it. Contents are maps, minutes, letters, and files. Janis offers to scan some and asking for volunteers to scan some. Amy volunteers to help. Mary H also has some business files that need scanning.

Boeing Field – Bruce requests we contact them to find out why they are not adhering to the same guidelines as SeaTac. He recommends we have trustees willing to follow up on this.

Meeting adjourned at 9:00 pm.

Respectfully submitted,  
Alison Grevstad, Recording Secretary