

Terminal 91 Neighbors Advisory Committee Annual Report 2013

The Terminal 91 Neighbors' Advisory Committee (NAC) is pleased to provide the Port of Seattle Commission with this report of its activities for the year 2013.

Composition of NAC

NAC community representation is comprised of eight voting members, four from each community. Representatives serving their communities for the 2013 term were:

Magnolia Community Club

Steve DeForest, President
Nancy Bainbridge Rogers
Fred Rapaport
Tom Tanner
Bruce Carter, Alternate
Carol Burton, Alternate

Queen Anne Community Council

Ellen Monrad, Chair
Don Harper
Jim Smith
Glenn Avery

John Kriese served as NAC Chair 2013. His service was provided through 501 Commons, a non-profit organization. Pam Xander, of SoundEarth Strategies, Inc., provided environmental consulting services and prepared summaries of each NAC meeting. Rosie Courtney is the primary Port representative and staff support for NAC. Additional Port staff that attended one or more meetings in 2013 are: Fred Chou, Joseph Gellings, Paul Meyer, Ellen Watson, and Christine Wolfe. Marni Heffron, Heffron Transportation, briefed NAC on traffic studies prepared for the Port.

Meetings

NAC met monthly on the third Wednesday of the month. The principal activity was dialog among NAC members and between NAC and Port staff regarding Terminal 91 including the North Bay area. NAC also discussed issues geographically adjacent, or outside NAC's purview, that could affect Port operations within the NAC area. Staff participation included briefings, updates, and responses to NAC questions and concerns. Detailed summaries of each meeting are available in the Minutes posted at <http://www.portseattle.org/Supporting-Our-Community/Community-Engagement/Pages/NAC.aspx>.

General Value of NAC

The Magnolia Community Club and the Queen Anne Community Council affirm that NAC has a constructive and positive value to both the Port and neighboring communities. Participants all view the committee and its meetings to be informative, cooperative, and a desirable forum for discussion and consensus.

building. The underlying Short Fill Redevelopment Agreement (NAC Agreement) has proven effective for its purposes to date.

Ongoing Issues for NAC

During 2013 the issues below were the most significant to NAC.

1. Traffic.

a. The Port's traffic experts explained and the NAC community members concur that traffic engineering methodology to test level of service at area intersections has evolved in the decades since the 1985 Shortfill Agreement was signed, but that level of service appears to generally continue to meet the trigger levels set in the Shortfill Agreement. However, the Port staff and the NAC community members acknowledge that the measured traffic trigger counts at T91 entrance/exits have consistently broken the traffic triggers set in the Shortfill Agreement, for a variety of reasons. The Port staff and the NAC community members also acknowledge that the current Shortfill Agreement provides little to no mitigation or cure for violations of the level of service or of the traffic triggers. The Port's traffic experts suggested opening the Shortfill Agreement to be amended to update the traffic engineering methodologies and to update the traffic triggers to reflect modern methodologies and the reality of today's traffic counts.

b. NAC community members appreciate the Port providing an expert contractor to explain and interpret traffic measurements, including assistance in understanding the similarities and differences in level of service measured by old and new methodologies.

c. NAC community members spent time both in NAC meetings with Port advice, and on their own outside NAC meetings, evaluating proposed amendments to the Shortfill Agreement. NAC community members proposed amendments to the Port that would both (a) update the traffic engineering methodologies and update the traffic triggers, and (b) also include provisions to assure real mitigation or cure for any violations of those updated level of service standards or traffic count triggers.

d. Port staff and experts explained their concern that it would be difficult to craft or agree upon meaningful mitigation or cure provisions at this time, given that the cause of a future violation of any updated level of service standard or traffic count trigger is not yet known; i.e., it is difficult to define a fix to a problem when the problem is not yet known.

e. The NAC then agreed to not open the Shortfill Agreement to any amendment at this time, and instead wait until more is known about any future re-development of the "uplands" (North Bay) covered by the Shortfill Agreement.

2. Ballard Interbay Land Use Corridor Study

a. NAC continues to follow City of Seattle Planning studies that may impact Port activities. The City's Ballard Study encompasses a 3-mile corridor along Elliot

Avenue W and 15 Avenue NW from Interbay to Ballard. The NAC is concerned the City is piecemealing its approach to a comprehensive plan. As a consequence, the plan may fail to identify traffic and other issues that are covered by the Shortfill Agreement.

3. Smith Cove Park

a. The transfer of the West Yard from the Port to the City of Seattle will benefit the Magnolia and Queen Anne communities. The City plans to construct a park on the land and the NAC is closely following plans for how the park and the co-located Combined Sewer Overflow Facility will function. In particular, the NAC supports a plan that provides unimpeded foot-traffic movement through-out the park area.

4. Smith Cove Events Permit

a. NAC appreciates the Port's resolution of a NAC question about a possible inconsistency in expectations for land use at the Smith Cove Events Terminal located at Terminal 91. The Port and the City of Seattle determined that a particular entertainment use was not allowable under the existing permit. The City agreed to include the particular entertainment use in the Shoreline Master Program as long as the Port committed to place a maximum number of times for use and pay using the ecological restoration fees. The Port agreed to a maximum of 45 days during the non-cruise season and contributed to the City's in-lieu fee program (ecological restoration).

5. Upland Re-development.

a. The NAC remains highly interested in any actions by the Port to initiate re-development of the uplands at T91. Little action was taken in this regard during 2013. But it remains the issue of paramount importance to the committee and the NAC community members.

6. Other Topics (See Minutes for details)

- a. King County CSO construction details
- b. Port clean air strategies
- c. Tank Farm cleanup activities
- d. Existing Fish Processors

Of Specific interest to the Commissioners.

NAC community members urge the Commissioners to continue to engage with City of Seattle leaders and to advocate for a more holistic approach in the city's planning activities. In particular, planning for the Ballard Interbay area should include potential impacts on T-91 and traffic flow on adjacent streets.

Other Matters

We invite each and all Commissioners to attend a NAC meeting at your convenience. Meetings are usually on the third Wednesday of each month at 4:30 PM in the Port's third floor east conference room.

NAC thanks the Port Commissioners for the opportunity to provide this annual report on behalf of the Magnolia and Queen Anne communities. We will be happy to respond to any questions or concerns you might have.