EIS Scoping Comment Summary
October 7, 2003

Deleted: Appendix C: Attendance Lists from Scoping Meetings . 14

Introduction

The Magnolia Bridge Project team is developing an Environmental Impact Statement (EIS) to identify a preferred alternative for replacing the facility. This report summarizes the comments and issues that have been identified during the alternatives development and scoping phases. A compact disc containing the entire database of public comments over the life of the project is attached as Appendix A, along with instructions for using the database. Hard copies of all written comments and a transcript of verbal comments submitted at the EIS public scoping meeting are available at the City of Seattle's Clerk's office 600 Fourth Avenue, Floor 3. These letters, e-mails, and transcripts are also

available for viewing in pdf format on the Magnolia Bridge Project website at www.seattle.gov/transportation/magbridgelibrary.htm.

Scoping Approach

The Magnolia Bridge Project team began in Summer 2002 with the intent to develop a Type, Size, and Location (TSL) Study. As alternatives development continued, it became clear that all but one of the replacement alignments fell outside of the existing bridge corridor. For this reason, the project team was advised to complete an EIS to assess impacts to the natural and human environment in more detail. Specific public involvement requirements outlined in the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) helped the team modify the public involvement plan to meet legal requirements.

Scoping Activities

A variety of activities supported the public involvement plan during the TSL Study and EIS scoping phase. All comments received have been included in the database, which is described in more detail after this section.

Stakeholder Interviews. Approximately 25 people identified as stakeholders were interviewed at the project's outset to help the team understand key issues and concerns. Those interviewed are listed below, along with their affiliations.

Name	Date	Affiliation
John Coney	9/3/02	Queen Anne Community Council
Attila Szabo	9/3/02	Restaurants Unlimited (Palisades)
Dwight Jones	9/3/02	Elliott Bay Marina
Mike Smith	9/4/02	Magnolia Chamber of Commerce
Doug Lorentzen	9/4/02	Uptown Alliance & Friends of Queen Anne
Fran Calhoun	9/5/02	Queen Anne Chamber of Commerce
Bob Holmstrom	9/6/02	Mag/QA District Council, Mag Chamber, Mag Comm. Club
Jose Montano	9/6/02	Magnolia Community Club
Jack Rosling, Kim Suelzle	9/9/02	City Ice
Chief James (Jim) Fosse	9/10/02	Seattle Fire Department
Scott Foutch	9/11/02	Louis Dreyfus Corp.
Cholly Mercer	9/11/02	Rainier Petroleum
Ron Sudderth	9/11/02	Urban Commercial Properties LLC

Name	Date	Affiliation
Dakota Chamberlain, Tom Tierney Mark Griffin	9/12/02	Port of Seattle
Lise Kenworthy	9/12/02	BINMIC, SMBC
Brian Horman Kristin Wennberg	9/12/02	Amgen (formerly Immunex)
Don Harris Michele Finnegan Terry Dunning	9/16/02	Seattle Department of Parks and Recreation
Robert Foxworthy	9/18/02	Friday Group & Magnolia Community Council
Eric Fahlman	9/19/02	Bike Alliance of America
John Phillips Shirley Henry	9/20/02	Builder's Hardware
Emory Lehman Mike Williams	9/30/02	National Guard Armory
Jim Blackstock	10/2/02	Blackstock Lumber
Warren Aekervik	10/16/02	Chair, BINMIC Action Committee
Eric Davidson	10/22/02	King County Metro – Utilities
Chief John Nelson	10/02	Assistant Deputy Fire Marshal
Ray Schutte	4/23/03	Interbay P-Patch leadership

Meetings to Support the Type, Size, and Location Study. In addition to stakeholder interviews, a series of meetings were held to acquaint local community, government, and business groups with the project and to keep them informed of progress. These meetings are listed below, along with a brief description of their intent and the date each occurred.

Meeting	Description	Date(s)
City of Seattle Council	Briefings of the Transportation Committee	9/25/02, 12/17/02, 3/4/03
Public Open House	All-community meeting designed to solicit broad input (pre-alternatives development)	10/9/02
Seattle Design Commission	Briefing to solicit input on project progress	10/17/02, 4/17/03
Queen Anne Transportation Committee	Project briefing	10/30/02
Queen Anne Chamber of Commerce Board	Project briefing	11/5/02
Seattle Port Commission or Executives	Project briefings at Commission and executive levels to inform and solicit feedback	11/20/02, 12/10/02, 1/15/03, 2/11/03
Seattle Port Neighborhood Advisory Committee	Project briefing	11/20/02
Magnolia Chamber of Commerce	Project briefing	11/21/02, 2/13/03

Meeting	Description	Date(s)
Queen Anne/Magnolia District Council	Project briefing	12/2/02
Public Open House	All-community meeting designed to solicit input on nine project alternatives	12/5/02
BINMIC Action Committee	Project briefing	12/11/02, 4/9/03
15th Avenue Corridor Business Briefing	Project briefing targeting business people along the 15th Ave/Elliott Ave corridor	12/11/02
Magnolia Community Club	Project briefing	2/13/03
32nd Avenue W Neighborhood	Targeted neighborhood briefing	2/19/03
Thorndyke Avenue Neighborhood	Targeted neighborhood briefing	3/11/03
Wheeler Avenue Neighborhood	Targeted neighborhood briefing	3/19/03
Galer Street Neighborhood	Targeted neighborhood briefing	4/16/03

EIS Scoping Meetings. The decision to develop an EIS (and expand beyond the originally planned TSL Study) triggered additional public involvement requirements. SEPA and NEPA required the publication of official scoping notices through separate, legally mandated processes, and scoping meetings for interested agency personnel and the public were required. Please see Appendix B for a description of the processes required for advertising scoping notices, as well as copies of the documents.

Agency and public EIS scoping meetings were held on May 22, 2003. The agency meeting was held from 10:30 AM to noon, and was followed by a bus tour of the project study area. The public meeting was held that same evening, from 5:30 to 8:30 PM, and included an open house portion, a presentation, and the opportunity for attendees to make formal verbal comments to a court reporter.

Deleted: Please see Appendix C for copies of the sign in sheets for both scoping meetings.

Scoping Results

Background. At the beginning of the Magnolia Bridge Project (Fall of 2002), EnviroIssues created an electronic database to capture public and agency input submitted in many different formats. This database, originally designed for only the TSL Study, allowed those entering comments to "code" them based on the topics that they addressed. The database also allowed users to generate mailing and email lists to notify interested persons of project updates and opportunities for involvement.

Upon completion of the initial TSL Study phase and the decision to develop an EIS in April 2003, the database was modified to correspond more closely with topics typically addressed in an EIS. Input gathered during the TSL phase was re-coded using the modified topics and is included in this report.

Forms of Input Gathered. The database currently contains approximately 530 comments. Several forms of input were gathered and entered in the database, including:

- **Comment Forms:** Made available at public meetings, comment forms included a series of questions and space for additional comments and contact information. Comment forms were constantly updated based on the information desired by the project team.

- **Project Website Comments:** Because the City of Seattle's main website hosts the project web page, comments submitted via the internet form are first transmitted to city staff. Each day, these comments are redirected to EnviroIssues, and new comments received are entered into the database on a regular basis.

- **Emails to Project Team Members:** Individuals have the option of emailing project team members directly via addresses provided on the website and in project materials. These emails are forwarded to EnviroIssues and entered into the database.

- **Letters, Petitions, and Attachments:** Members of the public have submitted to the project team hardcopies of letters, petitions, copies of regulations, and other attachments. Input submitted electronically or that can be easily scanned has been entered into the database. If the attachment, letter, or petition is too large or does not scan well (i.e., a graphic or sketch), the content of the attachment is summarized in [brackets].

- **Phone Calls to Team Members:** Members of the public have phoned different members of the project team with comments and questions. Team members have summarized the comments and questions raised during these phone calls, which have been entered into the database.

- **Scoping Meeting Transcripts:** During the public EIS scoping meeting, attendees had the opportunity to record verbal comments with a court reporter. These verbatim comments are entered into the database.

Input Summaries by Technical Topic

The following categories emerged repeatedly during the scoping process and were included as coding options in the updated version of the database.

Access to Magnolia	Business impacts	Employment
Aesthetics while driving	Compatible uses & siting	Fisheries
	Construction	Freight
Aesthetics from ground	Design	Funding/cost
Air quality	Displacement	Geology and soils
Bicycles	Emergency response	Habitat

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Hazardous waste	Parks	Transit
Landfill	Pedestrians	Urban Design
Land use and zoning	Port	Views
Light rail/commuter rail	Property	Waterfront access
	Public involvement	Waterfront streetcar
Local Impacts	Railroad	Waterfront Use
Monorail	Seismic safety	Water quality
Noise	Shorelines	Wildlife
Open space	Traffic	

Appendix A includes a table identifying the number of comments received that address a particular topic (comments could be coded for more than one issue). The topics that commenters most often addressed were (in no particular order): access to Magnolia, business impacts, design, displacement, funding/cost, local and neighborhood impacts, property concerns/values, public involvement, traffic, uses and siting, and waterfront access.

General EIS categories are listed below, along with summaries of the kinds of comments that addressed each. Please note that these summaries are not comprehensive. Please refer to the complete database for the entire list of comments pertaining to a particular topic.

Aesthetics and Visual Quality

Only a few comments related to visual impacts were submitted, though some did voice concerns related to aesthetics. Residents were concerned about views from homes or other areas that could be impacted by a new alignment (e.g., a resident on the eastern slope of Magnolia was concerned that Alignment D would impact her view). Others mentioned that they appreciated the view of Seattle and the beautiful entryway to Magnolia available when driving on the existing bridge. One resident noted concern that new alignments near residences could create glare resulting from headlights of passing cars.

Air Quality

Only a few comments were submitted pertaining to air quality. Specifically, members of the public voiced concern about diminishing air quality in neighborhoods that would experience higher traffic volumes, especially along Thorndyke Avenue. Gardeners at the Interbay P-Patch are also concerned about how additional exhaust could impact the quality of produce grown at the location.

Earth

Given past closures of the Magnolia Bridge due to landslides and earthquakes, many residents in Magnolia are concerned about the seismic safety of the new bridge. Many cited seismic safety as one of the most important considerations for the new facility. In

addition, contaminated soils along the routes, as well as the presence of the tank farm and landfill beneath the golf course, were issues of concern.

Plants, Animals, Fisheries

Comments about plants, animals, and fisheries were not plentiful, but highlighted a few key locations. For example, Alignment A would likely require in-water work, which could create impacts to fisheries and marine life. Gardeners at the Interbay P-Patch also note that potential wetlands just beyond their property should be evaluated and protected. Magnolia residents report observing herons, otters, and additional wildlife species in the project's vicinity.

Noise

Magnolia residents and Interbay P-Patch gardeners voiced concern about higher noise levels associated with new alignment configurations.

Parks & Recreation

A variety of parks, open space areas, and other recreational opportunities are located in the project area, particularly along the shoreline. Comments specifically mentioned the need to protect areas like Smith Cove Park, the undeveloped public land along the eastern slope of Magnolia, and the existing bike path around the Interbay property. Public comments emphasized the need to include adequate and safe pedestrian and bicycle routes as part of any preferred alignment. The public also asked that new bike and pedestrian paths connect well to the existing pathways network. Several Magnolia residents supported the idea of maintaining Magnolia Village's pedestrian nature, as well as improving the connection from Magnolia to the Elliott Bay Marina.

Water Quality

Only a few comments submitted to the project team mentioned stormwater, referring most often to impacts created by runoff from new facilities and potential construction impacts to water quality.

Relationship to Plans and Policies

A few commenters referred to specific plans and policies that could influence project development, most of which provided limitations or guidance about particular activities and developments allowable in the area. For example, City of Seattle codes identify land use restrictions and processes for evaluating projects that potentially impacted parties asked the project team to consider.

Environmental Justice

No comments related to environmental justice were received.

Social and Economic Conditions

Comments related to social and economic conditions covered a wide range of topics (some of which address displacement and relocation, discussed below). In general, commenters asked that the following questions be addressed and considered in the EIS:

- How will the project impact industrial, maritime, and other business in the BINMIC area?
- How will traffic flow on 15th Avenue impact freight delivery?
- Will businesses and jobs be lost to other areas?
- Will the "cluster economy" phenomenon – the synergistic interplay of support services for water-related industry – be compromised by the project?
- How will the bridge impact Magnolia Village?
- Will Port property businesses (CityIce, Trident Seafood, etc.), 15th Avenue businesses, or homes be displaced?

Displacement/Relocation

The Magnolia Bridge Project could displace homes, businesses, and potentially a portion of the Interbay P-Patch. Parties that could potentially be displaced asked that these impacts be eliminated or minimized, and that fair compensation be offered for any property takings.

Historic & Cultural Resources

No comments identified potential historic or cultural resources to be considered in the project area.

Transportation

Because the Magnolia Bridge Project will replace a transportation facility, many comments pertained to a variety of transportation issues. While many comments stated support or opposition to a particular alignment (without offering issue-specific comments), the following issues appeared often in scoping comments.

Multi-Modal Options. Commenters asked that many different modes of transit be explored and potentially coordinated to more easily move people through the 15th Avenue corridor. For example, the forthcoming monorail, BNSF railroad, waterfront streetcar, buses, and light/commuter rail were mentioned. In addition, co-locating several transit modes to provide easy transfer between them was an attractive option for many.

Access. Several commenters expressed the need for a fourth access point to Magnolia (provided under Alignment H). While many comments expressed support for improving access to Magnolia, others did not think that a fourth access point was necessary, arguing

that it would destroy the quiet nature of the neighborhood. Magnolia residents also asked repeatedly that access to the waterfront be improved.

Traffic Patterns and Congestion. Commenters urged the project team to consider how re-routing traffic could potentially change neighborhood characteristics. In particular, many residents are concerned that Alignment H, which would funnel additional cars to Thorndyke Avenue, will create high levels of cut-through traffic on local streets not equipped for larger traffic volumes. In addition to "overwhelming" local, quiet neighborhoods, commenters also cautioned that traffic changes and impacts on Magnolia Village should be considered.

Utilities

Very few comments about utilities were submitted.

Public Services

Only a few comments pertaining to public services were submitted, and most expressed concern over emergency vehicles' ability to get to and from Magnolia. Similarly, some residents would like the project team to consider providing redundant access points to facilitate quick evacuations from the neighborhood if there were an emergency.

Hazardous Materials

Contaminated sediments and hazardous materials in the Interbay area could create health, safety, and cost issues in relation to project construction. The area near the tank farm, as well as the area near the old landfill (upon which the Interbay Golf Course is located) concerned several commenters.

Land Use

Comments pertaining to land use covered a variety of topics, including:

Redevelopment. Many commenters voiced concern over plans to redevelop the Port's Northbay (Interbay) property. Commenters urged the project team to carefully consider and coordinate with the Port's plans, but not lend the agency too much weight in the overall decision-making process. While beyond the scope of this project, industrial interests voiced strong opposition to changing zoning and land use classifications in the area, which could harm the industrial/maritime sector.

Compatible Uses and Siting. Several parties with interests in the project area are concerned that the bridge (and related land uses) will not be compatible with adjacent land uses. For example, a new route could disturb quiet neighborhoods, parks, shorelines, the Interbay P-Patch, etc.

Other Comments

Additional comments were submitted about the following topics:

Funding/Cost. Many commenters urged that the City spend public dollars sensibly, and often favored the alternative(s) they perceived to be the least expensive. Many commenters asked how the City planned to fund the project and expressed skepticism about finding funding sources.

Construction. Many commenters (especially those with businesses in Magnolia Village) urged that any replacement solution keep the bridge open for as long as possible to minimize business loss and impacts to traffic congestion at Emerson and Dravus.

Urban Design. Many comments related to impacts to a neighborhood's "character," and/or the interplay of vehicles, pedestrians, development, nature, etc. These comments are captured under the topic of "urban design," a category that encompasses the intersection of several technical disciplines.

Alternatives. Several comments suggested the addition of alternatives or variations of proposed alternatives in the study. As a result, two additional alternatives were evaluated using the project screening criteria. It was determined that they did not merit being carried forward through the EIS process. The Alignment Study Report documents the alternative selection process and includes the evaluation information related to these suggested alternatives.

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Appendix A: Comment Database

Summary

The Magnolia Bridge Project comments are provided in a Microsoft Excel spreadsheet on the attached compact disc. Excel lays out each comment as a single row in the spreadsheet, and organizes comment information into the following columns:

- Comment ID: A unique ID number assigned to each comment.
- Stakeholder organizational affiliation.
- Comment Source: The medium through which the comment was received.
- Comment Date: Date the comment was made.
- Comment: Text of the comment.
- Categories: List of comment categories for organizing comments by technical topics.
- Parties: List of involved parties referenced in the comment.
- Routes: Alternatives or locations referenced in the comment.

The Categories field exists as a tool for organizing comments by technical topics. EnviroIssues established 42 distinct comment topics for tracking public and agency input. Most comments are coded to at least one category, and many are coded to several categories. These categories, and the number of comments coded to each, include:

Access to Magnolia	205	Monorail	24
Aesthetics while Driving	35	Noise	59
Aesthetics from the Ground	36	Open Space	39
Air Quality	29	Parks and Green Space	62
Bicycles	39	Pedestrians	58
Business Impacts	144	Port of Seattle	61
Construction	65	Property Concerns/Values	118
Design	148	Public Involvement	181
Displacement	109	Railroad	6
Emergency Response	9	Seismic Safety	61
Employment	9	Shorelines	73
Fisheries	11	Traffic	242
Freight	11	Urban Design	86
Funding/Cost	144	Uses and Siting	109
Geology and Soils	66	Views	45
Hazardous Waste	6	Water Quality	10
Landfill	0	Waterfront Access	104
Land Use/Zoning	53	Waterfront Streetcar	3
Light Rail/Commuter Rail	3	Waterfront Use	76
Local and Neighborhood Impacts	237	Wildlife	37
Mass Transit/Bus	28	Wildlife Habitat	50

Comments Review

The complete text of the comments database has been provided as an attached Excel file. Comments can be browsed, searched through, and sorted with the usual Excel tools. A "Filtering Macro" function was also developed for the file in order to facilitate sorting the comments by their attached category/categories. Instructions for using and maneuvering within the Excel spreadsheet are provided below.

Opening the Document

The comments spreadsheet includes macros (customized programming commands) for some of its functionality. As macros can be used illicitly to spread computer viruses, Excel will commonly warn you when opening a document that contains macros. When you open the comment database, a pop-up box will allow you the opportunity to enable or disable the embedded macros. For this document, users should enable the macros by clicking on the "Enable Macros" button – they are performing a legitimate task and will not infect your computer.

Browsing Comments

Excel lays out each comment as a single row in the spreadsheet, and organizes comment information into columns. The first columns contain information about the commenter – Comment ID, and related organization (if specified). Next is the information on where and when the comment was submitted, then the text of the comment itself, and finally comment category information. All information can be reviewed or added to with basic Excel browsing.

Searching Comments

Excel includes a search tool for finding text or keywords in spreadsheets. To use this tool, select **Find** from the **Edit** menu, or hit **Ctrl** + **F**. A textbox will pop up, in which text can be entered – Excel will search out the first occurrence of this text anywhere in the spreadsheet. To search over a single column of information, highlight the column to search on before running the Find tool. For example, a user could search the Categories column for all comments pertaining to a particular topic of interest.

Sorting Comments

Excel also provides a tool for sorting comment information by alphabetical or date order, by a category of choice. To run this tool, first highlight the entire spreadsheet (by clicking once on the box in the upper left hand corner of the sheet above row 1 and to the left of column A), and then select **Sort** from the **Data** menu. (NOTE: Failing to highlight the entire spreadsheet can cause one column to be sorted while others are not – this will scramble user information and cause a general headache. Avoid this.)

When sorting, you can choose up to three columns to sort by, in priority order, and choose to sort either Ascending or Descending. Choosing "Comment Date – Descending", for example, sorts all comments in reverse date order, showing the most recently submitted comments first. To reorder comments in the order originally presented, sort by "Stakeholder ID – Ascending".

Filtering Macro

This tool provides an input box for the user to enter in a category title, and view all the comments (and only those comments) in that comment category. This tool can be accessed by pressing **Ctrl** + **Shift** + **F** on the keyboard. In the text box provided, enter the name of any category; the tool will show only those comments with the category listed. (Keeping a printout of this summary sheet at hand is useful, to know which categories can be referenced.)

To view all comments again, press **Ctrl** + **Shift** + **H**.

A Note on Long Comments

Some comments submitted are very long, and do not display well in the Microsoft Excel format. (The full text of these comments is present in the file, but not all the text can display on the screen.) The easiest way to view the full text of these comments is to click on the cell containing the comment text, **Copy** the cell (from the **Edit** menu or using **Ctrl + C**), and **Paste (Ctrl + V)** it into Microsoft Word or another word-processing application.
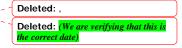
Appendix B: Display Advertisements, Scoping Notices, and Distribution Lists

Display advertisements for each of the large public meetings (10/9/02, 12/5/02, and 5/22/03) were published in three local newspapers: (1) The Seattle Times, (2) The Seattle Post-Intelligencer, and (3) The Magnolia/Queen Anne News. These advertisements provided information about the time, location, and topics of discussion for each meeting.

Legally mandated processes outlined in SEPA and NEPA also provide instructions about the publication of official scoping notices. A NEPA Notice of Intent was published in the Federal Register on April 18, 2003, and was prepared according to the guidelines found in Federal Highway Administration (FHWA) Technical Advisory T6640.8A.   A SEPA Declaration of Significance and Scoping Notice was was prepared and distributed in conformance with WAC 197-11-360, 408, and 980. The Declaration of Significance and Scoing Notice was first published on May 7, 2003 in The Daily Journal of Commerce and on May 8, 2003 in the City of Seattle Land Use Information Bulletin. Due to an oversight, it was not published in the SEPA Register of the Washington State Department of Ecology in May. On August 11, 2003, the SEPA Declaration of Significance and Scoping Notice was entered in the SEPA Register of the Washington State Department of Ecology. The Declaration of Significance and Scoping Notice was published again in The Daily Journal of Commerce on August 20, 2003. The NEPA and SEPA scoping notices provided brief descriptions of the project alternatives and the elements of the environment proposed for analysis in the EIS, and described where to submit written EIS scoping comments. Copies of the notices are attached. The SEPA comment period for scoping closed on September 10, 2003.