

((Benjamin Donguk Lukoff)) @lukobe
June 14, 2021

W McGraw Street End Meeting

Live tweets from a meeting regarding improvements to the W McGraw street end, Magnolia Community Center, August 15, 2013
Photo via @lukobe

((Benjamin Donguk Lukoff)) @lukobe · Aug 16, 2013
At public meeting re improvements to the W. McGraw shoreline street end off Perkins Lane. Most attendees appear to be from that street.

((Benjamin Donguk Lukoff)) @lukobe · Aug 16, 2013
Visual aids: maps and photos



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The city's Jennifer Wieland and Cheryl Eastberg are giving an overview of the shoreline street ends program.

((Benjamin Donguk Lukoff)) @lukobe · Aug 16, 2013
There is a public shoreline access gap assessment created by Seattle Parks and Recreation. McGraw, Armour, and Raye could fill the gap.

((Benjamin Donguk Lukoff)) @lukobe · Aug 16, 2013
McGraw is adjacent to Seattle Public Utilities property and is currently being used, hence why it was selected.

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The city considers McGraw the "best of the bunch" of the access points between Discovery Park and 32nd Ave. W.

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This is intended to be a neighborhood access point for people to walk to, not for people to drive to with their kayaks.

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Some Perkins Lane residents are talking about the stairs: "someone could die there" — they're rather rickety.

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Development: pushing back the blackberries, addition of picnic table/bench to the clearing. Addition of signage. Intent to be very low-key.

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They are considering removal of the fence, part of which is on Seattle Public Utilities' property.

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Sounds like they're about to take questions.

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People are worried about parking, asking if ambulances or fire trucks can get through.

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Fence removal will increase on-street parking availability by a few spaces.

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People are concerned about "bringing trouble to the neighborhood" — "kids will party there"

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Someone is asking if this development is exempt from SEPA (implication is it isn't)

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Guy across the street says he can't get out of his driveway if someone parks on Perkins Lane across from his house.

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He's complaining about people putting trash in his can and about people partying there at 1 a.m. Citing a huge party on July 3rd.

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Says the fence was put up at the request of the police department.

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The street is in awful condition anyway, says someone, and he's not happy about one more car or truck coming down there.

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Someone is bringing up a separate proposal 2 put up a gate restricting access 2 the beach at West Point and worrying that will shift traffic

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That road is owned by the treatment plant and is not meant for general public use. No parking except for handicapped people.

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Limited passes are available. Official is noting West Point road is different — it doesn't belong to Parks or SDOT.

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Martin Selig is here.

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A man is asking if they've done shoreline street improvements on a street anything like Perkins Lane before. "You're asking for trouble"

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Says they're not trying to be selfish, love public access idea, but so much wrong with this idea for this particular road & location

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Thinks it's not as necessary because of proximity to Discovery Park. Says people are sure trouble is coming.

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Again states an environmental review is probably necessary.

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Someone else is asking what they need to do as a neighborhood to stop this project. Cheryl says she's not sure.

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Other city person notes it already IS public access -- if nothing is done that will not change

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Cheryl is noting that there is plenty of support from Magnolia residents, that she has received by e-mail.

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A resident says there's a shoreline hearings board that the man can go to to stop this.

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Cheryl: This is not a park, this is never going to be a park. It's a right-of-way, which is managed very differently from parks.

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Jennifer says they do not see the sort of draw to street ends that they see to city parks. They will do maintenance at least once a year.

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R. Frank Robinson, landscape architect, is here too — forgot to mention that initially.

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John Barber, head of Friends of Street Ends, is talking now. "We believe that right-of-way does mean RIGHT OF WAY."

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The relationship of people to the water is an important thing. We want pedestrian-oriented small places where people can have that exp.

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We are not in any way encouraging cars to go to any of our street ends. We've never done that, never asked for any parking spaces.

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Walk, bicycle, canoe, kayak.

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Walking the hills is built into getting to many of these waterways, a good form of exercise.

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People are telling him his two minutes is up. Someone asks if he gets the same amount of time. He says John's missing the point.

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I believe that someone is Martin Selig. Wants to see a list of people who "love this." Says it's the wrong place for it.

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Says enough trouble with the construction down there. "Asking for trouble." "Asking for a lawsuit."

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The community will stop it one way or another. It can be stopped and they will. Calls this process bullshit. Wants \$30k spent on road imprv

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Neighbor says this is a destination, not a place where someone will regularly walk to. People will park.

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Another neighbor reiterates parking will be a problem. Wants their property taxes spent on fixing the road, not this. Priorities are off.

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Former Magnolia resident speaking about the street end. Choice piece of land. Says she will fight Selig tooth and nail on this one.

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She mentions the Lake Washington pocket parks. Will this street end be less abused if it's more open?

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Another non-neighbor speaking up. These things become private property. Someone says "so?"

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Young man (recent teen) says people prefer to party in the landslides, decrepit buildings... if it's open and available, they'll avoid it.

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Someone talks about finding a lock on the gate. Public property should have public access. Thinks it's insane to drive there.

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Doesn't need any amenities. Just wants public access. Same goes for all road ends.

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Party argument could be applied to all road ends.

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Just had my say. (In support of public access.)

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A speaker says he has not heard a principled argument against the street end, just practical concerns and historical problems.

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We cannot have a problem-free situation in Seattle when you're dealing with land.

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There are other priorities in this city over fixing Perkins Lane. That's a practical argument. We have to honor the principle of access.

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Another Perkins Lane resident speaking about the turnaround at the end of the street. Says it's actually private property.

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Says infrastructure can't support it. Who will be liable if a beach fire escapes and burns down someone's home?

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Wants to know who's liable if someone accesses private property from the street end and gets injured.

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Someone talking on behalf of street end neighbors (Goertzens), currently in Italy. Similar concerns re liability.

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Jennifer: Ideas: clearly demarcate where public property ends. "Rules of Conduct" (though not exactly those since it's public ROW)

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The right of way is always open, so no closing hours, no park-specific rules. This is more like a street.

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Someone else expressing frustration about beach fires late into the night.

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It's 7:55, meeting almost over.

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City says there won't be another meeting. Very expensive, small budget.

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Someone brings up the possibility of walking up the Puget Ave. ROW from 32nd Ave/Wolf Creek all the way up to Discovery.

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Theoretically possible at low tide, but would be complicated.

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Culmination of decades of our experience of "the city" is what you're hearing here, says a neighbor.

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Residents feel like they get reamed, he says. "I don't," exclaims a woman.

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John Barber notes that this part of Perkins Lane is part of a walkway mentioned in Seattle Stairway Walks.

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Meeting over. Got to meet the author of Seattle Stairway Walks.

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Neighbor says there's going to be a private meeting now. Says they will stop this.