



DRAFT / APPROVED MINUTES OF THE MEETING

Greg Nickels
Mayor

Diane Sugimura
Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauck

John Hoffman

Julie Parrett

Dennis Ryan

Norie Sato

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff



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November 5, 2009

Convened 10:00 am
Adjourned 5:00 pm

Projects Reviewed

Neighborhood Planning Streetscape Design
DPD Green Building Team
South Park Pump Station
Admiral Way Safeway
Seattle Center Fun Forest

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Julie Bassuk
Graham Black
Brendan Connolly
John Hoffman
Julie Parrett
Dennis Ryan
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Tim Trujillo
Jenny Hampton

Celebrating 40 Years 1968-2008



November 5, 2009 **Project:** **Neighborhood Planning Streetscape Design**
Phase: **Pre-Design**
Last Reviewed: **N/A**
Presenters: **Sara Robertson, SDOT**
 Darby Watson, SDOT

Time: 1.00 hrs

(121)

SUMMARY

The Design Commission thanked Sara Robertson and Darby Watson of SDOT for the presentation of the streetscape concept plans for the neighborhood plan updates. They then commended Seattle Department of Transportation (SDOT) for coordinating with the neighborhood planning process being undertaken by the Department of Planning and Development (DPD) and the Department of Neighborhoods (DON).

The Commission likes the pedestrian and bike improvement plans. They noted the difficulty of the Martin Luther King Jr. Way S. and Rainier Ave. S intersection and cautioned for purpose driven designs and attention to how they affect sidewalk widths as well as other design strategies. They also cautioned about re-routing Martin Luther King Jr. Way S through S. Bayview St, as it might lead to other problems, such as damaging the business corridor or adversely affecting a residential area. But in concept, the Commission supported the creation of a town center environment around the station. The Commission also expressed support for billets. The Commission recommends the use of a similar urban design framework as the one in South Lake Union to address these opportunities.

Presentation

The goal of this project is to create streetscape concept plans for three neighborhoods. The objective is to improve streetscapes within the area. There have been previous presentations to the Design Commission.

The three areas of concern are North Rainier, North Beacon Hill, and MLK@Holly. These areas were chosen due to the new light-rail stations and their corresponding increase in pedestrian activity. There has been outreach (workshops and town halls) for concerned citizens. Public feedback has been provided as part of the outreach. Staff recommendations are to follow in December. However, there is uncertainty with regards to timeframes due to the incoming mayor and staff.

North Beacon Hill

The North Beacon Hill community input:

- Beacon Ave S. presents an opportunity to become a boulevard
- If there is to be no parking on Beacon Ave. S. then there is potential for bike lanes
- Desire for a town center
- A strong desire for stronger connections throughout the community

The Southeast Transportation Study Project #7 was presented.

2 concepts for Beacon Ave. S:

- 1) Raised median, parking on both sides, maintain ROW
- 2) Plan to put parking on one side and bike lanes on both sides, or maintain parking on both sides and keep sharrows.

The community expressed a desire for bike lanes. The presenter mentioned that SDOT would like feedback from the local business owners.

North Rainier

N. Rainier Community Input:

In a community workshop held in March, several issues were raised with regard to the area near the N. Rainier and MLK intersection such as:

- Issues with Franklin High School children traffic
- Many pedestrians currently cross the road
- 24,000-30,000 cars per day cross through the intersection of MLK and Rainier

There is currently no funding for a study to investigate diversion of traffic to MLK. SDOT would like to reroute traffic and transit onto MLK, particularly for northbound traffic. The end goal is to improve the pedestrian environment along Rainier.

Two concepts currently exist to improve the situation:

- 1) No re-routing:
Existing ROW along Rainier is 80-feet. Roadway width is 60-feet. Desire for 94-foot right-of-way (ROW). SDOT attempting to maintain traffic capacity
- 2) With Re-route:
Back-in parking, etc.

The community reaction was as follows:

- Bypass will negatively impact neighborhoods to the east
- Some desire sidewalk cafes while others do not

The commission questioned the narrowing of Rainier in that area and suggested McClellan as potential alternative.

The presenter from SDOT noted that recommendations had been made to improve McClellan. She also mentioned that bulbouts are planned to be installed in 2010 along Rainier as well as traffic lane expansion and traffic signal coordination. However, there is not to be a bulbout at the new bus stop on Forrest due to its proximity to an intersection.

MLK @ Holly

MLK@Holly Community Input:

In a community workshop held in March, the community expressed a desire for improved East - West connections and less parking on sidewalks.

In a May Town Hall, the community expressed a desire for better pedestrian connections in the area as well as bicycle lanes along Othello.

S. Othello streetscape concepts:

5-foot wide bike lines on both sides can be added but there would be no parking along the street. This presents challenges for citizens that do not have garages and/or driveways. Thus, coordination is necessary and this issue will be a part of the 2010 work program to achieve a solution.

Next steps:

Continued outreach and concept plans to be amended to our ROW Improvements Manual for implementation. Outreach will include door-to-door discussions.

Commissioners' Comments & Questions

"Recommendation for a look at height changes to entice development. Noted current zoning exists for 65-foot height maximum but recommends a potential increase to 85-feet."

"Activities along Rainier need to compliment the intended expansions. Urban design framework needs to be included."

“Recommendation for some level of study looking at effect of vehicular traffic, especially I-90 traffic, on the plan.”