

Jackson Place Community Council
Quarterly Meeting
March 29th, 2010 7:00-8:45p
Jackson Place Cohousing - Hiawatha Place South

Agenda

- 7:00 – 7:05 Introductions
- 7:05 – 7:50 Tom Rasmussen, Councilman and Head of the Transportation Committee
- Involved in the creation of the First Hill streetcar initiative
 - Transportation Issues concerning Jackson Place
- 7:50 – 8:30 Cheryl Sizou, representative from the Dept. of Planning and Development
- Discussing Seattle's new design guidelines for development
 - What does this mean for Jackson Place?
- 8:30 – 9:00 Open Discussion

Tom Rasmussen

First Hill Streetcar decision coming soon. Lots of lobbying. TR asks whether we think we should spend the \$132 million on the streetcar, or use it for more busses. TR says that if the original proposal for a streetcar has been before him, he would have been against it, but it doesn't make sense to cancel it now. \$9 million/mile electric buses; \$29 million/mile for streetcar; \$132 million/mile for light rail.

BB: Why not a tram, as in PDX?

TR: Doesn't think it will be considered now.

TR: Willing to talk about anything transportation related.

BB: Some people are afraid of sharrows. Can we get more dedicated bike lanes, bike streets?

TR: Where we can, we do, e.g. Burke-Gilman trail. But there are issues, such as the desires of businesses.

Q: Can we do anything about safety for bicycles on the Hiawatha Street portion of the central bike (Mtns to Soundway) trail? There are accidents all the time. Maybe a cushion/pillow.

JC: Recommends the Seattle Transit Blog's [recommendation](#) to have a physically separate bikeway (the separation is a line of park cars).

Christa Thomas: Trying to make May 21 – Bike to Work Day – a day for some special education around bike safety.

TR: Alki hands out flyers to drivers.

RM: Having trouble getting SDOT to budge on our request to do something more than street bulbs on 20th.

TR: One of the things that council members can do is to intercede with department heads; You can raise money as a neighborhood for improvements.

BB: Anything we can do about the use of road noise (air brakes) on I-90, perhaps signage or traffic enforcement?

TR: Maybe, but the feds or state might have overall jurisdiction.

BB: Plane noise is a real problem.

CT: Any way we can restrict semis from using our streets. Mapquest doesn't show roundabouts.

TR: Try to report regular offenders. A load limit sign might help. (You get those from SDOT.)

Discussion about SR-520. TR: Mayor and council are united, except that the council wants car pools on the 2 extra lanes; mayor wants it to be only transit.

TR: Metro did an audit last year, and are looking at eliminating the overhead trolley system because they are more expensive (would go to diesel or natural gas). TR (and the Mayor) thinks that they should keep it. Europe and Canada have newer models that might be attractive.

BB: Is there an EIS that would need to happen?

TR: No, and he thinks that's a mistake. Environmental impacts should be looked at. He likes that the electric trolleys are quiet and powerful.

Tom can be reached at tom.rasmussen@seattle.gov.

TR: Budget meetings/hearings are coming up – ask for things that you want.

Cheryl Sizov (Seattle Department of Planning and Development) - [Citywide Design Guidelines Update](#)

Delighted to come to Jackson Cohousing. Has worked for the city 21 years, and is aware of it and other cohousing sites, including original Danish models.

Overview of the Design Review process. Started in 1994. Overall city guidelines have spawned 19 sets of neighborhood specific guidelines that augment the city process. For projects that are required to go through design review, developers need to adhere to the guidelines. A common language and touchstone for developers.

After 14 years or so, and lots of building, they recently decided to update some of the guidelines. For example, sustainability is now a bigger concern.

Rather than a complete rewrite, decided to hire **Weinstein Architects + Urban Designers** to do an [analysis](#).

From the DPD website:

In 2008 the Department of Planning and Development (DPD) initiated a process to update the 15 year old citywide guidelines and began drafting revisions with the assistance of architecture and urban design consultant Weinstein Architects and Urban Planners. The [first draft of updated Citywide Design Guidelines](#) is now available for public review.

Lots of different directions they can go in, but will let the report speak for itself. Culled it down to 3 major categories, and 13 sub categories. Want to get feedback on substance and format. Also knows that issues of process have to be addressed, although it is not part of her job. She is willing to listen.

Handed out "Guidelines at a Glance."

Discussion about whether the guidelines are effective or just a way to pretend to listen to community concerns. Contrary concern is that with more neighborhood control originality is squelched.

Deb Bartley: How much sway will these guidelines have? How much incentive is there? Paul Crane: Expedited review. DB: How do you get them to use it? CS: If you can prove a good design, you can break/bend certain codes, etc.

CS: The designers/developers who need this stuff most are the ones who are least interested in it, and the converse.

CS: Developers don't always take a genuine, authentic approach.

CS: Using photographs only of city developments.

BB: Speaking of the photographs, can you use Photoshop to highlight aspects that are being addressed; sometimes it is confusing to know what is being referred to.

PC: Enforcement needs to happen; CS: Agreed.

Margo Robb: With the economic conditions being what they are, can we do any test of the new guidelines?

CS: They are going to use old projects to test the guidelines.

Open Discussion

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Meeting adjourned at x:xx; Next board meeting xxx; Next Quarterly Meeting at xxx at Artspace Hiawatha Lofts