



Historic Madison Park

March 21, 2007 Meeting II, Business District

Madison Park Bath House, 6:30 p.m.

Attendance: HMP Executive Board: Lisa Taylor-Molitch, Isaac Molitch, Sean Smith, Marsha MacInnes Hamilton, Chris Hamilton, Carol Simon, Cindy Alsop

Others in attendance: Jim Hagan, Lola McKee, Ray Ramos, Denise Roberts, Dick Lehman, Jan Yoder, Constance Gillespie, Sally Clark, Jane Thomas, Will Lomen, Jim Keller, Louis Hoffer, Joseph Keith, Tamara Smith, Brenda Lorentzen, Babits Faires, Janice Givens, Isaac Molitch, John McCormick, Ken Levine, John Nierenberg, [reporter from Madison Park Times.]

Sean Smith, Historic Madison Park Business District Chair: HMP is looking for your ideas for our community; we want Madison Park to be limited by what we want, not by the whim of city agencies.

Guest Speakers:

Sally Clark, Seattle City Council, Neighborhoods

Ray Ramos, Seattle City Light, Project Coordinator

John Nierenberg, Seattle City Light Engineer

Sally Clark: Ms. Clark sees that we are getting neighborhood input, suggests we work on group design charrettes; define what things we want to see and not see. It's important to get the community engaged with surveys, polling and meetings.

The State of Washington Growth Management Act, established in 1990, projects area growth: jobs and residences, over a 20 year period. "The Growth Management Act was adopted because the Washington State Legislature found that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development, and the quality of life in Washington." (from Growth Management Hearing Board web page: <http://www.gmhb.wa.gov/gma/>.) Seattle's urban villages have become a national model for neighborhoods because of successful self-governing. Between 1996 and 1999 there have been 38 Neighborhood Plans formed in the Seattle area.

Small and Simple Grants: One course of action:

1st Small and Simple Grant: to establish the 501 (c) (3) to obtain non-profit status; define structure and who the group is, who you serve; look at streets, zoning, identify sufficient open space; is transit needed?

2nd Small and Simple Grant: to hire consultants to help poll residents, run charrettes, put plan together with neighbors. There may be 250 new building units over a 20 year period, hundreds more cars: what do you do to respond to that growth in the most humane manner?

When developing a plan: have sketches of what you want E. Madison St. to look like – define goals and policies - that will dictate how you proceed/becomes the growth management plan. Does your neighborhood want to be an Urban Village? (See: David Sucher from Seattle, Washington, author of the book *City Comforts: How to Build an Urban Village*. The book shows examples of small things - City Comforts - that make urban life pleasant: places where people can meet, methods to tame cars and to make buildings good neighbors, art that infuses personality into locations and makes them into places.) Some neighborhoods do not want this and yet still want a comprehensive neighborhood plan to bring in design guidelines and density rules to keep the continuity of their communities.

At this point many established plans need to be re-examined to see if they still correctly address wishes and needs of the neighborhood. For a new plan: can your vision still work over a 20 year period?

If Madison Park has a neighborhood plan, developers will have to address it before acting.

When a plan is completed, it first goes through a design review process: checking scale of buildings, set-backs of buildings, etc. Then zoning maps are consulted. Madison Park is zoned low-rise = 3 stories. (In Seattle, is low rise equal to multi-family and/or commercial.

Ultimately the goal is for Madison Park to control its own changes as much as possible.

Other considerations:

- When undertaking one project, it can be a good idea to do another at the same time: for example; new sidewalks/underground wiring/ sidewalk safety/tree protection.
- Respond to site characteristics: protect property from new building shadows/incorporate solar/storm run-off: consider long-term sustainability.
- Consider tree grates, benches, lighting, awnings
- Transition plans that create a flow from business to residential area that work better for neighbors

Audience Questions: Since Madison Park is one-way-in one-way-out, is there another design plan like that we could follow? Anacortes is a possibility. Plans where people live are paid attention to first.

Plan needs to address:

- How to keep what's special about the area from being ruined
- City government density goals must be met/addressed
- Consider how to measure growth

Question: What is a realistic time-frame between development and formalization of a neighborhood plan?

Answer: The Roosevelt district met in the spring, brought their plan to Seattle City Council in January.

Question: How did Kirkland come up with money for their traffic control lighting: poles, embedded lighting in the streets?

A mix of fund raising/active chamber of commerce: Kirkland is much more conservative than Seattle on pedestrian safety. Embedded lighting in Seattle, near Seattle U. , was paid for by neighbors. Some areas have more round-abouts for traffic control; this is not popular in Seattle.

Question: Madison Park has missed many chances over recent years to take advantage of grants and other funding opportunities: since we pay such high taxes in Seattle/King County shouldn't we be able to count on some government help? Answer: there are many neighborhoods in Seattle that consider themselves the most highly taxed area; this is not going to fund us. There are still LIDs to be considered also (Local Improvement District - a self-taxing district). Columbia City financed a project with combination LID and federal grants.

Question: Are there federal grants for "green" projects, like undergrounding the wiring, permeable asphalt: not easy to get? Contact Office of Sustainability, also Seattle Utilities for input. Wineries in Sonoma: installed solar on roofs, got money back from local power utility.

With design guidelines: it's not official code – developer will look at the plan and come back with a decision whether to follow it; possibility of a conflict if the developer doesn't care what the neighborhood wants, but most want to abide by the community plan especially when it 'fits' with an entire design scheme and theme. The developer can also be influenced by the following:

There can be spot re-zones: City Council rules on that:

- Does the property fit the area?
- Is it what the rest of the community wants?

Time taken to re-evaluate will cost \$.

Main message: change is coming; Density is coming; light rail will develop density to remove cars from the road. If you don't have a plan, a blueprint for your community, you'll get what you get.

John Nierneberg: Acting Director Seattle City Light Energy Delivery Engineering – introduced by Ray Ramos, Seattle City Light

Subject: Underground wiring

Undergrounding the wiring is not issue-free: Leschi undergrounded wiring years ago: where hanging wires have problems in winter, underground have problems in summer: over years of drying out, wires

get damaged and need to be replaced. However, since those wires were installed 30 years ago, there have been great improvements to the products and now they have a lifespan of around 50 years.

Policy now: those who benefit pay for undergrounding:

- Need to identify who needs and who benefits
- Perform undergrounding in the business district only or also in residential areas?
- Electrical system in Madison Park is along E. Madison Street: planners have to take into account where lines are.
- How much of a property tax increase would be seen?

Question: how large an area do you do at a time: there is a sub-station up on Capitol Hill – Line comes down the hill: sections are done at a time laterally.

Question: if a LID is done, what is the maximum time it's in place to pay for a project? Answer: Some money is paid up-front, and then paid back over 20 year period. Costs in some areas can be Millions a block, it all depends on the engineering studies. In LIDs, the size of the property governs what the owner pays costs need to include other utilities involved: Comcast, Qwest.

A suggestion: include in plan that new construction would have undergrounding – then when rest of area undergrounds it will be done ahead of time/cost owner less money.

Question: How does cost of undergrounding affect tenants? Of course cost would be somewhat passed down to tenants if the building owner decided to upgrade to underground.

Question: Does City Light do the study? A first-order estimate would be free, then when get grant money, neighborhood can pay City Light for a lay-out design. Street lighting would be included in cost. Need funding to go forward.

H. Isaac Molitch, M.D.: Landscaping and Gardening Chair: use landscaping and vegetation to make area look more like a village, less like a parking lot. Since we have limited areas to landscape in Business District we end up working against SDOT in tree maintenance: undergrounding would solve that.

Idea for a planted median in Madison St. west of intersection with McGilvra Blvd E. is being explored.

- Traffic needs to be slowed going into the business district – median causes “visual friction”
- Speed is posted 25 mph as drivers enter the business district however cars are driving up to 42 miles an hour when they reach the crosswalk at Wells Fargo Bank. One citizen has died thus far.
- Approval and cost estimate has been received by SDOT; needs approval of neighbors – a survey is being developed.

Question: Why would we want a planted median? To slow traffic: studies show speeds at bottom of hill, at McGilvra Blvd E and E. Madison can be as much as 40 – 42 mph. People polled at Wells Fargo have

said that they would appreciate an attempt to slow traffic; many customers say they will not cross at that intersection, they walk down to the more eastern intersection at Tully's.

Along street: tree wells could be expanded; tree areas near Pharmaca are good now – safe for pedestrians and trees.

Ideas: Could sidewalks be widened (street narrowed), push parking to slow traffic?

Could tree grates be placed to protect pedestrians from tree wells; tree guards to protect trees from parking cars?

Could streets be closed to traffic? Probably not Madison because it's an arterial.

Should limited-time parking be instituted along business district? Madison Valley is going to moving to residential parking zones that surround their business district to assist area residents with parking near their homes. The hours will be either 7:00am to 6:00pm, or 7am to 7pm. The Madison Valley Business Merchants are weighing the hours.

Lola McKee is to be thanked for not having parking meters now – attempt was made to install them in the past. Historic Madison Park will keep an eye on this and hopes to maintain what Lola began in this effort.

Restricted Parking Zones: Permit parking can be good for residents – goes out as far as community wants and study suggests. Longer walks for business workers but more open space for consumers visiting businesses.

HMP will survey each individual tree in Madison Park, especially on E. Madison Street.

Vintage-style lamp posts and vintage signs could be installed.

Historic Madison Park is looking for ideas, input; will be handing out surveys, gather opinions.

Historic Madison Park's April 17 meeting will be on Transportation – including parking issues.

Meeting adjourned at 8:40pm.

Respectfully submitted,

Carol Simon, Secretary, Historic Madison Park