

## North Beacon Town Hall Meeting

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May 30, 2009

Group 1

### Gaps

- Safety concerns regarding walking especially at night
  - Cobra head lights too high, obscured by tree limbs
  - Lighting (by golf course) trees
  - Dogs (off leash)
- From 12<sup>th</sup>, need bike lane to El Centro Area
  - "sharrows" don't feel safe
  - Connection across I-5 needs improvement. Stairs and off-ramp
- 14<sup>th</sup> 15<sup>th</sup> Lander: Roadway needs repair
- See map for Beacon Blvd concept
- Busy 14<sup>th</sup>/15<sup>th</sup> Beacon Avenue intersection near Shell gas station
- Drivers to stop at crosswalk lines – need more lighting especially near library

### Opportunities

- Ride one street off of Beacon (17<sup>th</sup>) Columbia to Beacon Junction
  - Could mark it

### Gap

- Road maintenance as related to buses

### Concern - With Beacon Junction Proposal

- Vehicles moving through (from further South)
  - Columbia City to I-5
  - Alaska Way to I-5
  - Mt Baker
- Keep S. Lander closed
  - Open to Pedestrians
  - Be sure to provide service and emergency access
- Need enough pedestrian facilities and destinations for pedestrians
- Parking at El Centro → (intend low income housing)
- Want as much density as possible → comfortable with current allowable build out
- El Centro – Current request for 65' rezoning
- 8 Story Comfort? –
  - Need modulation and step back
  - Need underground parking
- Green Industry
  - Green Jobs
- "Beacon Hill ZOCALO"

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- Housing types
  - Multigenerational
  - Culturally compatible
- Alcohol Impact Area needed
- Lee Parcel at Station
  - Rent for temporary Community Garden
    - Nonprofit group to take on
- Markets:
  - Small business inside area after one year → to bigger shop!
- Walking 5 minute circle around station is not accurate - it is actually more linear , aligned with street grid

### Summary

- Town Center: ZACALO
  - Creative use for station/Lee Parcel (P.Patch, Market) @ El Centro/Station
- Open to Idea of 8 Stories
- Rezone at El Centro
  - Articulation
  - Underground parking
  - Green space incentive zoning and other public benefits
- Concern with Bldg Idea
  - Proceed cautiously North/South Connections to I-5
- Beacon Junction and Town Center
  - Funding?
- Density and Transit Use reduces SUV
- Diminish Height/Scale with “wedding caking” and smooth transition
  - Up-zone single family

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### Group 2

- I don't want to have to leave the neighborhood
- 15<sup>th</sup> / Beacon is challenging for crossing
- 14<sup>th</sup> & Holgate is a tough crossing
- 15<sup>th</sup> – Lots of traffic and tougher for bikes – do not like the speed of cars on either Beacon or 15<sup>th</sup>
- Potential median on Beacon (convert turn lane) – would make a nicer streetscape design and connect to Jefferson Park
- A pedestrian/bike/bus only street (Beacon) – divert cars to 15<sup>th</sup>
- 42 / 48 Bus down Beacon
- Viewpoints
  - At walker (can be improved) Park – like / Platform
- Explore opportunities for Beacon as a business improvement district for pedestrians – businesses fund improvements in the area
- Safe routes for students from El Centro to Kimball Elementary – does not currently exist. Will drive students there instead of walking.
- Water on street at curve on 21<sup>st</sup>
- Parking concerns – RPZs will be part of the light rail station area parking mitigation
- Lander as a pedestrian street – should be closed all the time (then can be used for Farmer's Market and other events at any time of day or any day)
- More park like/blvd feeling on Beacon (vegetation / natural drainage)
- Street car – would like to see this come into the neighborhood too
- Improved street surfaces for bikes – pavement conditions are terrible for bikes
- Designated bike and pedestrian routes – sharrows are not good enough. Need education for both drivers and bicyclists about what the sharrow means
- College to Holgate Stairway safety concerns – needs to be cleaned up
- Better park lighting
- Greening our green space
- Design Review Need for
  - Consistency
  - Front entry obvious
  - Materials
- Can we achieve density goals with existing zoning? Believe that there is not real need for taller buildings than current – can achieve higher density with ADU and DDU within SF zones.
- El Centro as an icon
- Solar shading concerns – taller buildings will affect this
- Increase density through more units (ADU or DDU) on existing single family (basement units)
  - Incentives
  - Benefit
  - Affordability
- Avoid congestion

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- If height → step back (over 40' step back) after a few stories so the building does not appear to be so massive
- Trade-offs for open space – this needs to happen with all new redevelopment
- Observation deck/public area on tall buildings – on the rooftops – keep open to the public, not just resident's
- Beacon as a pedestrian street
- Traffic on 15<sup>th</sup> (timing of 15<sup>th</sup> & Beacon light is not right) - despite SDOT efforts, residents are still uncomfortable with timing and how pedestrians get across with the all-way scramble
- One way at Beacon and 15<sup>th</sup> for the Town Center area – idea is to help fix traffic delay/congestion at intersection – make travel routes quicker and more efficient
- 15<sup>th</sup> provides for traffic systems to allow for transit drop off and residential access
- Safety issues at convergence north of Beacon and 15<sup>th</sup>
  - Getting people on the street can help solve. Drunks hang out here.
- Triangle Park is one of the best places on Beacon – need more of these areas
- Expand green factor zoning to any new development
  - Create 'green' feel
- More businesses along Beacon – want to protect small businesses already located here

### SUMMARY:

- Create better pedestrian and bike connections towards the park
- More people on the street
- Utilize existing zoning and/or creative ideas from surrounding single family (ADU/DDU)
- Open space as exchange for limited height – stepped back from street (Public Benefits Packages)
- Continuity of building design (Design Review)
- Alley activation (like Post Alley)
- Increase pedestrian safety through
  - Better crossing
  - Traffic diversions
  - Blvd creation
- Intersection of 15<sup>th</sup> and Beacon [Main Concern]

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### Group 3

- Crossing Beacon Avenue at 17<sup>th</sup> is challenging (Library and transit station at the intersection)
- 14<sup>th</sup> Avenue North of Bayview – narrow sidewalks with chain link fences right up to sidewalk edge
- Challenges getting around the neighborhood with all the construction
- Bus parking near school very challenging for:
  - Beacon Hill – need to arrive 30 minutes early, before parents in cars take all parking spots
  - El Centro after school program
- El Centro wants a 65' height limit for redevelopment
- Bikes need to respect traffic laws, especially along Beacon Avenue
- Beacon Avenue needs to be improved for bike and pedestrian safety
- 15<sup>th</sup> Avenue is an alternate route in order to avoid Beacon congestion
- Articulated buses block traffic lanes – bus pull outs are needed
- There are no sidewalks on South Beacon Avenue – improvements are needed
- Need better management of transportation modes on Beacon Avenue – traffic calming, more crosswalks, more enforcement and signs to show drivers crosswalks ahead
- Some congestion on Beacon is due to backups on I-5
- Traffic speed on Beacon makes pedestrian crossings challenging
- Greenbelt is missing a link – Bayview and/or College could become green streets for pedestrians and bikes
- Crosswalks need to be clearly designated
- Walking from Beacon Hill to Franklin High School is very dangerous – there are no sidewalks – too hilly for bikes and dangerous for bikes. Better street lighting would help
- McClellan is steep, claustrophobic and smelly
- Need bike lanes on 14<sup>th</sup> and 15<sup>th</sup> – these streets are good routes for bikes
- Need a safe way to Jefferson Community Center – Beacon, McClellan, and Hanford are all unsafe for pedestrians and bikes
- Need safe routes to schools, Community Center, Library
- Limited pedestrian access to SODO – need more, safer routes
- Bayview stairs to SODO a possible connection, but sketchy, through private property, rickety steps, rubbish, etc.
- Extend Jefferson Park greenness north along Beacon – streetcar?
- Investigate, changing Neighborhood Planning area and urban village boundaries to reflect changes since 1994 – light rail station is at the edge of the urban village rather than at the center
- Improve connectivity to International District – Rizal Bridge not great for pedestrians and bikes
- Better connections to West Seattle
- Conditions will change after Light Rail – continue re-assessing
- Process is too rushed – will City come back to review and revise?
- Light rail will change dynamic – hard to know exactly how until service starts

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- Need to revisit plan after some time has passed to see how light rail changes things (5 years?)
- El Centro Ideas:
  - Senior housing
  - Interior public Market
- Intersection at Library – better pedestrian crossing and visibility
- Major pedestrian crossing between Red Apple and Sound Transit Station
- McClellan and 21<sup>st</sup> need improvement for pedestrian crossing – very dangerous
- Fix pedestrian buttons at all-way crossing at Beacon and 15<sup>th</sup>
- Need crosswalk at 15<sup>th</sup> and McClellan
- Hope Red Apple doesn't leave – housing above would be good
- Preserve alleys – use for pedestrian access
- Alleys good for kids
- Plaza for open market and cultural activities on El Centro in exchange for extra height in SW corner
- Think about El Centro in short term and long term and Sound transit site
- Alleys need improvement – keep clean – adopt an alley program
- Designate special key network alleys
- Think about destinations in and out of town center. Don't forget commercial area south of the 5 minute walking radius around the light rail station.
- Divert traffic off of Beacon Avenue between McClellan and the big diamond intersection (at 15<sup>th</sup>) along 15<sup>th</sup>
- Key intersection at 15<sup>th</sup> and McClellan if traffic is diverted off Beacon Avenue
- Protecting property owners who pay higher taxes due to zoning – need program, especially for seniors on fixed incomes
- Open space surrounding light rail station would create a centerpiece in neighborhood
- Okay to put more height along Beacon Hill in exchange for big open space
- Concern about cascading effect of up-zoning core, even to NC-65, could spill out in concentric circles surrounding the center of neighborhood – blocking views of mountains
- Tension between density and vitality versus comfortable and small scale development
- Design guidelines could help mitigate density
- Want commitments from City for up zoning – want promises
- Community has no bargaining chips – want something to respond to
- We want affordable housing, open space, alleys, boulevards, festival streets, pedestrian improvements.
- Publicly accessible observation deck with café – open stairs leading to public roof deck would be a great public amenity
- Scatter tall buildings – don't concentrate all along Beacon Avenue
- Need zone in between NC 40 and NC 65
- Artwork
- More distribution of commercial zoning – traditional 4-corner pockets, especially live/work units

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### Summary / Key Points

- Identified several key pedestrian crossings for improvement – signal, visibility, crosswalk, alleys-network
- Pedestrian connection needed between north end of Cheasty up to east slope – less steep than McClellan – also better pedestrian connection to SODO
- Make Beacon safe for all modes to co-exist
- Re-orient planning area to make station at center and include commercial areas south
- When do we next revisit neighborhood plan – especially given the change light rail will bring
- No conclusion on higher density and amenities – tension
- Short term and long term uses of El Centro

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### Group 4

- How many dwelling units in North Beacon today?
  - In 2000-1,500 times approximately two people
- Bus to work downtown
  - Two stops: front of Red apple which is hart to cross street with all the cars. "Not Pedestrian Friendly"
- I feel sidelined – NPAC to advise City and recommend procedures. Community/Public is welcome to NPAC Meetings
- Would like to see Beacon more pedestrian friendly
- Park in neighborhood/work and walk with kids needs to be more pedestrian friendly
- Not pedestrian active in early evening
- 14<sup>th</sup> Avenue Drive – Parking feels unsafe no people around
  - Bus to neighborhood
- 14<sup>th</sup> Near Library - Live
  - Commute to Eastlake for work via scooter.
  - Weekend walk to store (Red Apple/Library)
- MLK Drive to here – crossing at 16<sup>th</sup> is difficult and unsafe
  - We need more big nice trees
- 13<sup>th</sup> & Hill – Live - Bus to Capitol Hill to work – Walk or drive to Red Apple/Galaxy Area
- 15<sup>th</sup> & Dawson – Live - 10 minute walk to nearest Bus
  - Drive to Red Apple
  - Likes all the business in walkable places like Wallingford
  - Wants to reach a critical mass of population here to support business in heart of neighborhood
  - "Pickings are sparse today"
- 16<sup>th</sup> & Spokane would prefer bus – has choice of walking or bus C36/35
  - Must drive to work/field office
- 17<sup>th</sup> & College – Live / work downtown, daycare downtown
  - Bus 36 to downtown
  - Wants to use train to get downtown
- 13<sup>th</sup> to Bellevue
  - Bike to Bus (550) @ 90<sup>th</sup> and Rainier
- Walk to work in Park
  - Tool depots scatted all over the area in pickup truck – Parks Dept brings in supplies
  - Very dependent on car dependant volunteers who come in from other parts of Seattle/East side
- Meet at Java Love
  - Occasionally meet at Starbucks at MLK/Rainier to meet with friends
- Shop at Red Apple
- Events at El Centro
- Culture at Georgetown



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- The problem with these blocks is they are not accurate with on the ground reality and the veneer storefronts offset by parking in the front – July Buildings
- Likes the way Vancouver BC details and programs sidewalks – wide and nice storefronts
- We need 15' to 20' sidewalks along Beacon
- And Big Trees
- We should stretch the commercial district further down but be careful to not over do it
- Trees and sidewalks
- Re-zone to include El Centro → More housing
  - Let El Centro Decide
- Zone around station but organize Beacon as main commercial area
- What is the city looking for from Beacon? Density? → Primary not an employment center
- What do we want to see?
- Can the City bring things to Cleveland High School area? To make more livable these amenities need to exist in other pockets beyond the station center
- There is a corner nearby that will do this
- How to connect these other areas?
- Walkable areas need to connect otherwise you create a vacuum
- The commercial areas need to be in more places
- Beacon Focus now – in future we should make more beautiful
- Good business should survive
  - Takes big investment to activate places
  - takes time as well
  - people can plan to group activities into one trip/destination
- 15<sup>th</sup> & Lucile / Cleveland High School, ugly building and two empty properties
- Private developers have a lot of control
  - Allow opportunity for small scale community and park
- More flexibility in zoning for small scale
- Support character preservation and connection relation to the International District
- Problem with 65' – 85' is too much mass at ground level/big footprints are problematic
- Solution is smaller parcels like Beacon Tower (some disagree)
- Storefront Continuity
- Above 65' is expensive to build
- Alleys
  - Do Not vacate alleys!
  - Proxy to preventing full block massing
  - Preserve alleys – this will keep scale pedestrian friendly
- Orient community toward alleys
- Draw El Centro
  - Scale
  - Layering
- Parking/shared/do not allow “exclusive”
- El Centro

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- Don't turn backs on it
- Should open up to station
- Explore potential of connecting with plaza and upzone and consider housing to make affordable
- Parks
  - Chinese mediation in adjacent parks in existing park property like 12<sup>th</sup> Ave overlook
- 15<sup>th</sup> & Beacon: Intersection is problematic
  - Consider reworking north bound traffic

### Summary

- Lots of residents and workers
- Loyalty to businesses and community
- Beacon Avenue should be commercial focus
  - Wider sidewalks 12-20'
  - Trees and amenities
- Break up Scale
  - Maybe low commercial with residential "towers"
  - Alley preservation
- El Centro
  - Opportunities to develop higher density
  - Relationship to link Station
- Small Neighborhood Commercial opportunities

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Group 5

### Destinations

1. ABC Market (Bus/walk)
2. Red Apple (walk/Bus)
3. Seattle Market
4. Jeff Park Community Center
5. Lutheran Church at Forest/Beacon
6. Fred Meyer (Northgate)
7. Chinatown
8. Beacon Hill Library
9. QFC (Bus)
10. Safeway (Bus)

### Walking Routes

1. 15<sup>th</sup>
2. 14<sup>th</sup>
3. Lander
4. 36<sup>th</sup> (Seattle Market)
5. McClelland to QUC or Bayview
6. Bayview to Access 36 Bus

### Bus Routes

1. 36<sup>th</sup> (Seattle Market, Library, Chinatown)
2. 36<sup>th</sup> (12<sup>th</sup> & Jackson, Connects to y to go to Safeway/QFC)
3. 38 to QFC/Rainier/Red Apple – 9/7 to Safeway

### Car

1. Beacon & McClelland to QFC

### Light Rail Transit

1. Will people take train to QFC?  
YES
2. Where will you travel by Light Rail Transit  
Chinatown, Downtown, want to go to Northgate, Airport, Othello
3. Desire for universal pass, but concern that it will cost more, too much

Where do you walk for health? Are there barriers/conditions that influence your route +/-?

- Walk 15<sup>th</sup> to Bridge (North) and back
  - Lewis Park, Nice Trees, Clean, More people out walking
- Shade is Important
- Beacon Tower to 13<sup>th</sup> to Pac Med to 12<sup>th</sup> Ave to Bridge south on 12th to Hill and back via 13<sup>th</sup>
- Walking College street to Rainier Avenue to ABC/Red Apple

Town Center

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- No Buildings over four stories
- Development needs to compliment natural and existing built environment
- Need more green areas and open space
- Uwajimaya is a good example but needs more integrated open space, people living above store, parking underground
- Green space mitigates density
- Regent Plaza (Richmond, BC)
  - People live and shop there
- Need a central, core park programmed with space for:
  - Tai Chi
  - Equipment for elderly exercise
  - Chess, games
  - Children play
  - Shade
- Okay for buildings to go taller so long as ample green space (usable/Public) provided to accommodate new residents. Spread taller buildings throughout community (example Guang Zhou City)
  - Clean streets
  - Flower pots
  - Street trees
  - Integrated open spaces
  - Fountains
  - Play spaces for children
  - Center for elders (Dance, health/exercise, library, lunch canteen, classes-cooking, etc.)
- Don't like houses being torn down and replaced with multi-unit dwellings
- Want 6-7 story mixed use style buildings
- Make open spaces larger when adding more people and building height
- Target Station Area for height/density instead of scraping single family buildings
- Like Pedestrian/Bike/Bus only
  - McClelland – Bayview on Beacon
- Okay for more traffic on 15<sup>th</sup> but pavement needs improvement
- Needs bigger supermarket

### SUMMARY

1. Need exists for larger Market (people will take two buses to QFC/Safeway)
2. Taller buildings okay with integrated, large open spaces (look to Richmond, BC and Guang Zhou City for examples)
3. Clean, shaded streets to support access and walking for health
4. Need central park/gathering place
5. Bike, pedestrian bus only on Beacon between Bayview and McClelland.

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### Group 6

#### Important Places

- Jefferson Park
- Red Apple
- Library
- Chinese Market
- Kimball Elementary
- Beacon Hill Elementary
- McPhearson's
- Mercer Middle School
- El Centro Dela Raza

#### Important Connections

- Beacon Avenue
- Improve East/West Connections
- Connections to trails
- Stairways
- 15<sup>th</sup> Avenue S for bikes
- Bikes across 12<sup>th</sup> Avenue Bridge
- Lanes and sharrows end at Massachusetts
- 19<sup>th</sup> as bike alternate
- Better bike access across i-5
- Stairways
- Portal as opportunity to cross i-5
- Power line corridor at 10<sup>th</sup>
- Stairs at Bayview to airport

#### Difficult

- Transition from Jose Rizal Bridge to trails
- Connection to Rainier from the hill
- Mass. Bike link
- Jefferson Park revisions include bikes
- Beacon Avenue difficult to ride with kids
- Safe bike access to Cleveland High School and other schools
- Sharrows on 15<sup>th</sup> and Blvd – traffic calming
- Places are too far apart – services, retail and civic
- Make Beacon more walkable
- Boulevarding Columbian Way/15<sup>th</sup>/Beacon
- Improve intersection Holgate and 15<sup>th</sup>
- 15<sup>th</sup> especially bad for pedestrian crossing – fast and high volumes
- Bad pedestrian access around gas stations

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- Bayview crossing at Lander
- Median – Biding and pedestrians in median?
- Beacon better than 15<sup>th</sup> for bikes – slower
- Festival street
- Walkable Town Center
- Sound Transit Block – possible short term urban agriculture opportunity
- City/Neighborhood acquire for civic uses
- 17<sup>th</sup>/Beacon/McClellan
- Temporary Use? Versus permanent (development)
- “Campus” – Bayview/Beacon/McClellan/17<sup>th</sup>
- All pedestrian oriented – calm-no fast traffic
- Festival Street – Lander Street – close in the future
- Close for events-summer markets
- El Centro development
- Divert Beacon traffic to 15<sup>th</sup> to McClellan
- Signals at Lander and McClellan
- Historic Resources
- Redesign 15<sup>th</sup> and Beacon intersection –crossing too far
  - Narrow streets – add sidewalks – median Blvd Beacon
- Pedestrian crossing at Bayview crossing at Holgate
- Remove signal – go to stop signs
- Only Bus and bikes on Beacon south of Bayview
- Traffic changes may increase traffic on McClellan
- Improves connection to Rainier valley
- 14<sup>th</sup> and Beacon change to one lane or one way? School busses?
- May push traffic onto 14<sup>th</sup> or 17<sup>th</sup>
- Bayview – low volumes
- - Transit connection to Chinese Market – hard to cross 15<sup>th</sup>
- Core services: Diverse businesses, Laundromat
- Better safety – places to go –offices
- Park rangers – assistance – walking or biking security officers
- Buildings on the street front – eyes on the street
- \* Alcohol restriction zone – no high alcohol malt beverages
- Beacon Hill restrooms – Parks department issue – drug deals
  - Better policing and maintenance
- Fencing regulations – setbacks at chain link fencing
  - More DPD responses and enforcement
- El Centro development 1 Acre – retail at ground floor housing above and office
- Latin American town square/plaza/kiosk/bandstand seating – the SOCALO – target senior housing
- Artist lofts?
- Brooklyn as model – not too high but dense and diverse

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- Urban agriculture – don't block light, support Master Gardening
- Protect views to El Centro – Landmark
- Alleys activated with retail - pedestrians
- Keep alley behind Sound Transit and Red Apple (in front)
- Break up big blocks
- Who will open all the small businesses
- Plans for PacMed Tower? Civic use opportunities?
- Need major employers
- Leverage light rail station bringing people
- Need more residential to provide customers for (now vacant) retail spaces
- Carriage houses, ADU, condo-ize single family homes
- NC40 needs to change to 45' or 50' to get four stories
- 40' to 65' too great a leap and step down to single family
  
- Flexibility in Parking Requirements
- Opportunities to improve intersections and avenues – traffic calming and crossings
- Create core "heart" around El Centro and Transit Station – include Festival street
- Temporary and / or permanent urban agriculture or green opportunities
- Bike and pedestrian connection on and off the Hill
- Diversity of housing types: reuse single family homes, detached dwelling units – carriage house and backyard cottage