

Melrose Promenade – Pike to Pine Neighbors Meeting Notes

Wednesday, February 10, 2021

3:30 – 4:30 PM

Project Staff

- MariLyn Yim, Project Manager
- Laurentiu Dusciuc, Project Engineer
- Ly Pham, Construction Engineer
- Sara Colling, Communications and Outreach Lead
- Jasmine Beverly, Outreach Consultant
- Michael Wells, Mayor's office
- AJ Cari, OED
- Diane Pedersen, HUB Coordinator

Attendees

- Forest Eckley - Glasswing
- Jen Loewen– Greenfire Loft
- Greg/Julie Boehm – black house at 1516 Melrose
- Russ Flint – Rain Shadow Meats
- Bruno Lambert – owner of building with Mamnoon
- Jerry Everard – owner of Six Arms/Stateside building

Link to full video recording:  [MelrosePromenade PikePineMtg_021021.mp4](#)

Agenda

- Intros and overview of the project purpose
- Walk through the design on the Pike to Pine block and answer design questions ([Check out this poster for a preview](#))
- Give a high-level overview of the construction timing
- Learn from you on needs during construction in general and on the following specifics:
 - Busiest times of the year (in a general sense we know summer tends to be busiest for restaurants and winter holidays tend to be busier for retail)
 - Preference on shorter/more intense construction or longer/less intense construction (so far we've heard preference for shorter/more intense construction)
- Next steps

Notes

- Where is the extended curb bulb located on the west side of the street?
 - The extended curb bulb will increase the sidewalk width to 18 feet. The curb bulb is located in front of the market entrance and is approximately 60 feet long.
- At completion, will the street be one-way or two-way?
 - The street will be two-way, without striping down the center.
- Will the changes to the street help reduce speeds?
 - Yes, the design encourages lower speeds with the following treatments:
 - Raised intersection with artistic markings which makes pedestrians the priority
 - Expanded sidewalk which narrows the travel lanes
 - Raised crosswalk with artistic markings
- There are a number of temporary power lines that were moved to the west side of the sidewalk. Is there a timeline for relocating those utilities to the east side of the street or underground? Otherwise, we'll have large utility poles in the middle of the widened sidewalk.
 - Seattle City Light is responsible for this work, SDOT will follow-up to see if they have additional information.

- Can there be a centralized trash facility for all of the restaurants/businesses in this block? Have there been any considerations for the trash bins that occupy the area currently on the west side of Melrose?
 - SDOT and Seattle Public Utilities met and had a site walk on this topic. SPU has preferences on how their trash is managed, for example generally want to have their trash facilities on private property and not in the public right of way. We will follow-up with SPU to see what they may have determined based on the site visit.
- Will the raised intersection have signage signaling drivers to slow down? Drivers are currently illegally turning left from Pike to Melrose and using it as a cut through to I-5.
 - There is not signage specifically for the raised intersection. The raised intersection and street narrowing will naturally signal drivers to slow down and will make it a less convenient cut through.
- Are there any changes planned for the “No Left Turn” sign at Pike/Melrose?
 - We will follow-up with SDOT Traffic Operations.
- Does the curb bulb include trees, benches, bike parking? What type of trees?
 - Yes, trees and bike parking. No current plans for benches. We can follow up on tree types. Urban Forestry recommended certain tree types for SDOT to use.
- We currently have a lot of signs bolted into the sidewalk. Is it possible to eliminate some of these so that the wider sidewalk can be utilized?
 - Signs that are not needed will be removed. With the sidewalk widening, there would be more space to maneuver, so the signs won’t feel like they’re blocking the middle of the new sidewalk.
- Are there any planned changes for lighting along the street? The current lights seem to be focused for drivers and driving conditions, but we’d be interested in additional pedestrian lighting. If there are not planned changes, who can we follow-up with to request it? This was echoed by three attendees.
 - It was not within our budget for the project to include updated pedestrian lighting, so it’s not currently included. We can follow-up with Seattle City Light on how to request additional pedestrian lighting.
- Preference on shorter/more intense construction or longer/less intense construction
 - Raised intersection will take approx. two months, full construction timeline is seven months (current estimate is June – February)
 - We give guidelines to the contractor, but the contractor will propose how to do this work in the most efficient way that fits in the guidelines we have.
 - Is it possible to fully close during the weekdays rather than the weekends? Interest in prioritizing businesses rather than commuter traffic. Would like to prioritize businesses on weekends and construction on weekdays. This was echoed by five people on the call.
 - SDOT following up to see if we can include full closures on weekdays rather than weekends – prioritizing Monday through Wednesday.
 - Will there always be some access to Melrose Ave (i.e. Pike and Pine not closed at the same time)?
 - We could allow the contractor to close the whole block to speed up the work if that’s what we hear from folks. Note that we’re talking about vehicle traffic, not pedestrians.

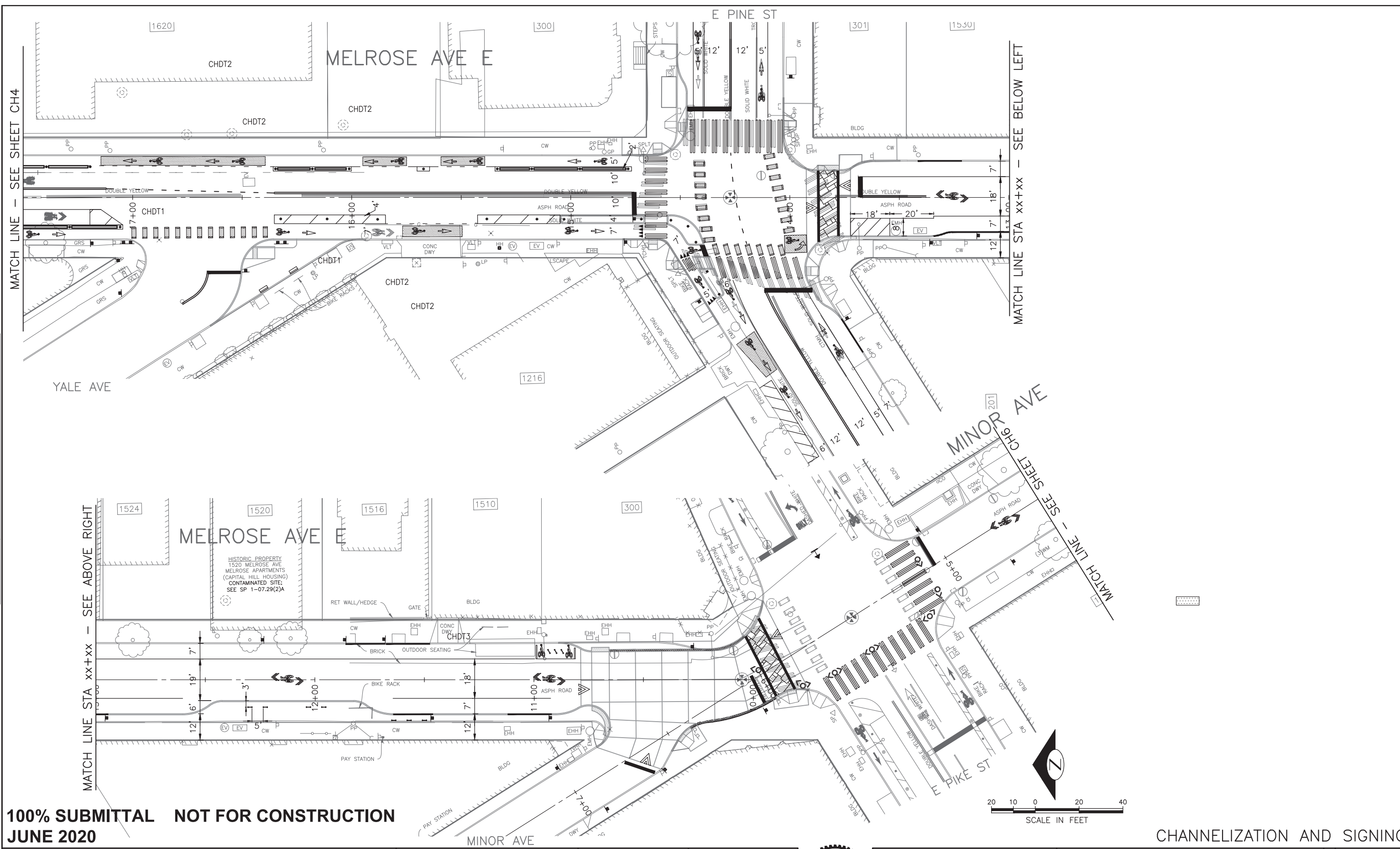
- Follow-up with Excelsior Parking about access (they could potentially access via Minor Ave).
 - Based on this meeting, we're hearing that we don't want to close the two intersections at the same time.
 - Will pedestrians still have access while the intersections are closed?
 - Yes, we're requiring the contractor to keep pedestrian access available during the full intersection closures.
 - Outside dining – continue to think about this as we move forward in the project. As soon as weather gets better, folks will want to get back on the street since they're hurting revenue-wise due to COVID.
 - When widening sidewalk, will the existing sidewalk remain open?
 - Yes, we'll be adding onto the existing sidewalk.
 - Is the entire street from Pike to Pine being repaved?
 - No.
 - Interest in potential 3-minute parking spots near Pine (for Rain Shadow Meats).
 - What is happening with the streatery and trash facility in front of Mamnoon?
 - Currently a load zone south of the streatery that will get moved north of the existing streatery. Mamnoon is also requesting additional space for their streatery.
 - Are the buildings aligned correctly on the graphics?
 - SDOT to follow-up with plan sheet for Pike to Pine block showing alignment of different project elements compared to the buildings on the street.
- Busiest times of the year
 - Summer is the busiest time of year.
 - Weekends are the busiest time.
 - Avoid full holiday weeks if possible (ex: Fourth of July).
- During construction, we will be sending weekly construction updates. We can also provide regular schedule updates to businesses.
- Business owners are excited about the project and just want to get it done. Willing to sacrifice and be patient, but just be very communicative with them.
- Contact Information for Resources
 - **AJ Cari (Office of Economic Development)**
 - aj.cari@seattle.gov
 - Point of contact, advocate, and connection to small business resources.
 - **Diane Pedersen, Capitol Hill Construction Coordinator**
 - diane.pedersen@seattle.gov
 - **Melrose Promenade Project Team:**
 - MelrosePromenade@seattle.gov, 206-529-4295

Action Items

- SDOT to follow-up on having full closures on weekdays rather than weekends.
- SDOT to follow-up with Excelsior parking about access needs.
- SDOT to follow-up with Seattle City Light (SCL) to see if they have additional information on relocating utilities from the west side of Melrose Ave. [MariLyn contacted SCL.]

- SDOT to follow-up with Seattle Public Utilities (SPU) to see what they may have determined about trash based on the site visit with SDOT. [\[MariLyn contacted SPU.\]](#)
- SDOT to will follow-up with SDOT Traffic Operations on changes to no left turn signage at Pike/Melrose.
- SDOT to follow-up with Urban Forestry on the types of trees that will be included in the curb bulb. [\[Proposed trees are Dogwood Cornus \(Eddie's White Wonder\)\]](#)
- SDOT to follow-up with SCL on how to request additional pedestrian lighting. [\[MariLyn contacted SCL. City Light does not pay to install pedestrian lighting – normally a developer installs the pedestrian lighting and SCL will maintain them if they're installed per City Light standards.\]](#)
- Office of Economic Development can help create signage/advertising for businesses to share information about the project.
- SDOT to send plan set for Pike to Pine block to Pike/Pine stakeholders. [\[See site plan on next page\]](#)

VAULT SERIAL NO.	DATE	MARK	NATURE	MADE	CHK'D	REV'D
37903						
REVISIONS						



100% SUBMITTAL NOT FOR CONSTRUCTION
JUNE 2020



CHANNELIZATION AND SIGNING

PW#2020-017

APPROVED FOR ADVERTISING LIZ ALZEER DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES SEATTLE, WASHINGTON 20		INITIALS AND DATE DESIGNED PT CHECKED PT		INITIALS AND DATE REVIEWED: DES. CONST. SDOT PROJ. MGR.	
DRAWN JSC CHECKED PT		RECEIVED		REVISED AS BUILT	
BY: PURCHASING AND CONTRACTING DIRECTOR		ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.			



Seattle Department of Transportation
 ORDINANCE NO. 125724 PW NO. 2020-017
 SUBPROJECT ID: TC36676064
 SCALE: 1"=20'

MELROSE PROMENADE

JOB #	PC TRC0163
	CO TRC0163
VPI #	790-997
	CH5
SHEET	38 OF 52

P:\SDOTCP\trc0163_melrose_promenade\0-plot_sheets\TRC0163_P-MRKG.dwg
 Jun-11-20 12:07pm