

**Draft Minutes
Community Development Committee
August 14, 2018**

Attending: Garrett Peterson (Co-Chair), Dan Handeen (Co-Chair), Sheldon Mains, Jillian Kyles, Mary Pat Grigseg, Diann Anders, Ben Walen, Carol Carrier, Judy Lewison, Jim Welsch, Nawal Noor, Paul Gates, City Council Member Cam Gordon, Ryan SanCartier (Council Member Warsame's Office), Brian Miller (Seward Redesign), Doug Wise (SNG Housing Coordinator).

The July 10th Community Development Committee minutes were approved

Biking and Pedestrian Safety in Seward

Garrett Peterson said there is a lot of concern about bicycle and pedestrian safety in Seward, particularly along 26th Avenue. About a month ago, there was a fatal accident at 22nd Street and 26th Avenue. A cyclist crossing 26th Avenue on 22nd Street was hit by a car and died. Garrett said representatives from the City and County were invited to attend the meeting, but said they were unable to attend. There was an indication that they may be able to attend the September meeting.

Sheldon Mains provided background on the development of the Bicycle Boulevards on 24th Street and 29th Avenue. He said that 24th Street was planned as a safe route for bicycles between the Hiawatha Bike Trail and the river. Although there is a four-way stop at 24th Street and 26th Avenue, this is still a dangerous intersection because often times both cars and bicycles don't stop.

Sheldon also said that the neighborhood has been trying to get the city to reverse the stop signs at the intersections of 22nd Street and 21st, 22nd and 23rd Avenues to make 22nd Street safer for bicycles and pedestrians. A resident of 22nd Avenue said that since the left turn from Franklin to Minnehaha was eliminated, traffic uses 22nd Avenue as a short cut to Minnehaha Avenue. He said that 22nd has become very dangerous because he has seen cars going extremely fast down the street.

The speed of traffic on 26th Avenue, particularly southbound, is a serious issue. Because there are no stoplights between Franklin Avenue and 25th Street traffic often exceeds the speed limit. Two residents living near the four-way stop at 24th Street said they regularly see cars blow through the stop signs.

It was also pointed out that 22nd Street crossing 26th Avenue is very dangerous because of parked cars on 26th Avenue. Both cars and bicycles crossing 26th Avenue have to nudge their way out into the traffic lane to see cars coming.

There needs to be more education for both drivers and bicycles. Drivers don't know that they are supposed to stop for pedestrians at intersections, when there are no marked crosswalks. Bicycles regularly blow through stop sign when they are supposed to stop and follow the same rules as cars.

It was stated that we need to prioritize people over vehicles. The streets were designed for vehicles and they need to be changed to give a higher priority to pedestrians and bicycles.

It was also asked, what would be the process for getting the small yield to pedestrian signs placed in the middle of the street at crosswalks.

Garrett suggested that we form a subcommittee to meet before next month's meeting to prepare all the suggested ideas for presentation to representatives from the City and County. Doug Wise said he would convene the meeting. Garrett Peterson, Dan Handeen, Sheldon Mains and Jim Welsch volunteered for the committee

Seward Commons Phase III

Brian Miller gave an overview of the history of the Seward Commons project. The plan for the development was approved in 2005 and the land was acquired in 2009. Phase I, consisting of 40 affordable units for persons with Mental Illness and Phase II, 60 affordable units for seniors were completed.

The original plan and development agreement with the city proposed a mix of affordable units and market rate units. Phase III was proposed as a 121 unit market rate building. Brian said that because the median income for the Census District is less than \$20,000, and the current rents in the area, it was not financially feasible to construct the building without some subsidy. Because the city viewed each phase as a separate project, they were unwilling to provide Tax Increment Financing (TIF) for Phase III.

Brian said Redesign has decided to expand Phase III to include an additional 35 unit building across 22nd Street, which would be affordable to families earning less than 60% of area median income (AMI). Brian said the 121 unit market rate building (Phase III A) will be affordable to people making 80% of AMI. The rents at the 35 unit building (Phase III B) are targeted to 55% of AMI and will include 3 and 4 bedroom units for larger families.

Motion: The Seward Neighborhood Group (SNG) supports the proposed plan for Seward Commons Phase III A & B, which includes 121 units of market rate housing and 35 units of affordable housing. Diann Anders moved and Ben Walen seconded. Motion passed. Cam Gordon abstained.

Report from Ryan SanCartier, Council Member Warsame's Office

Ryan said he was interested in seeing the results of the Bicycle and Pedestrian Subcommittee and asked to be cc'd on their communications.

Report from Brian Miller, Seward Redesign

Brian reminded everyone of Franklin Avenue Open Streets on August 26. He said that at 1:00 there will be a meeting with Council Member Warsame at Wells Fargo Bank to discuss the proposed crosswalk from Seward Tower West to Triangle Park.

The meeting adjourned at 7:52.