

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
STUDY SESSION MINUTES

November 19, 2008  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Orrico, Commissioners Ferris, Hamlin, Lai, Mathews, Robertson, Sheffels

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Inghram, Nicholas Matz, Department of Planning and Community Development; Kevin O'Neill, Franz Loewenherz, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Chair Orrico who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Robertson who arrived at 6:42 p.m.

3. PUBLIC COMMENT

Ms. Loretta Lopez, 13419 NE 33<sup>rd</sup> Lane, spoke as co-president of the Bridle Trails Community Club. She stressed the importance of having the legislative history made part of the record so that later when the design process begins the public can look back and assess the basis of the position of the Planning Commission and the decisions it made. The record should reflect which projects had public comments, and whether the people who commented were from the city or the neighborhood. An extensive process was undertaken to gain public comments, but the fact is there were not very many people who commented on the various citywide projects. Bridle Trails commented on many projects. The Planning Commission should note that even though the transportation staff tried to get public comment, very few people in the city know what might be going in next to their homes. When the design phase occurs, it should be clear to the citizens that it is possible to take issue and to make substantive comments on the exact nature and design of projects.

4. APPROVAL OF AGENDA

The agenda as submitted was approved by consensus.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram informed the Commissioners that he would be following up with information requested on November 5 regarding the issue of concurrency. He also noted that the staff are working on the environmental stewardship initiative and reviewing potential building code revisions to reflect green building practices, including the notion of deconstruction; the Commission will be receiving a briefing on that work.

7. PUBLIC HEARING: 2008 Comprehensive Plan Amendments

A. Sambica CPA

Motion to open the public hearing was made by Commissioner Robertson. Second was by Commissioner Sheffels and the motion carried unanimously.

Senior Planner Nicholas Matz said there was a burst of activity regarding the Sambica proposal following the release of the staff report on October 30. He said staff met with Sambica representatives to examine their concerns and issues and noted that the Commission desk packets included a revised recommendation.

The privately initiated Comprehensive Plan amendment seeks to amend the land use designation for the seven-plus acre site along West Lake Sammamish Parkway and to change the map designations to allow for a mix of uses envisioned by the existing and proposed land uses.

The proposal includes amending the Glossary section of the Comprehensive Plan to add a new definition for Camp and Conference Center; amending the Newcastle Subarea map designation on the multiple same-owner parcels to the new Camp and Conference Center (CCC) designation; deleting the subarea district special note for A\*: S-NC-10 and all text references to it; and amending Newcastle subarea policies S-NC-10, S-NC-10a and S-NC-10b with new text articulating the intended uses and review processes for the redevelopment of the Sambica site.

Mr. Mike McCorkle, 4114 West Lake Sammamish Parkway, spoke as executive director of Sambica Ministries. He thanked the staff for their work in helping to craft a solution for the long-term use of the Sambica site. The recommendation of staff is a "98 percent" great solution for Sambica; it outlines a way to allow Sambica to continue doing what it has done well for so many years while being sensitive to the local neighborhood and the realities of the changing community. A couple of wording concerns are noted, however. In the Glossary section the line "these activities are primarily for use by organizations and schools" should be broadened to include the notion of serving individuals and families.

Mr. Bill Stalzer, 603 Stewart Street, Suite 419, said he serves as planner/consultant to Sambica. He agreed that the work of staff should be commended and noted that it is appreciated. A camp and conference center, while a new designation, is not something new as it relates to the operations of Sambica; Sambica has operated historically as a camp and conference center for many years. The proposed amendment simply seeks to recognize Sambica for what it has always been and allow its use to continue into the future. Mr. Stalzer commented that in addition to revising the proposed Glossary language, the proposed revision to Policy S-NC-10a could be problematic. No one is disagreeing with the need to conduct combined trip generation analysis, but the master plan standard is where it should be established. The city already has standards for analyzing traffic analysis and trip generation. The establishment for an arbitrary or different combined trip generation standard solely for Sambica negates the whole purpose of conducting a SEPA traffic analysis; it could deprive Sambica of the ability to mitigate traffic impacts if necessary. No other land use district imposes a restriction regardless of the wide range of uses

allowed in the district. A mixed use project in a Neighborhood Business district having a variety of uses is not subject ahead of time to an arbitrary standard; the impact of the individual uses is analyzed and mitigation measures are proposed. Sambica wants to be subjected to that same approach. The requirement for a different standard is unwarranted.

Mr. Brad Beck, 34600 Cottonwood Drive SE, Snoqualmie, spoke as the father of two children who have attended Sambica for many years. He expressed his support for the proposal that will allow the camp to continue operating into the future. The buildings are in need of updating, and the Comprehensive Plan amendment is needed to facilitate the work.

Mr. Doug Sackville, 4015 177<sup>th</sup> Avenue SE, said his home is across the street from Sambica in the Strandvik development. He said he has lived there nearly all his life. The Sambica camp is well known and respected throughout the region because of the work they have been doing there for nearly 90 years. The camp has had a positive impact on countless numbers of children over the years. The newspapers are full of tragic headlines. By approving the proposed Comprehensive Plan amendment for Sambica, the headline tomorrow could be very positive for Bellevue and the surrounding area. The legacy of Sambica should be allowed to continue for another ninety years or more. Sambica is not seeking a bailout, only the ability to continue doing what it has done so well for so long. Kids need every opportunity they can get in order to succeed. They need to build value systems and lives on a foundation that will impact the area and the country and maybe even the world.

Mr. Carl Lindor, 17616 SE 40<sup>th</sup> Place, said his property is within 100 feet of the northwest corner of the Sambica property. He said he has been an active Sambica board member for the past five years. Sambica is a vital part of the Bellevue community. He voiced his support as a local resident, as a board member, and as the parent of children who have enjoyed the programs offered by Sambica.

Mr. Tom Brubaker, 4021 177<sup>th</sup> Avenue SE, said he also lives across the street from Sambica in the Strandvik development. He thanked staff and the Commission for entertaining the proposal and for being so helpful in moving the process forward. He said every weekend the parking lot adjacent to his side yard and across the street fills with people attending weekend conferences; clearly conferences are part of the lifeblood of Sambica. The Sambica camp history goes back a long way, and it is time to position things so that it will be able to continue throughout the current century. What was a camp in the wilderness is now an urban camp, and new demands are being placed on the site. Help is needed in providing for the necessary flexibility. With regard to the issue of trip generation, he said the Christian camp should not be compared to a Westminster-type church facility; there is no congregation, just summer campers. There is no large endowment, there are no weekly tithes collected. The camp is and always will be struggling financially. If burdened with a special requirement to mitigate traffic, the camp may find its hands tied and unable to move forward.

Motion to close the public hearing was made by Commissioner Sheffels. Second was by Commissioner Ferris and the motion carried unanimously.

#### B. Coal Creek CPA

Motion to open the public hearing was made by Commissioner Robertson. Second was by Commissioner Hamlin and the motion carried unanimously.

Mr. Matz said the proposed Comprehensive Plan amendment was offered by staff for the Commission to initiate; the Council concurred and included the action in the 2008 package of

amendments. The intent is to adjust the boundary lines to include the unincorporated portions of Coal Creek Park which were acquired from King County in 2005. The action will lay the Comprehensive Plan groundwork for subsequent annexation. King County has already taken action to move the boundary line in its Comprehensive Plan.

Mr. Matz said the proposal moves all of the city's unincorporated Coal Creek Park natural area entirely within the urban area, including the portion of the park within Bellevue's Potential Annexation Area. The proposal also seeks to establish a Public/Single Family-Medium (P/SF-M) Comprehensive Plan designation, which is consistent with the practice of the city for designating park areas.

There were no public comments.

Motion to close the public hearing was made by Commissioner Hamlin. Second was by Commissioner Sheffels and the motion carried unanimously.

### C. Ped-Bike Plan CPA

Motion to open the public hearing was made by Commissioner Lai. Second was by Commissioner Robertson and the motion carried unanimously.

Senior transportation planner Franz Loewenherz explained that the ped-bike plan responds to direction in the Growth Management Act that calls for the Transportation Element of a Comprehensive Plan to include a ped-bike component. The proposed amendment represents the third in a series of similar efforts, the first being the development of the ped-bike plan in 1993 and the second being an update to that plan accomplished in 1999. In March 2007 the City Council initiated the planning update and directed the Transportation Commission to have oversight responsibility for the planning process.

The Transportation Commission wrapped up its work on the project after 18 months of technical review and 16 meetings. Their work included a review of the policy framework, the network maps, the project maps, and the project lists. Community participation was critical during the entire effort and is well documented. The plan generated the city's single largest list-serve with in excess of 900 persons signed up to keep abreast of happenings.

The update includes a number of amendments to Transportation Element policies, the Transportation Facilities Plan, and other related Comprehensive Plan components. The Transportation Commission dedicated four meetings to a comprehensive review of the policy framework. They ended up endorsing a strong multimodal vision that is reflected in the goal statement. The policies they have approved deal with implementing projects in a context-sensitive manner and being open to best practices, among other things.

The update of the network maps results in a connected system of pedestrian and bicycle facilities that when implemented in a context-sensitive manner will respond to a number of different pedestrian and bicycle user groups with varying skill levels. The project maps include hundreds of projects that together will implement 90 miles of sidewalk facilities, 143 miles of bicycle facilities, and 21 miles of trail facilities. New projects not envisioned in the 1999 plan have been added to the project lists, including several in the Bel-Red corridor, and revisions to several previous plans. There were a number of projects deleted from the lists, including a significant number of Bridle Trails trails projects about which there was a great deal of public input.

Mr. Loewenherz pointed out that the planning staff report includes edits to policy language that

did not find their way into Attachment 2 that combines all of the Comprehensive Plan amendments. He urged consideration of those changes when it comes time to making a recommendation.

Mr. Loewenherz said two topics received a fair amount of discussion on October 22, namely the prioritization methodology and the 140<sup>th</sup> Avenue NE corridor project. With regard to prioritization, he noted that both the current and previous plans include a prioritized project list. Each of the projects in the proposed plan update are reflected as having either a high, medium or low ranking; the high priority projects are recognized as being urgent and recommended for action as soon as possible. The benefits of including the prioritized list in the plan include having a first level of screening for the 435 projects when it comes time to the CIP and TFP prioritization processes.

On October 22 the Planning Commission expressed an interest in gaining a better understanding of what went into the prioritization framework and in having the methodology documented. Mr. Loewenherz noted that staff proposal includes a call for the prioritization process to be documented in the functional plan, which is a standalone document and not part of the Comprehensive Plan, along with a reference in the Comprehensive Plan to the functional plan for additional consideration. The previous ped-bike plan took the same approach.

Mr. Loewenherz said four components were considered in prioritizing the projects on the lists. The first was data-driven and GIS-based informed by Policy TR-79 which calls for consideration of corridor, demographic and land use data followed by input from currently adopted CIP projects and public input through the Neighborhood Sidewalk Program. And, finally, the decision to focus on projects along priority bicycle corridors was based on previous policy direction about the importance of completing cross-city bicycle connections (reflected in Comp Plan Policy PB-2).

The Commissioners were reminded that the ped-bike plan is a long-range transportation plan. The projects depicted in the plan are conceptual; the final details of design will be developed as projects proceed through the implementation process. Throughout the plan, starting with the goal statement but also included in the TFP and the Transportation Element, there is a commitment to public involvement and being context sensitive in designing projects. That is a long-standing commitment on the part of the city.

With regard to the 140<sup>th</sup> Avenue NE project, Mr. Loewenherz noted that on October 22 the Commission expressed an interest in getting a better handle on the thought process the Transportation Commission went through in arriving at its recommendation for bike lanes. He explained they began with a review of the project in the 1999 plan covering the 140<sup>th</sup> Avenue NE corridor. The recommended project in the proposed update is consistent with the project included in the 1999 plan. The Transportation Commission looked to see what facilities lie to the north and south of the corridor and found that there are bike lanes on the Redmond side of the line and in Bellevue from just south of NE 8<sup>th</sup> Street. They determined that there are only a limited number of opportunities for creating north/south corridors through the city and they identified 140<sup>th</sup> Avenue NE as a priority connection.

Mr. Loewenherz said staff included in the Commission desk packet and made available to the public a memo outlining some potential modifications to the projects in light of the recognized desire of the Planning Commission to have alternatives to consider.

Ms. Lise Northey, chair of the Transportation Commission, said the group met 16 times over 18 months working to develop the ped-bike plan update. She said the Commission is happy with

the outcome; the planning work is solid, the policies are strong, and the goal statement strong. The plan includes specific implementation timelines and objectives. A great deal of time was spent prioritizing the projects on the lists. Project evaluation criteria were carefully constructed and held up against four overall plan objectives: safety, connectivity, providing access to activity centers, and special needs access. The defined activity centers included schools, parks, public facilities such as community centers and libraries, employment centers, business centers, and concentrated housing. All of that was balanced against previous prioritization exercises, such as the one done for neighborhood sidewalk projects, and projects in the existing CIP. The Transportation Commission recognizes that projects marked as high priority will not have a guarantee of being funded. Projects are only ideas until through the CIP process they receive funding. There is nothing that precludes the public, a Commission or the Council from going deeper into the plan and arguing for a higher or lower priority status for any given project on the list. The prioritized list serves as a starting point for the CIP deliberations, but everything is on the table during that process.

With regard to the 140<sup>th</sup> Avenue NE bike lane project, Chair Northey said the Transportation Commission spent a lot of time discussing the project and received public comment that was both in favor of and opposed to it. The Bridle Trails community is not necessarily united in opposition to the project, though the Bridle Trails Community Club certainly is; there has been input received from residents of the Bridle Trails community who are in favor of the proposal as recommended by the Commission. What needs to be balanced is the need of the overall city with the desire of the local community. A strong majority of the Transportation Commission endorsed including bike lanes on 140<sup>th</sup> Avenue NE as a means of creating a cross-city connection and a major north/south route that connects to existing bicycle lanes on both ends. The Commission recognizes the fact that the City Council will ultimately be called on to determine what the roadway cross section will look like.

Mr. Ernie Simas, also a Transportation Commissioner, said some projects ranked as high priority on the lists do not necessarily look as though on their own they deserve that status. However, the fact that they mesh with other projects to complete connections and systems elevated their standing. The Commission worked diligently to avoid just having projects here and there.

Commissioner Sheffels asked how the Transportation Commission addressed the Bel-Red corridor projects given the extensive work that has been done to develop a plan for that area. Mr. Loewenherz said all of the projects reflected in the Bel-Red subarea plan are included in the ped-bike plan update.

Commissioner Ferris noted that the recommendation of the Transportation Commission for 140<sup>th</sup> Avenue NE is for a six-foot sidewalk on the east side of the roadway and bicycle lanes on both sides. He asked if consideration is ever given to having a pedestrian facility on just one side of a roadway along with bicycle lanes on each side. Chair Northey allowed that the Commission wrestled with a variety of options to narrow the overall cross section. The sense of the Commission specific to 140<sup>th</sup> Avenue NE was that the roadway is so heavily used that pedestrian safety and bicycle mobility will be greatly improved by having pedestrian and bicycle facilities on both sides.

Commissioner Robertson said it was her understanding that the Transportation Commission's primary support for the 140<sup>th</sup> Avenue NE project as proposed was predicated on having a north/south corridor. She asked if the Burlington Northern/Santa Fe corridor, which could become a ped-bike north/south connection, was considered and how it might play out. Chair Northey said the Transportation Commission did discuss that corridor and concluded that because it lies farther to the west it would not serve the same travel shed.

Commissioner Hamlin commented that local Bridle Trails residents have suggested 140<sup>th</sup> Avenue NE as proposed is a route to nowhere. He allowed that going north on the road one comes to a point where it is necessary to go either east or west. He asked if consideration was given to what happens outside the city boundaries on the north/south route. Chair Northey said the route goes north all the way to NE 70<sup>th</sup> Kirkland or NE 80<sup>th</sup> Street in Kirkland, which is a sufficient distance north to justify having the route.

Mr. Loewenherz added that the connection on 140<sup>th</sup> Avenue NE changes dramatically at NE 60<sup>th</sup> Street in Redmond. At that point there are six-foot sidewalks, four-foot planter strips and five-foot bike lanes on both sides of the street. He allowed that the Transportation Commission did not spend time focused on what the corridor does outside of the city limits.

Commissioner Larrivee said the controversy involves one particular section of 140<sup>th</sup> Avenue NE. The fact is that the same roadway to the south is serving the city very well as a north/south bicycle route. The Transportation Commission factored in that information in developing its recommendation. The proposed project is aimed at completing a system.

Commissioner Robertson asked if the vote of the Transportation Commission was unanimous in favor of recommending the 140<sup>th</sup> Avenue NE project. Chair Northey said she cast the only no vote. She explained that when the project was presented to the Commission it was stated that there had been negotiations with the community with regard to what the section should look like, and that there had been an agreement reached with staff. The Commission felt it was premature for staff to have negotiated the details before the Commission had an opportunity to look at it. She said she agreed with the cross section as it currently exists, but all of the other Commissioners felt strongly that there should be bike lanes in that they offer better mobility options for bicyclists than do multipurpose paths. Throughout the process there were multiple opportunities for Commissioners to vote to reconsider, but they held strong in the face of the understanding that the project as proposed would not be fully welcomed.

Ms. Cindy Ludwig, 12336 NE 24<sup>th</sup> Street, said she is a past co-president of the Bridle Trails Community Club and was very involved in the walkway project along 140<sup>th</sup> Avenue NE that has been in place for only two years. The community worked hand-in-hand with the city in designing the \$2 million project and has been very pleased with it. There was at that time discussions of bike lanes but there just was not the budget for it. She said she also was involved in the NE 24<sup>th</sup> Street sidewalk project, which was very expensive but which helped to give cyclists a route to follow east/west. The route allows cyclists to connect with any number of north/south routes. Many cyclists like to go down to 116<sup>th</sup> Avenue NE and then traverse east/west on the SR-520 path. On weekends large groups of cyclists use that facility. The lion's share of the growth in the Bel-Red corridor will be in the nodes around 120<sup>th</sup> Avenue NE and 116<sup>th</sup> Avenue NE, which can easily be served by the facilities on 116<sup>th</sup> Avenue NE. It would be a shame to destroy the multipurpose path that is in place along 140<sup>th</sup> Avenue NE, especially since it is working very well. The project as proposed by the Transportation Commission is foolish; the money should be spent on something else.

Mr. Dale Coles, 3018 142<sup>nd</sup> Place NE, said he is not a member of the Bridle Trails Community Club. He noted that Bellevue is made up of a lot of neighborhoods that have unique characteristics. Often when a proposal is made to change something, the local residents get upset. One thing to be admired about Bellevue is that the city government has for the most part succeeded in staying out of the private lives of the people. However, a proposal as substantive as the 140<sup>th</sup> Avenue NE project would change the character of the Bridle Trails neighborhood, and that should trigger second thoughts. The question is whether or not any neighborhood should be

forced to accept change that will increase noise, require trees to be removed, and result in increased bicycle traffic flow that will not be safe for the bicyclists given the number of driveways. Tax dollars are not going to be easy to come by for the foreseeable future; to spend them on something that will have very little or possibly even a negative return makes no sense. The city should step back and elect not to intrude on the lives of its citizens for a questionable payback. If a north/south corridor is needed, 148<sup>th</sup> Avenue NE should be considered.

Ms. Mary Rae Coles, 3018 142<sup>nd</sup> Place NE, said every resident of Bellevue lives in a unique neighborhood. Bridle Trails is definitely a unique neighborhood. The city has done things to maintain that uniqueness, including lowering the speed limit on 140<sup>th</sup> Avenue NE from 40 miles per hour to 35 miles per hour, and by putting a four-way stop rather than a traffic signal at the intersection of 140<sup>th</sup> Avenue NE and NE 40<sup>th</sup> Street. There are already bicycle facilities on 140<sup>th</sup> Avenue NE; admittedly they are shared by pedestrians but they work and they are being used. It would be fiscally irresponsible to spend money to create something that already exists.

Ms. Theresa Thompson, 14075 NE 30<sup>th</sup> Place, thanked Chair Orrico for coming to the Bridle Trails neighborhood earlier in the month and touring the area of the proposed project. She said she and her husband, relative newcomers to Bellevue, have been impressed with the way the city listens to the needs and concerns of its citizens. There is a big difference in the character of the 140<sup>th</sup> Avenue NE corridor north of NE 24<sup>th</sup> Street from the area to the south of NE 24<sup>th</sup> Street. The maps make the corridor look as though it is a logical straight line, but in fact the northern part is residential with nothing but private homes, some of which are very expensive. The *Bellevue Reporter* for October 29 included an article by Mayor Degginger about the city's environmental efforts and how they are moving forward. In the article, the Mayor discussed the importance of tree canopy preservation in minimizing the city's carbon footprint. The widening of 140<sup>th</sup> Avenue NE would require significant tree removal; that would have a negative impact on the environment and would also impact safety given that a wider road will lead to higher vehicle speeds. The existing multipurpose path allows both bicycles and pedestrians to travel the corridor safely. There are alternative north/south routes in addition to 140<sup>th</sup> Avenue NE. The Department of Transportation and the city should consider all of the factors in developing and finalizing the ped-bike plan.

Mr. Norm Hansen, 3851 136<sup>th</sup> Avenue NE, said what the neighborhood wants is an approach that will balance the needs of the bicyclists. Most users of the 140<sup>th</sup> Avenue NE north/south route will want to access the Microsoft campus, which is in a high-density area. The area north of NE 24<sup>th</sup> Street is low-density residential. The city should consider where the riders will be going, and that requires thinking about destinations outside the city. Bridle Trails is unique in that it borders Kirkland, Redmond and King County. Bridle Trails State Park is an equestrian park and does not allow bicycles in it. In the early 1990s the southern portion of 140<sup>th</sup> Avenue NE in Bridle Trails was built, and that established the multiuse path. In 1999 the notion of adding bike lanes was added to the ped-bike plan, an action that was fought by the community. It was then decided that the bike lanes should be located on 116<sup>th</sup> Avenue NE, another north/south route. Currently, Kirkland is in the process of extending the bike lanes on 116<sup>th</sup> Avenue NE to the park and ride lot at NE 70<sup>th</sup> Street. There are bike lanes running east and west on NE 70<sup>th</sup> Street that run all the way over to 156<sup>th</sup> Avenue NE and the Microsoft area of Redmond. Riders headed to Microsoft are certainly not going to want to go up the significant hill on 140<sup>th</sup> Avenue NE. Neighborhood character is important; widening the road will yield more impervious surface area. There has been a lot of community input; of the 55 residents that came to the Bridle Trails Community Club meeting in December 2007, 53 wanted to keep the multipurpose path.

Ms. Pat Hansen, 3851 136<sup>th</sup> Avenue NE, asked what purpose is served by having a focus group on Bridle Trails bike lanes without representation from the Bridle Trails residents. Bicycle riders

are not so special that they do not have to stop at lights and stop signs, yet that happens at 140<sup>th</sup> Avenue NE and NE 40<sup>th</sup> Street. There is no guarantee that bike riders will ride only in the designated bike lanes if the 140<sup>th</sup> Avenue NE project is built; they seem to have the right to ride in the middle of vehicle lanes if they choose to do so. There is currently a path on the east side running between NE 24<sup>th</sup> Street and NE 40<sup>th</sup> Street. Several years ago the neighborhood wanted to see the path extended, but the city said that could not happen. The switch to continue on up to NE 60<sup>th</sup> Street was made at Ne 40<sup>th</sup> Street. The proposed project will require the removal of trees and will result in additional traffic noise and real change to the neighborhood.

Ms. Judith Maclean, 13106 NE 38<sup>th</sup> Place, said she has been a resident of the Bridle Trails area for 37 years. She said when she first moved to the neighborhood there were signs along the roadway cautioning drivers to watch out for deer, and there were kids riding horses along the streets. Times have changed. Bike riding is a very in thing to do and certainly is environmentally wise. It is, however, essentially a sport not a true means of transportation. Changing the infrastructure of the Bridle Trails area to accommodate a few who want to enjoy their sport is not something the city should be spending its money on. As the Bridle Trails area has built up over the years, there have been accommodations for bicycle riders. The first facilities were along 116<sup>th</sup> Avenue NE, and the result was a significantly widened roadway. A few years later there were calls for a commuter bike lane on the west side of 116<sup>th</sup> Avenue NE as well and the roadway became even wider. A path on the east side of 140<sup>th</sup> Avenue NE was widened in the 1990s, and kids on bicycles and walkers have been using it ever since. Landscaping was incorporated to reduce the appearance of the widening. The next street widened was NE 24<sup>th</sup> Street where a sidewalk was installed. The residents complained that adding a four-foot bike lane would increase cut-through traffic, and they have been proved right. There was no need for a bike lane on NE 24<sup>th</sup> Street given the expensive SR-520 bike path that runs parallel to it. In the summer of 2007 extensive work was done on NE 70<sup>th</sup> Street extending east to Old Redmond Road and beyond 140<sup>th</sup> Avenue NE. The new NE 29<sup>th</sup> Street has a dedicated bike lane running its entire length. A link is planned for along 116<sup>th</sup> Avenue NE to link the park and ride lot in Kirkland. Clearly the Bridle Trails area has adequate bicycle facilities, yet no one has said anything about how many people are actually using them. No more money should be spent on bicycle lanes in the Bridle Trails neighborhood.

Mr. James Binder, 3010 142<sup>nd</sup> Place SE, spoke as president of the Winchester Homeowners Association and a member of the advisory board for the Bridle Trails Community Club. He shared with the Commission a map showing all existing bicycle travel options in the northern part of the city. He noted that trails such as those along SR-520 were built at great expense and are heavily used. The facility running along 116<sup>th</sup> Avenue NE has bicycle paths on both sides. The issues surrounding the 140<sup>th</sup> Avenue NE proposal are safety, economics and the environment. He showed the Commissioners pictures of the existing environment of the neighborhood, including the existing multipurpose path. With regard to economics, he noted that all of the existing facilities are paid for, are being used, and are being maintained through property taxes. There is no need for redundancy on 140<sup>th</sup> Avenue NE. The road is busy but is still safe to cross. Increasing the width of the road will increase traffic speeds and reduce safety. It makes sense to have a north/south route, but not along 140<sup>th</sup> Avenue NE.

Mr. Brian Ward, 3820 140<sup>th</sup> Avenue NE, added his support for the comments previously made. He said he has been involved with issues in Bridle Trails since 1992. He said he could remember sitting in a Transportation Commission meeting at which bike riders touted the need for facilities on 140<sup>th</sup> Avenue NE, but none of them were from Bellevue. He said he participated in the process of getting a petition signed which resulted in having the project removed from the long-range plan. Along the stretch of 140<sup>th</sup> Avenue NE between NE 24<sup>th</sup> Street and NE 40<sup>th</sup> Street there are 55 driveways; some serve single homes and some serve ten homes. The city has a 60-

foot right-of-way; if the proposed project is constructed, more property will have to be taken and several property owners will be affected, some of which have very new homes. A very small percentage of the people who live in Bridle Trails are bikers. Bike lanes should be created where reasonable. It will take a huge investment to put in bike lanes along 140<sup>th</sup> Avenue NE to the north city limit line, and that should be taken into consideration.

Mr. Chris Rule, 6316 24<sup>th</sup> Avenue NW, Seattle, spoke representing the Cascade Bicycle Club. He said he has ridden his bike on the existing multiuse part on 140<sup>th</sup> Avenue NE. The path does not meet federal trail standards. It does not serve the disabled community, and does not serve the pedestrian community. Someone pushing a stroller from one direction encountering a bike rider coming from the other direction will experience a conflict. The Comprehensive Plan calls for maintaining and enhancing mobility for people in all modes, providing system connectivity for pedestrians and bicyclists, providing linkages between areas, and addressing special needs. The proposed facility for 140<sup>th</sup> Avenue NE would connect the existing facility south of NE 8<sup>th</sup> Street with the existing facility in Kirkland. It would improve the current fragmented bicycle network; provide connections to at least six education facilities, community parks and open spaces; connect at least 11 existing or proposed east/west bicycle facilities; and provide a critical non-motorized link under the SR-520 overpass. The alternative proposed by some to use 148<sup>th</sup> Avenue NE would route bicyclists onto a street that has close to 60,000 average daily trips. The number of children biking or walking to school has decreased over the past 40 years from 50 percent to only 18 percent; at the same time the obesity rate has skyrocketed. Facilities are needed to serve families into the future.

Mr. Wayne Rector, 13614 SE 10<sup>th</sup> Street, said he commutes to his job in Seattle by bicycle when the weather is nice. He stressed the need to have a separation between cars and bikes. Dedicated bike paths are safe, especially for children, and they are enjoyable. Bike lanes do not provide the same level of safety for less experienced riders. Creating dedicated bike paths will serve as incentives for people to use bicycles and will create a better environment. The 140<sup>th</sup> Avenue NE corridor is mostly flat, which is a real benefit for bicycle riders. Wider trails are better, especially where there are crossing driveways. The number of projects in the ped-bike plan are numerous, and trying to come to consensus on a list that large is very difficult work; finding consensus regarding how to prioritize the list is even more difficult work. The ranking system used is valid and offers a good way to come up with reasonable priorities. Safety is one of the most important things. Furthermore, if there is going to be a transportation system that offers alternatives, it has to be a connected system. If alternative transportation methods are not provided, the city will be stuck trying to figure out how to funnel more people through in cars, and that will create more noise and more drainage problems. Old growth trees cannot be replaced, but fast-growing trees can be planted that will help to mitigate some of the effects. Sometimes it is necessary to make choices that will have adverse effects on specific individuals but will benefit the community as a whole.

Mr. Warren Halvorson, 13701 NE 32<sup>nd</sup> Place, voiced his opposition to the 140<sup>th</sup> Avenue NE project as proposed. He said he seriously questioned the planning assumptions that mandate six north/south bicycle corridors. Where that notion came from is unknown. He read into the record a letter expressing concerns about the additional widening of 140<sup>th</sup> Avenue NE for the purposes of providing a high-speed bike lane when there are already little-used bicycle provisions in the corridor. A written response was requested seeking the justification for widening the corridor. The Bridle Trails community is expressly and overwhelmingly against the proposed bike lane project, possibly as high as 90 percent against. The alternative suggestions offered by the community have been largely dismissed, and many feel they have not really been listened to. The current multiuse pathway serves the local community and the community at large very well. Widening 140<sup>th</sup> Avenue NE cannot be justified from a cost/benefit standpoint; it will cost

millions and homeowners will be directly impacted. There are only between ten and 50 individual cyclists who use 140<sup>th</sup> Avenue NE on a regular basis. Widening the corridor will significantly and negatively impact the Bridle Trails community and its environment. A detailed summary of the feedback from the Bridle Trails community should be provided in writing. A response from each property owner and each homeowner association adjacent to the corridor should be sought regarding the proposed project. The current and projected bicycle usage numbers should be set forth in writing. A copy of the cost/benefit analysis conducted for each alternative pursued should also be provided in writing. Bicycle clubs may lobby for the projects, but they do not live in the community or pay the taxes.

Ms. Maryanne Halvorson, 13701 NE 32<sup>nd</sup> Place, said she and her children grew up riding horses, which is why they bought in the Bridle Trails area. The suggestion that local homeowners must prepare the neighborhood so those who enjoy recreational bicycle riding is preposterous. There is a clear clash between horses and bicycles; the two do not mix. When Cantor Greens was developed, arguments were made against including a six-foot bridle path because it was not seen as something needed; it was possible to ride horses along the shoulder of the road and on local paths. The desires of the local homeowners must be given more weight than the needs of recreational bicyclists.

Ms. Carol Walker, 3208 142<sup>nd</sup> Place NE, highlighted the need for bicycle paths in the city. At the same time, however, there is a need to maintain the character of the individual neighborhoods. The two are not necessarily mutually exclusive, however. She said her real concern is focused on retaining the existing tree canopy; it is part of what makes Bridle Trails such a beautiful place. Widening the roadway as proposed will require the removal of a significant number of trees between NE 24<sup>th</sup> Street and NE 60<sup>th</sup> Street. Trees soak up and retain hundreds of gallons of water and thus protect the environment. Pedestrians, bicyclists and horse riders should all be able to live with what the neighborhood currently offers by way of facilities.

Ms. Carolyn Richardson, 3507 142<sup>nd</sup> Place NE, indicated her support for the comments previously made about not widening 140<sup>th</sup> Avenue NE to accommodate bicycle lanes. It would be inappropriate to consider a bike lane on that section of the corridor. The area is a pleasant place to walk, to drive and to live. She said she and her family all ride bikes, but they do so in appropriate places. Bike riding is a sport, not a major form of transportation.

Mr. Jim Mantel, 1420 NE 40<sup>th</sup> Place, said he has lived in Bridle Trails for 17 years and has been an avid bicyclist for 40 years. He suggested the current multiuse facility is more than adequate to accommodate the needs of the Bridle Trails community. There are numerous alternative routes running east/west and north/south. It is possible to get anywhere in a safe and efficient manner. The multiuse path is used by walkers, joggers and bikers. Bridle Trails is a unique area; removing trees and widening the roadway would negatively impact the quality of the neighborhood. Widening the roadway would result in increased vehicle speeds and reduced safety for pedestrians and bicyclists. It is not prudent for the city to be investing its money in such a way.

Ms. Kim Reddel, 21003 Woodlake Drive, Edmonds, said she commutes to her job as a physician at Group Health by bicycle. She said she has never ridden on 140<sup>th</sup> Avenue NE through Bridle Trails and probably will not in the future. However, fragmented bicycle systems are problematic. She said her ride to work includes unsafe routes, making it necessary to ride on the sidewalks. When Group Health was located in Redmond, it was much easier to ride to work safely because the systems are complete there. There are no good north/south routes between Lake Forest Park and Woodinville and Bellevue; if the BNSF rail corridor gets used for pedestrians and bicycles, that will offer a great solution. The fact is the facilities along 116<sup>th</sup> Avenue NE are not

continuous, and the only alternative routes north and south are heavily traveled and dangerous during peak hours. The work to plan for bicycle systems is to be applauded.

Motion to close the public hearing was made by Commissioner Robertson. Second was by Commissioner Mathews and the motion carried unanimously.

**\*\*BREAK\*\***

8. STUDY SESSION: 2008 Comprehensive Plan Amendments

A. Sambica CPA

Commissioner Sheffels pointed out that Sambica has a walkway that arches over the road and asked if the structure is addressed anywhere in the amendment relative to being maintained or changed in any way. Mr. Matz allowed that Sambica owns the structure and it plays an integral role in their operations and campus connections. He said it is not specifically addressed in the amendment.

Chair Orrico observed that people visiting the Sambica campus to attend a conference likely are there because of an organization, but asked if those attending the camp are also there because of an organization. Mr. Matz said those participating in the camp activities are not necessarily associated with organizations; certainly there are individuals who participate. From the perspective of staff, the facility is unique in that it provides activities for organizations as well as for individuals. Sambica is itself an organization and provides organizational activities. If a relationship is not established between who the doers are and what they are doing, there will not be connection between camp and conference center and no basis for further discussing the unique mix of uses offered.

Commissioner Sheffels asked if the language of the amendment would pertain to any other property in the city of Bellevue. Mr. Matz said that by creating a new designation it could be applicable to other sites. One reason why so much effort is focused on crafting the Glossary text is for that very purpose. The intent is to have the policy language of S-NC-10, S-NC-10a and S-NC-10b be specific to Sambica's use of the definition in the Glossary. The Glossary definition, however, must stand the test of being more than just being suitable for use by Sambica alone.

Commissioner Ferris said he was fully supportive of crafting the language in such a way as to allow Sambica to continue using their facility as they have in the past. He asked what exposure the city might have by leaving in the reference to families and individuals in the definition, which is what Sambica has requested. Mr. Inghram said simply saying a use applies to families and individuals would be tantamount to saying the use applies to everything. The purpose of the glossary is to direct the definition to specific types of uses. The language certainly is intended to apply to Sambica, but in the future it may apply to some other organizations as well.

Commissioner Lai asked if the issue could be resolved by specifically referencing Sambica in the definition language. Mr. Inghram said staff wants a glossary definition that will apply beyond just Sambica. Staff believes that the term "organizations" certainly applies to Sambica. Commissioner Lai said the phrase "such as Sambica" could be inserted to make a specific reference. He agreed that the term "families and individuals" is too overly inclusive.

Commissioner Robertson said another idea would be to use the term "and the individuals and families that they enroll." The organization is Sambica, and they enroll families and individuals. She said there is no intent to give the message that the general public cannot use the facilities.

Mr. Inghram said in the thinking of staff "organizations and schools" is inclusive of families and individuals. Commissioner Robertson suggested "these activities are primarily operated by organizations and schools" as a more specific and descriptive term.

Chair Orrico said of the two suggestions she would prefer to use "and the families and individuals that they enroll." Commissioner Hamlin agreed, but disagreed with the notion specifically mentioning Sambica by name.

There was consensus to incorporate the phrase "and the families and individuals that they enroll."

With regard to the issue of combined trip generation, Mr. Matz said the intended purpose of including this language is connecting the new camp and conference center use with the potential impacts for what it will do. Combined trip generation does not have to be a Land Use Code standard, but it does need to be a standard that measures the SEPA "worst case" scenario with the unique mix of uses for which no outcome has been predicted. The use is not the same as a mall or a commercial development, it is a unique mix of uses that exists only for the camp and conference center purpose. As such it deserves recognition by looking at the combined trip generation. The approach will not necessarily lead to Sambica having to build two miles of West Lake Sammamish Parkway, or that some other camp and conference center will have to put in a street light. The approach will, however, provide an indicator of the overall intensity of how the unique mix of uses will come together without presupposing at the policy level.

Mr. Inghram said the intention is to develop a metric of the potential increase of intensity that could occur with redevelopment of the use. There is building form and massing, but the other thing that would have potential community concerns is the amount of traffic going in and out. There may be SEPA measures that address traffic improvements, but that does not necessarily get to the specific neighborhood impacts. Mr. Matz added that the language highlights other specific things to be addressed: building height and location, landscape buffers, impervious surface ratios, and combined trip generation. From a community's perspective, those are the metrics that matter when a proposal is being reviewed. The policy language sets up the framework for the Land Use Code amendments that will need to follow.

Commissioner Robertson said she was not opposed to having the camp and conference center designation be different from other districts in the city. A number of Land Use Code designations are being combined into a single large area master plan for the benefit of the city as well as the continued usage of the Sambica site as a camp. She asked if staff is considering taking similar steps as new land use designations come online in the future. Mr. Inghram said at the heart of the proposal is one of the key metrics the city looks at with new development. He said he could not speculate whether or not the city would take the same approach for other future designations; there certainly is the potential to do so, but there are no concrete plans to do so.

Motion to recommend approval of the Sambica Comprehensive Plan amendment, with the changes outlined in the desk packet provided by staff and the changes to the Glossary definition, based on the criteria of 20.30I.150 being met, that there have been significantly changed circumstances, and that the amendment will be beneficial to the city, was made by Commissioner Robertson. Second was by Commissioner Hamlin and the motion carried unanimously.

## B. Coal Creek CPA

Commissioner Sheffels commented that for many years she has highlighted the fact that the city has no specific Comprehensive Plan designation or zone for park lands. She said that should be changed. Commissioner Robertson agreed.

Motion to approve the Comprehensive Plan amendment for the Coal Creek UGB as recommended by staff was made by Commissioner Ferris. Second was by Commissioner Hamlin and the motion carried unanimously.

C. Ped-Bike Plan Update CPA

Commissioner Robertson referred to the bike lanes proposed to go through the downtown and said she has heard some are worried that they may affect development in the area by requiring new buildings to be set back further from the street. Mr. Loewenherz said some preliminary design work has been done for the 108<sup>th</sup> Avenue NE corridor in the downtown, and the early indications are that with some lane width modifications it is possible to realize the bicycle lanes within the existing rights-of-way. There is a separate design process under way for Main Street that includes bicycle and sidewalk facilities. It is possible that some of the properties along that corridor will end up being conditioned through the development review process to make allowances for sidewalk facilities. However, there is also the potential for narrowing the lane widths to realize the bike facilities. The NE 12<sup>th</sup> Street corridor includes a proposed off-street path that would link up with what the Washington State Department of Transportation is doing relative to the crossing of I-405 and continuing east through the Bel-Red corridor on NE 15th Street/NE 16th Street. To some extent the off-street path along NE 12th Street would be realized through city park property.

Mr. Loewenherz emphasized that the project development process will be very long, and it has only just begun. As such, all projects are at a very preliminary stage and must be considered conceptual only.

Strategic Planning Manager Kevin O'Neill added that all downtown projects are slightly different from each other. He said in focusing on what would be the best north/south route through the downtown, the choices were 108<sup>th</sup> Avenue NE and 106<sup>th</sup> Avenue NE. With 106<sup>th</sup> Avenue NE there is more opportunity to expand the street right-of-way because it is not as fully developed, but 108<sup>th</sup> Avenue NE provides better connectivity to the north and south. The 108<sup>th</sup> Avenue NE corridor, however, is essentially built out and it will not be feasible to push the buildings back to accommodate bike lanes. The staff are confident the street can be reconfigured without impacting properties.

Mr. Loewenherz said inclusion of the Main Street facilities in the ped-bike plan will mean that the development review staff will consider them when redevelopment projects come forward. Every effort will be made to realize the recommendations. There are already conditions on properties in the downtown in the Land Use Code, and the proposed approach is no different.

Mr. Loewenherz clarified that the staff proposal is to include the high, medium and low project rankings in the Comprehensive Plan document along with a breadcrumb trail leading to the functional plan document for additional details, including how the rankings came to be. That approach is consistent with the 1993 and 1999 ped-bike plans.

Chair Orrico suggested there were three options the Commission could take: 1) approve the document with the rankings in the Comprehensive Plan; 2) leave the rankings in the Comprehensive Plan but include in the recommendation to the City Council clarification that the Planning Commission took no action on the project prioritizations; and 3) remove the rankings from the Comprehensive Plan and include the additional language proposed by staff. She said she would be most comfortable with the second option, which would respect the work done by the Transportation Commission.

Commissioner Ferris said the Council is looking to the Planning Commission to make a recommendation. If the project rankings are to be included, then the Commission should review them and come to a conclusion. To just punt would be to shirk responsibility.

Chair Orrico suggested that for the Planning Commission to review the list and reach a conclusion as to project rankings would be to make of no effect the diligent work of the Transportation Commission, which was directed by the Council to conduct that exercise.

Commissioner Robertson agreed with Chair Orrico. She said if the entire package were solely the responsibility of the Planning Commission, she would agree with the need to review the project lists and provide rankings accordingly. However, the work of the Transportation Commission has been very carefully done over a number of meetings. There is no need for the Planning Commission to redo what they have already done.

Commissioner Mathews agreed the Planning Commission should not redo the work of the Transportation Commission. The Planning Commission should trust that the Transportation Commission did good work using expertise that the Planning Commission simply does not have. He said he would have no problem signing off on their work and forwarding it to the City Council.

Commissioner Sheffels agreed that the package should be forwarded to the City Council with the blessing of the Planning Commission.

Commissioner Lai suggested the transmittal memo to the Council should indicate that the Planning Commission has looked at the work of the Transportation Commission and has found it reasonable. The Planning Commission has not, however, gone through the list with the same fine-toothed comb the Transportation Commission used, thus the Planning Commission cannot say in the transmittal that it has blessed it.

It was agreed that the Planning Commission should recommend to the Council adoption of the document, communicate to the Council the level of review conducted by the Planning Commission and the amount of trust placed in the work of the Transportation Commission in developing the project lists and rankings, and indicate that the focus of the Planning Commission was on specific issues, including 140<sup>th</sup> Avenue NE.

Mr. Inghram highlighted the changes previously proposed to policies PB-2 and TR-79, changes proposed to the goal statement on page 5, and modifications to policies TR-85 and TR-94.

Mr. O'Neill clarified that policy PB-2 talks about connected north/south routes but does not imply that 140<sup>th</sup> Avenue NE has to be one of those routes. Numerous routes have been identified in the plan.

Chair Orrico observed that PB-2 calls for at least two completed and connected north/south routes and asked if 140<sup>th</sup> Avenue NE is slated to be one of them. Mr. O'Neill said 140<sup>th</sup> Avenue NE does not necessarily have to be either of them. There are six north/south corridors recommended in the plan (NS-1, which goes through the downtown and includes 108<sup>th</sup> Avenue NE; the Lake Washington Loop; the BNSF corridor; NS-4, which includes 140<sup>th</sup> Avenue; NS-5, which includes 164<sup>th</sup> Avenue; and the West Lake Sammamish Parkway), and the policy does not direct the city to complete any of them specifically. The language simply calls for completing two of the routes within the first ten years following plan adoption.

Commissioner Robertson said the 140<sup>th</sup> Avenue NE project has been a quandary for her. The project ranked quite low in the analysis, yet the Transportation Commission has recommended the project, and their work is to be respected. In other cases where local sentimentality has been solidly against projects, those projects have been removed from consideration. In the case of 140<sup>th</sup> Avenue NE, the community has rallied against the project, but it has been given the highest priority. The backbone of Bellevue is its neighborhoods; they are what makes Bellevue a great and livable city. The transportation system is important, but the neighborhoods are the key. She said even though she deeply respects the work of the Transportation Commission, she would not be able to support moving forward the 140<sup>th</sup> Avenue NE project with a high ranking.

Commissioner Lai commented that the Planning Commission is charged with recommending an overall plan, but it has not been asked to approve any specific designs. The plan as a whole makes a great deal of sense. The devil is in the details, and there are no details about just how much tree canopy would have to be removed or about anything else at such an early stage. To not move forward with the plan as recommended by the Transportation Commission would be to make a fairly dramatic statement. The Commission should include in its transmittal a recognition of the legitimate concerns raised by the community regarding the project proposed for the 140<sup>th</sup> Avenue NE corridor, but it should be moved forward.

Chair Orrico agreed with Commissioner Robertson. She noted that the 140<sup>th</sup> Avenue NE project did not score high in the GIS ranking exercise but was pulled out by the Transportation Commission and recommended to have a high priority status. She said she visited the site and found the existing multiuse trail to be very adequate. Many neighborhoods in Bellevue would be very happy to have such a trail. It would be better to put the city's limited resources in areas that truly need connectivity; 140<sup>th</sup> Avenue NE already has connectivity, even if it is not as wide as some would like it to be. The trees that would have to be removed are indeed significant. There are other north/south options; strong consideration should be given to a route traveling north/south through the Bel-Red corridor. She agreed with those from the public who pointed out that there really is no "there" to the north of the project limits. The 140<sup>th</sup> Avenue NE project as proposed should be either given a lower ranking or removed from the list altogether.

Commissioner Sheffels said she also visited the 140<sup>th</sup> Avenue NE corridor and added that she conducted a very small survey with three bicyclists. One lives in Enatai and commutes to Redmond; another lives in Redmond and commutes to downtown Bellevue; and the third does not live on the Eastside but is a recreational bicyclist that does use the 140<sup>th</sup> Avenue NE area regularly. She noted that some from the public commented that bicycling is a sport and allowed that while a large percentage of bicyclists have a recreational bent, the fact is the only way the city is going to encourage commuting by bicycle will be to have a connected system of facilities. It is not the prerogative of the Commission to decide when and where the city's transportation dollars are spent; the Commission is charged with recommending plans for the future. Bridle Trails covers a very large area; 140<sup>th</sup> Avenue NE passes along one perimeter and affects a very small percentage of the houses in the area. The project as proposed will certainly affect some trees, but trees can be replanted. The project will not destroy the character of Bridle Trails. The route needs to be kept on the list as a high priority as recommended by the Transportation Commission.

Commissioner Ferris commented that the area north of NE 60<sup>th</sup> Street where 140<sup>th</sup> Avenue NE winds into Kirkland is an improved street with bicycle facilities. The design is very pleasing and certainly does not degrade the neighborhood. At NE 70<sup>th</sup> Street and again at NE 80<sup>th</sup> Street there are connections to streets with bike lanes. Riders can turn north on 132<sup>nd</sup> Avenue NE and travel quite a ways up into Kirkland on that road. The 140<sup>th</sup> Avenue NE project will in fact serve as a connector to somewhere and will serve as part of an overall network of facilities. The area south

of NE 8<sup>th</sup> Street along 140<sup>th</sup> Avenue NE is also a designated bike route. Alternatives to the 140<sup>th</sup> Avenue NE project are in fact very limited; 132<sup>nd</sup> Avenue NE is not a good choice because it runs along Bridle Trails State Park and the bicyclists would have to interact with horses. The existing multiuse path on 140<sup>th</sup> Avenue NE is very nice, but it is not adequate to be shared by pedestrians and bicyclists. The project should be recommended as a high priority, though the transmittal memo should reflect the concerns of the local residents and call for minimizing the expansion of the roadway and the impact to the tree canopy during the design phase.

Commissioner Hamlin said there were excellent points made during the public hearing on both sides of the 140<sup>th</sup> Avenue NE argument. He said he visited the site as well. He agreed that if bike lanes were added it would help to complete a system and would trigger additional use. However, the corridor is not an ideal north/south connector. There is a wonderful bicycle facility running along SR-520 that goes straight to Redmond. There are nice facilities on 116<sup>th</sup> Avenue NE as well. The fact that trees would be lost is a strike against the project, though he agreed that they could be replanted. Bridle Trails is a unique neighborhood and may not be the right place to have a passthrough bicycle route. He recommended lowering the priority of the 140<sup>th</sup> Avenue NE.

Commissioner Mathews said the project is very easy to argue against as it relates to cost, impact to the neighborhood, and loss of tree canopy. He said it is true that the city has already paid for the multiuse trail, but if an alternative route is selected, the city will still have to pay for its development the same as it would if it were on 140<sup>th</sup> Avenue NE, so the cost argument is immaterial. What the vision is for pedestrian and bicycle traffic in the distant future is the primary issue. The city has already established a long-range vision for the Bel-Red corridor, and if the area develops according to the plan in 20 or 30 years it will be a very busy place with a lot of people. With a bicycle facility on 140<sup>th</sup> Avenue NE, it would be very convenient to people to get off at the 132<sup>nd</sup> Avenue NE transit station and ride up into Bridle Trails and beyond. Things are going to look different in the future. The project is in the geographic center of the northern part of the city, which is advantageous. The multiuse path cannot be considered safe; separation between pedestrians and bicyclists improved safety. There are a number of ways the 140<sup>th</sup> Avenue NE project could be designed to minimize the impacts to the area. The project should remain in the plan as a north/south option.

Commissioner Lai pointed out that any north/south route will have to either go through Bridle Trails directly or skirt around it. The other alternatives on the east side of the city, 148<sup>th</sup> Avenue NE and 156<sup>th</sup> Avenue NE, are very heavily traveled by automobiles and will not make for good bicycle transportation corridors. The SR-520 trail does not offer a north/south option as it runs east/west; the leg that kicks off of the SR-520 trail to go north is very steep. The only viable north/south options are 140<sup>th</sup> Avenue NE and 116<sup>th</sup> Avenue NE, and 140<sup>th</sup> Avenue NE should simply not be removed from consideration. He said he would move the 140<sup>th</sup> Avenue NE project forward as recommended by the Transportation Commission, along with a note indicating that there has been strong community opposition to it.

Commissioner Lai suggested that bike paths do not create additional noise. He held that good design work should be able to address the tree canopy issue. The 140<sup>th</sup> Avenue NE corridor certainly is not a path to nowhere as it has several connections to various destinations.

Motion to extend the meeting to 10:40 p.m. was made by Commissioner Robertson. Second was by Commissioner Ferris and the motion carried unanimously.

Mr. O'Neill explained that three decisions were needed with regard to the 140<sup>th</sup> Avenue NE project: 1) whether it should be retained on the plan map; 2) how the project should be described;

and 3) how it should be prioritized.

Motion to keep the 140<sup>th</sup> Avenue NE corridor as one of the six north/south and east/west corridors in the Comprehensive Plan amendment was made by Commissioner Lai. Second was by Commissioner Mathews. The motion carried 5-2 with Commissioners Robertson and Hamlin voting against.

Motion to accept the project description as outlined in the Commission desk packet dated November 19, 2008, was made by Commissioner Ferris. Second was by Commissioner Mathews and the motion carried unanimously.

Motion to change the priority of the 140<sup>th</sup> Avenue NE project to low was made by Commissioner Robertson. Second was by Commissioner Hamlin. The motion failed 3-4, with Chair Orrico and Commissioners Robertson and Hamlin voting for, and Commissioners Ferris, Mathews, Sheffels and Lai voting against.

Motion to change the priority of the 140<sup>th</sup> Avenue NE project to medium was made by Commissioner Robertson. Second was by Commissioner Hamlin. The motion failed 3-4, with Chair Orrico and Commissioners Robertson and Hamlin voting for, and Commissioners Ferris, Mathews, Sheffels and Lai voting against.

Motion to accept the ranking for the 140<sup>th</sup> Avenue NE project recommended by the Transportation Commission was made by Commissioner Ferris. Second was by Commissioner Mathews and the motion carried 4-3, with Commissioners Ferris, Mathews, Sheffels and Lai voting for, and Chair Orrico and Commissioners Robertson and Hamlin voting against.

Motion to recommend approval of the ped-bike plan Comprehensive Plan amendment, as revised by the Commission, was made by Commissioner Robertson. Second was by Commissioner Sheffels.

Mr. Inghram clarified the revisions to the document directed by the Commission.

The motion carried 6-1, with Commissioner Hamlin voting against.

## 9. APPROVAL OF MINUTES

### A. October 8, 2008

Motion to approve the minutes as submitted was made by Commissioner Robertson. Second was by Commissioner Mathews and the motion carried unanimously.

### B. October 22, 2008

Chair Orrico called attention to the last paragraph on page 69 and noted that the first sentence should be revised to read "Chair Orrico suggested the Planning Commission should not be asked to bless the work of the Transportation Commission without knowing exactly how they did their ranking work." She also asked to change the phrase "likely would" in the second sentence of the same paragraph to "may."

Commissioner Hamlin noted that he was present for the meeting and should be shown as such in the minutes.

Motion to approve the minutes as amended was made by Commissioner Robertson. Second was by Commissioner Mathews and the motion carried without dissent; Commissioner Lai abstained from voting.

10. PUBLIC COMMENT

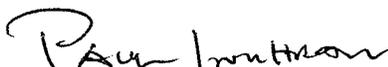
Mr. Steven McKay, 906 Dexter Avenue North, said he is a student in the University of Texas law school and was in the Puget Sound area attending a land use planning class for a semester. He praised the Commissioners for parsing through all of the public comments and identifying the arguments that had merit.

11. NEXT PLANNING COMMISSION MEETING

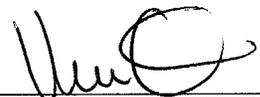
Mr. Inghram reviewed with the Commissioners the agenda items for the next Commission meeting, and items that are on the horizon that have not yet been scheduled for upcoming meetings.

12. ADJOURN

Chair Orrico adjourned the meeting at 10:30 p.m.

  
\_\_\_\_\_  
Staff to the Planning Commission

12/10/08  
Date

  
\_\_\_\_\_  
Chair of the Planning Commission

12/10/08  
Date