

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

January 13, 2010
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E -113

MEMBERS PRESENT: Chair Sheffels, Commissioners Ferris, Hamlin, Lai,
Mathews

MEMBERS ABSENT:

STAFF PRESENT: Paul Inghram, Gwen Rousseau, Mike Kattermann,
Department of Planning and Community Development

GUEST SPEAKERS: Councilmember Robertson

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:34 p.m. by Chair Sheffels who presided.

2. ROLL CALL

All Commissioners were present with the exception of Commissioner Ferris, who arrived at 6:44 p.m.

3. PUBLIC COMMENT

Mr. Rory Crispin, PO Box 40443, said the new Shoreline Master Program should be based on the legally existing and approved Shoreline Master Program, not the illegal 2006 critical areas regulations. The last Bellevue Shoreline Master Program legally recognized by the state the courts became effective on September 11, 2001. Under that document, the building setbacks from the ordinary high water mark are 25 feet. In 2006, the illegal critical areas ordinance attempted to add a 25-foot buffer to the shoreline. That was done without going through the state-mandated Shoreline Management Act process. There would be no reason to go through the current process if the 2006 process had been legal. The 2001 Shoreline Master Program must serve as the baseline. If there is no net loss of ecological function based on those regulations, there can be no justification to change it. The Commission should not be pressured into changing a legal regulation for an illegal one. Setbacks are a distance measured from the boundary line to a structure; a buffer is a no-touch zone around a critical area feature. Under state law, buffers are only associated with critical areas. Shorelines in and of themselves are not critical areas according to RCW 90.58.030 and 36.70a.480, therefore buffers should not be applied to them. For overwater structures such as docks, boat lifts and mooring buoys on Lake Sammamish and Lake Washington, the regulatory authority is the Army Corps of Engineers. The regional federal regulations and permits were updated in 2005 to meet all applicable state and federal mandates, including no net loss of ecological function. The Army Corps of Engineers project manager, during her visit with the Commission in December, stated that citizens want streamlined permitting, not bureaucratic layers. The new Shoreline Master Program should not duplicate the superfluous Army Corps of Engineers regulations that were adopted in the 2006 critical areas code. The code should simply specify side setbacks and dimensional maximums which the legal 2001 Shoreline Master Program already has. Absent the duplication, any change in the Army Corps of Engineers regulations

will not trigger a revisiting of the city's Shoreline Master Program. The proposed aquatic designation should be removed entirely. The designation, proposed by staff, is intended to give the public the right of access to the submerged lands of shoreline property owners. That is simply illegal. A review of the county assessor's map of Lake Washington shows waterfront lots extending to the inner harbor line, and the title for those properties includes the words "...including the shore lands of second class adjoining...." The submerged shore lands are in private ownership.

Comprehensive Planning Manager Paul Inghram explained that the intent behind the aquatic designation is not to overreach the city's authority but rather to provide a separate type of designation for the area that is covered by water from that which is upland from the water. There is no implication intended that the new designation will take away existing private property rights or impose new public access requirements.

4. APPROVAL OF AGENDA

The agenda as printed was approved by consensus.

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

6. COMMITTEE REPORTS - None

7. STAFF REPORTS

Mr. Inghram reported that Commissioner Orrico had resigned her seat on the Commission in order to be able to pursue other activities in her line of work. He said that leaves two open positions on the Commission. Both have been advertised and a number of applications were received by the closing date. The Council is expected to appoint a liaison to the Commission at its annual retreat; once that is done the work of sorting through the applications and conducting interviews will begin.

With regard to the Shoreline Master Program, Mr. Inghram said staff has been talking with different citizen groups about how to present their views to the Commission. There have also been internal discussions about the logistics involved. There still is no firm information from the citizen groups about what they want to do, so the conversations will continue.

Mr. Inghram informed the Commission that one bit of work on its way to the Commission is the issue of tree preservation. He said the neighborhood character work included a focus on tree preservation requirements associated with redevelopment of single family homes. The Bridle Trails neighborhood has rules applicable only in that area and the Enatai neighborhood has approached the city desiring a similar approach for their area. The matter has been discussed with the Council, and Council has directed the Commission to move forward with an approach that would develop tree preservation regulations and allow individual neighborhoods to opt in, thus making them applicable to their areas. Staff is working to get the matter on the Commission's schedule, probably in early February.

Mr. Inghram said staff will be before the Council on January 19 to talk about the Eastgate/I-90 corridor study. The subarea planning study will in some ways be similar to the Bel-Red study, though it will not likely result in such a dramatic direction change. Staff will be recommending to the Council that a citizen advisory committee be formed to participate in the development of the plan, and that representatives from several of the city's boards and commissions should be involved. It is anticipated that once the study is formally approved by the Council, the planning work will be done during 2010 and the subarea plan amendments will be developed in the spring of 2011.

Finally, the Commissioners were informed that the required 2011 update to the Comprehensive Plan will kick off in early 2010 with some of the scoping work. Most of the formal adoption process work will be undertaken during 2011. The current speculation on the part of many is that the state legislature may amend the Growth Management Act to adjust various required time periods, thus moving the deadline to 2014. The requirement to update all Comprehensive Plans every seven years does not synchronize well with other state-required document updates. The possible amendment is being considered as a response to the state's budget shortfall. If the legislature does act to move the deadline, staff will need to have a conversation with the Council about whether or not a mini Comprehensive Plan update should be done in 2010 or 2011 so that things like targets and demographics can be updated as needed.

8. STUDY SESSION

A. Bellevue Demographics

Associate Planner/Demographer Gwen Rousseau explained that the city's current demographic information has been pulled from the American Community Survey (ACS). The federal census is conducted only once every ten years. The ACS survey is sent out monthly to a scientifically valid sampling of the population, which differs from the way the federal census is conducted. New estimates for the city of Bellevue are released annually. Because the ACS survey is continually, the estimates cover specific periods of time: one year, three years and five years. The first one-year data was pulled together for 2005, the first three-year estimates were done for 2005-2007, and the first five-year estimates will be done for 2005-2009 and will be delivered to the city in December 2010.

Ms. Rousseau noted that for each extended time period, the sample size is increased, thus improving the accuracy of the estimates. The five-year estimate is usable for determining estimates for smaller population sizes. The one-year estimates are only released for cities that have populations of at least 65,000, the three-year estimates are released for cities with populations of more than 20,000, and the five-year estimates are released for all cities and jurisdictions and can be mined down to the census tract block level.

The Commissioners were asked to keep in mind that her presentation was focused on the 2005-2007 three-year estimate, and that the data covered the time period that preceded the current recession.

Since its incorporation in 1954, the population of Bellevue has grown from roughly 7600 to 12,600. Bellevue is the fifth largest city in the state of Washington. The population of the city is expected to climb to 138,500 by 2020, and 148,400 by 2030. Historically, much of the city's growth has been through annexation. The large population jump that occurred in the 1960s was the result of adding some 17 square miles of land to the city's borders. During the

1990s, fully half of the city's population growth was due to annexations. Since 2000, only about 25 percent of the population growth has resulted from annexations. The annual population percentage increase in the coming years is expected to slow, with fully half of the population increase occurring in the downtown area; of the remaining half, a third will occur in the Bel-Red corridor, and the balance will be distributed throughout the city.

Commissioner Hamlin asked how the 20-year forecast was developed, and Ms. Rousseau said it was drawn from forecasting work done by the Puget Sound Regional Council (PSRC) based on projected job growth. Their model distributes the overall growth by individual city. The city takes their forecasts and adjusts them in accord with local data, but the final result closely tracks the PSRC forecasts.

Answering a question asked by Mr. Inghram, Ms. Rousseau said she was not sure if the forecasts for Bellevue include the potential annexation areas.

Ms. Rousseau shared with the Commissioners pyramid charts that showed the city's relatively higher proportions of young workforce adults and older adults than some other areas. She noted that since 2005 there have been more males than females in Bellevue. Bellevue has the eleventh highest median age of the state's largest cities at 40.0, up from 38.0 in 2000. Mercer Island ranked first in the state in that category with a median age of 47; Pullman had the lowest median age at 22. One of the fastest growing segments of Bellevue's population is older adults, defined as those over the age of 65. In 1990 the segment made up 10.5 percent of the total population, 13.4 percent in 2000, and currently at 14.4 percent. If the trend continues, there will be implications for housing, urban design, and services.

Workforce adults make up the largest portion of the city's population. The proportion of children has remained relatively stable since 1990; it has grown at the same rate as the population.

Bellevue is in the top third of Washington's large places for highest racial and ethnic diversity. The diversity index is 5.2 percent. The city has the fourteenth lowest percentage of residents who are non-Hispanic whites, a trend that has continued to decrease since 1990. Asians make up a large portion of the overall population. With more than 25 percent of Bellevue's population Asian, the city ranks number one in the state and 69th in the nation, out of 2000 places, of places with the highest percentage of Asian residents. If the Asian population bases in Hawaii and California were removed from the mix, Bellevue would rank eighth in the nation. Seattle is less diverse than Bellevue.

Of Washington state's large places, Bellevue has the highest percent of foreign-born residents; almost 31 percent of the residents are foreign-born. The largest percentage of those are from Asian countries, with China highest at 21 percent, India at 15 percent, Korea and Southeast Asia at seven percent, and Japan at four percent. Eighteen percent of the city's foreign-born residents hail from Europe; those from Latin America comprise ten percent of the total.

Not surprisingly, Bellevue ranks very high in the number of residents who speak a language other than English in the home. Fully a third of Bellevue residents over the age of 25 speak a language other than English at home. More than 13 percent of the city's residents speak English less than very well, and almost eight percent are linguistically isolated, which is defined as a household having no member over the age of 14 that speaks English well.

Ms. Rousseau said the percentage of single-person households in Bellevue has steadily been increasing since 1990 at which time they made up 26 percent of the total. By 2000 that percentage had increased to 28 percent, and it currently stands at just over 30 percent. Historically, as the number of single-person households has increased in a community,

average household size decreases. Seattle and Kirkland have the highest number of single-person households at 44 percent and 38 percent respectively; Seattle has the smallest household size at 2.07, followed by Kirkland's 2.09. Bellevue's household size stands at 2.37, a figure that has not changed since 2000.

Commissioner Lai asked how domestic partners are counted. Ms. Rousseau said it all depends on how people answer the questions on the survey. If a couple reports that they are married, that is what shows in the data. The question has come up regarding the 2010 census as well. In the past, if two people of the same sex indicated they were married, the census taker was charged with changing the response; that will no longer be the case for the 2010 census.

Bellevue is known for its good schools, so it naturally follows that the city has one of the highest percentages of residents with bachelor's degrees or higher. That percentage has steadily increased from 46 percent in 1990 to 54 percent in 2000 and 59 percent currently. Given the high education levels, it follows that there are many in Bellevue who are employed in management, professional and related occupations. Those types of jobs are typically housed in office structures.

In 2006-2008, almost 30 percent of Bellevue's workforce residents commuted to work via a means other than drive alone. At that time, the city ranked fifth in the state in terms of the number of workers who worked at home, a trend that has been steadily increasing. Bellevue ranks ninth in the state for its number of residents who walk to their jobs; Pullman was number one in that category at 21 percent, and Seattle was second at 6.8 percent. Bellevue ranks fourth in the state for having the lowest percentage of workers who carpool to their jobs.

People in service occupations have the lowest drive-alone percentages, followed by those in management, professional and related occupations. Management, professional and related occupations employees rank highest among those who report working at home.

Bellevue has the 13th highest median household incomes reported, and the eleventh highest family incomes reported of the state's large places. It also had the fifth highest percentage of families with incomes of \$200,000 or more. Sammamish has the highest median household income at \$130,000. The median household income for all of the state's large places is around \$56,000.

Poverty rates in Bellevue have remained below the national averages, but there have been significant increases since 2000. The figure stood at about 5.5 percent in 1990 but has increased to 6.9 percent. The percentage of families with incomes below the poverty level has also increased. Poverty rates are highest for individuals between the ages of 18 and 24, between the ages of 65 and 74, and for those under the age of 18. Families having children in the home that are headed by females have the highest rates of poverty. The Commissioners were reminded that the data was generated before the current recession and that the numbers may have slipped some more.

Ms. Rousseau said about 59 percent of Bellevue's housing units are owner occupied. That percentage is lower than the averages for the state and nation, but higher than is found in either Seattle or Redmond. Vacancy rates in the city are similar to those found in King County as a whole, with rental units being almost 2.5 times more likely to be vacant than owner-occupied units. Just over half of the city's housing units are single family detached units, but Bellevue has the third highest number of structures with 20-plus units; only Seattle and Everett rank higher in that category. About 77 percent of the city's married couple households live in single family houses, whereas only 35 percent of the non-married households live in single family houses. Thirty percent of Bellevue's white/non-Hispanic

residents live in structures with five or more units, whereas 45 percent of the city's Asian residents, and 55 percent of the Hispanic residents, and 62 percent of the African-American residents live in structures with five or more units.

Housing prices remain high in Bellevue; the city has the fifth highest median housing value of Washington's large places at \$577,000. Only Mercer Island, Cottage Lake and Sammamish were higher; the Point cities were not included in the survey because of their small sizes. Bellevue has the fifth highest median monthly housing cost for owners with a mortgage, and the seventh highest median monthly housing cost for owners without a mortgage. The city has the tenth highest median gross rent at about \$1200 per month. About 28 percent of Bellevue's homeowners with a mortgage, and 30 percent of the renters, have monthly housing costs that are more than 35 percent of their household income.

Ms. Rousseau informed the Commissioners about the city's demographic webpage. She noted that the site includes a number of links to pages on the census website, making it easy to access them.

Ms. Rousseau said the upcoming 2010 national census is a complete full counting of all United States residents. A great deal of outreach is under way to make sure there is a high level of awareness about the census and its importance. The local census office recently opened on 120th Avenue NE in Bellevue and they will be hiring some 1500 people from the Eastside. In early March before the count gets under way, an advance letter will be mailed to every household. The letter will be written in five foreign languages and will direct non-English speakers to a website for assistance. The actual questionnaires will be mailed out on March 18 and 19. City staff have been working with the national census office staff; a local complete count committee has been formed and has been conducting outreach to difference faith-based communities, businesses and ethnic organizations to make sure all of the bases are covered. A public service announcement video has been produced as well; Ms. Rousseau shared it with the Commissioners. The video will be translated into a number of different languages and distributed as widely as possible.

Commissioner Ferris asked if the city responds to the trends in the census or if the city develops comprehensive plans and policies in an attempt to influence what the census will look like ten years out. He suggested that if left alone, the city would continue to see a decline in the average household size and an increase the age of the average resident; in addition, income levels and the cost of housing will continue to increase. He suggested that working to continue making Bellevue schools better and the city a good place for families in fact would work against the census trends, yielding a different future. Ms. Rousseau said regional trends often guide local policies. By the same token, however, local policies in line with an identified vision can serve to bring about a desired future that may not be in line with local trends. There is a fine line between the two.

Mr. Inghram commented that ultimately the Council sets the vision for the city, but more often than not the vision is established in the context of area trends. Some things are inescapable, such as housing affordability; the city can hold high the vision of housing affordable to all income levels, but the market may work against seeing the vision come to fruition.

Commissioner Lai asked if the census snapshot includes the homeless, those persons who might be living in Bellevue but who do not have a permanent Bellevue address. Ms. Rousseau said there is a process for counting the homeless. The process faces a number of challenges, of course, and cannot be understood to be completely accurate. The annual One Night Count is conducted as a way of determining how many homeless are living outside of established shelters, and counts are also made by social service agencies who offer services to

the homeless. The census will also include the residents of nursing homes and the like who might not otherwise be counted.

Commissioner Ferris said he would like to see the city develop a goal aimed at balancing jobs, wages and housing affordability. The environment could benefit from that as well by reducing the number of persons who need to commute into the city to work every day. The census data can serve as a measuring stick over time to determine if the city is losing ground or gaining ground. Ms. Rousseau said more than one dataset would be required to pull together the full picture, but she agreed it would be useful information.

Working to clarify the projected census data for the downtown and the Bel-Red corridor, Ms. Rousseau said the anticipation is that the downtown will experience a 150 percent increase, going from the current 5500 residents to 14,000 by 2020, and 19,000 by 2030. The Bel-Red corridor is expected to increase its total number of residents from 300 to 5500 by 2020. The numbers are staggering, and only good planning will help to alleviate the pressures the growth will bring. It is difficult to say whether or not because of the recession the growth figures should be reconsidered.

B. East Link Light Rail Update

Senior Planner Mike Katterman said much has been happening with regard to the East Link project. He briefly reviewed with the Commissioners the preferred alternative adopted by the Sound Transit board in May 2009 for the five segments. He noted that included the B3 alternative which comes up the median of Bellevue Way and 112th Avenue SE. The preferred alternative of the Council was for a side-running variation, which the Sound Transit board agreed to study.

In the downtown, or Segment C, the preferred alternative of Sound Transit was the at-grade couplet C4-A that runs on 110th Avenue NE and 108th Avenue NE, but they agreed to study the tunnel alternative running from Main Street to NE 12th Street. The Council's preferred alternative for the downtown segment was the C2-T tunnel, a cut-and-cover tunnel running up 108th Avenue SE to NE 6th Street, where it would come out of a portal between Meydenbauer Center and City Hall then on to 112th Avenue NE over I-90 to the Burlington Northern/Santa Fe right-of-way to a station by the hospital.

In Segment D, the Bel-Red corridor, the Council and the Sound Transit board had the same preferred alternative, which was D2-A. The same alternative included in the Bel-Red plan; it has three station locations, but Sound Transit has indicated it has funding for only two of the three stations. Even so, Sound Transit is proceeding with the planning and design work for all three stations.

Mr. Kattermann said the Sound Transit board preferred alternative for the South Bellevue segment comes off of I-90 and remains elevated to just south of the Winters House, then runs at-grade through the Y. The board has directed its staff to study the city's preferred alternative, which would have the segment coming off of I-90 be at-grade to the south of the park and ride lot and run in a lidded trench below grade past the Winters House. The city's alternative would preserve access the blueberry farm and parking at Winters House, as well as the structure itself.

Commissioner Ferris asked if the alternative of bringing the light rail line across Mercer Slough to connect with the railroad line to the east of I-405 has been removed from the discussion. Mr. Kattermann said all of the alternatives that were included in the Draft Environmental Impact Statement, including the B7 alternative, are still technically on the table. The selected preferred alternative alternatives, however, are receiving the focus and

will be advanced. Under the SEPA process, the Final Environmental Impact Statement document must address all of the different alternatives that were included as a part of the Draft Environmental Impact Statement. Any alternative, or combination of alternatives, studied in the Draft Environmental Impact Statement can become the final preferred alternative.

Commissioner Lai asked what process is undertaken to reach consensus where Sound Transit selects a route that is not preferred by the city. Mr. Inghram said there a number of different tactics available to the city, including legal action. Ultimately, however, the decision is up to Sound Transit.

Mr. Kattermann said there are a number of variations for the 112th Avenue SE segment that are being researched, including coming up the middle and coming up the side. The soils are being analyzed along with traffic, visual and environmental impacts.

The Final Environmental Impact Statement that will be released toward the end of 2010 will address the comments submitted by the city and others, and will update any of the project assumptions that have come out of the additional review and analysis. The preliminary engineering is under way for the preferred alignment, including the B3-S alignment the city prefers.

Mr. Kattermann said the main issue facing the preferred alternative for the Bel-Red corridor, D2-A, is around the location and design of the 124th Avenue NE station. The options are for the station to be at-grade or in a retained cut.

Mr. Inghram said one of the alternatives envisions a four-lane street with light rail in the middle and sidewalks and the like on the outside edges. Due in part to concerns raised about trying to do too much with the street, one of the alternatives that has been developed has the route and the station pushed to the north to an area separate from the street; the street would have a more typical four-lane cross-section, and more traditional rail corridor would run separately through the area to the north. A plaza could be created to lead into the station. Good design work will be critical to the acceptance and success of the station and alignment.

Mr. Kattermann explained that because the north hybrid alignment was not analyzed in the Draft Environmental Impact Statement, it will be addressed in a supplemental Environmental Impact Statement. The Final Environmental Impact Statement will also include updated numbers for the Bel-Red corridor; when Sound Transit did its environmental work, the Bel-Red plan had not yet been adopted.

Mr. Kattermann said quite a bit is happening with Segment C in the downtown area. Sound Transit is facing budget issues just like everyone else; their forecasts show revenues down about 20 percent over the life of the project, thus they are looking at ways to save money. That puts more pressure on Bellevue in terms of trying to get a tunnel constructed in the downtown. There is a \$500 million difference between the Sound Transit at-grade alternative and the city's preferred bored tunnel option. Over the course of the last few months, Sound Transit has had two expert review panels take a look at the downtown segment, and both identified additional alternatives that are worth looking at. The peer review panel focused solely on the at-grade alternative, while the value analysis group took a wider view. The alternatives brought to light by the two panels are currently under review as directed by the Sound Transit board.

There are four new alternatives under review: one tunnel alignment, two at-grade alignments, and one elevated alignment. All of them come out NE 6th Street and cross 112th Avenue NE and I-405, then go up the Burlington Northern/Santa Fe right-of-way; each of the alternatives represent a significant shift from the preferred alternative selected by the Sound Transit board.

The tunnel option comes up from the south, goes over 112th Avenue NE and then into a trench, and then under Main Street in a tunnel to NE 6th Street and daylights near where the CT-2 portal is between City Hall and Meydenbauer Center. The alignment would have two stations, the east Main station, which was in the Draft Environmental Impact Statement, and a tunnel station at 110th Avenue NE roughly straddling NE 4th Street, with an access point at City Hall and the transit center. The alignment then crosses I-405 to access the hospital station and the future redevelopment of the Wilburton area.

The two new at-grade alternatives also come from the south alignment; both would run in the center of the street. C9-A follows the same alignment as the tunnel alternative except that it is at-grade. It would have an at-grade station near 110th Avenue NE and NE 6th Street, and then become elevated to cross over 112th Avenue NE. The connections across the freeway would be the same as for the tunnel option. The second at-grade alternative, C11-A, would connect to the south part of the line and have an at-grade station somewhere between 110th Avenue NE and 108th Avenue NE on the south side of Main Street. The alignment would connect to the existing transit center then elevate over 112th Avenue NE and over the freeway.

The fourth new alternative, C14-E, envisions an elevated alignment. It would follow 114th Avenue NE along I-405 and include an elevated station close to NE 6th Street and an elevated walkway connecting to City Hall. The alignment would then continue across the freeway, though a little bit further to the north, to a station serving the hospital area.

The city is participating with Sound Transit in the evaluation of the four new alternatives. The work being done is not an environmental review, and it will not be done to the same level as an Environmental Impact Statement review. The primary focus is on cost, ridership, population and employment densities around the various station sites, the traffic operations related to each alternative, a visual analysis, the different construction effects and risks associated with each of the alternatives, and consistency with land use and transportation plans.

Noting that the shortened tunnel option highlighted by the Council would cost \$300 million more than the Sound Transit preferred alternative, Commissioner Mathews pointed out that the cost estimates were determined a year ago. The recession has changed the landscape, as evidenced by the fact that the estimates for the first phase of the new SR-520 bridge came in about \$180 million less than projected. It is entirely possible that the cost of the tunnel alternative may be even less than originally projected. Mr. Kattermann said Sound Transit is in the process of including cost estimates for each of the four new alternatives for comparison purposes. The city has also hired a consultant to review the cost estimates for the C9-T tunnel alternative.

Commissioner Mathews reminded the Commission that the best practices committee learned in its study that station location is vitally important to the success of light rail systems. He said the stations ideally must be sited where the people are. The station in the alternative that is located at the easternmost edge of the downtown is not in a prime location and could result in the loss of potential riders. Shopping should be considered as a strong factor in determining station location, a fact that was highlighted in the best practices committee final report.

Mr. Kattermann updated the Commission with regard to the schedule for the evaluation work, the supplement Environmental Impact Statement and the Final Environmental Impact Statement, and reaching a decision. He said the evaluation briefing is set to be delivered to the Sound Transit board by the end of January, which will be followed by a briefing for the City Council. Sound Transit has tentatively scheduled an open house for February 18 at City Hall to talk about the evaluation of the new alternatives. Staff anticipates that the Council will

elect to conduct a public hearing on the new information before weighing in on one of the four alternatives for the downtown. Once they do make a determination, their recommendation will be forwarded to the Sound Transit board which will then make a selection of which if any of the alternatives they want to see analyzed in the supplemental Environmental Impact Statement.

Mr. Kattermann informed the Commission that Councilmember Balducci was appointed to the Sound Transit board, and that her appointment was confirmed by the King County Council on January 11.

9. OTHER BUSINESS

A. Recognition of Councilmember Robertson's Service on the Planning Commission

Chair Sheffels welcomed new Councilmember and former Commissioner Jennifer Robertson and took a few minutes to recognize her contribution to the city over the years.

Mr. Inghram noted that Councilmember Robinson during her tenure on the Commission worked on issues as diverse as critical areas, Crossroads, Wilburton and Bel-Red, and served as co-chair of the light rail best practices committee. He said he trusted that the experiences gained as a Commissioner will benefit the Council in the coming years.

Councilmember Robinson was presented with a plaque honoring her service a part of the Commission.

Councilmember Robinson said her time on the Commission had been a true pleasure. She said she would miss delving into issues as deeply as the Commission does. She said knowing the earnestness with which the Commission approaches each issue will make it easier to make decisions at the Council level as recommendations are forwarded.

10. APPROVAL OF MINUTES

A. October 28, 2009

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

11. PUBLIC COMMENT – None

12. NEXT PLANNING COMMISSION MEETING

A. January 27, 2009

13. ADJOURNMENT

Chair Sheffels adjourned the meeting at 8:41 p.m.



Paul Inghram
Staff to the Planning Commission

4/14/2010

Date

Pat Sheffels
Pat Sheffels
Chair of the Planning Commission

4/14/10
Date