

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
RETREAT MINUTES

July 29, 2009  
6:00 p.m.

Bellevue City Hall  
City Council Conference Room 1E-120

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Inghram, Dan Stroh & Matt Terry, Department of  
Planning and Community Development; Sheida Sahandy,  
City Manager's Office

GUEST SPEAKERS: Mayor Degginger, Councilmember Bonincontri

RECORDING SECRETARY: Gerry Lindsay

1. REMARKS FROM COUNCILMEMBER BONINCONTRI

Councilmember Bonincontri said the city is facing exciting times. The economic slowdown has created a lull that has allowed the city time to think about where it wants to go and to plan accordingly.

Mayor Degginger allowed that the past year has been very busy for the Commission. The number of issues addressed, and the speed with which the Council has asked the Commission to turn things around, has been significant. He thanked the Commissioners for their hard work. Looking ahead the Commission will have on its plate enhancing neighborhood livability, the question of what to do with the downtown, tweaks to the Bel-Red plan as things move along there, and many other interesting and complicated issues.

2. REVIEW OF 2008-2009 ACCOMPLISHMENTS

Commissioner Orrico said during the past year some of the most exciting issues to face the city were before the Commission. The Bel-Red corridor study was a tremendous project and included incentives, code amendments, transportation issues, and affordable housing issues. The work has become a model for jurisdictions from all over the country to review and emulate. The light rail best practices study was detailed and complicated, but the resulting recommendations will serve the city well as light rail develops. The neighborhood character project also presented challenges to which the Commission was able to rise. Several of the Comprehensive Plan amendments that came before the Commission were exciting to work on, including Sambica.

Commissioner Ferris commented that the first part of the year was very busy with Bel-Red and light rail best practices, but after those were completed the pace dropped considerably. Now the Shoreline Master Program update work is on the table and the workload is becoming more significant. He suggested in the intervening time there could have been more for the Commission to tackle.

3. REMARKS FROM MATT TERRY, DIRECTOR, PCD

Department of Planning and Community Development director Matt Terry thanked the Commission for its hard work over the last year. He said all of the accomplishments of the Commission were important to staff and to the Council and could not have been done without the Commission.

Mr. Terry said the issue of light rail is currently consuming the organization; it is the biggest initiative the city has had to deal with in the last 30 years and will arguably be the most transformational project the city will see in the next decade or longer. It includes technical, political and policy challenges that will need to be met.

The Council is fully engaged in the light rail issue. Recently the Council forwarded to the Sound Transit board the locally preferred alternative. Sound Transit considered the recommendation of the Council and agreed in part and disagreed in part with it. The preliminary locally preferred alternative the board adopted varies in some significant ways from the recommendation of the Council, most notably the south Bellevue alignment and the issue of what should happen downtown. The tunnel alignment selected by the Council for the downtown area was rejected by Sound Transit in favor of a surface alignment and a one-way couplet configuration. Sound Transit did, however, agree to look at a tunnel configuration, though not the same one envisioned by the Council; it appears they took that step in part to acknowledge the issues raised with regard to the surface alignment through the downtown. In agreeing to consider a tunnel configuration, Sound Transit asked the city to fund the cost difference between the surface and tunnel alignments, which they concluded is \$500 million over and above the budget embedded in the approved voter initiative.

The Council is fully engaged in the question of how the tunnel could be funded. At the most general level Council is talking about first using the savings from the alignments the Council has recommended to pay at least part of the cost of a tunnel; the Council believes those savings will be significant, though there are differences of opinion between the Council and Sound Transit as to how those savings should be allocated. The next place to look for money is the federal government's New Starts program that is focused on light rail initiatives; the differences of opinion with regard to federal money is whether or not it should be used to construct a tunnel rather than pay for expanding the overall system. A local funding component may also need to be identified to help fund a tunnel.

All of those issues will play out over the next six months or so. The Council is locked into a process that will result in a set of recommendations to the Sound Transit board in early 2011. Sorting out the right long-term solution for Sound Transit and downtown Bellevue portends some major challenges.

Mr. Terry suggested that understanding the different perspectives about how light rail operates through downtown Bellevue is very important. Sound Transit believes that a surface alignment will work if given signal preemption at all intersections, thus allowing the trains to run unimpeded through the downtown. They care little for the impact that could have on traffic circulation in the downtown. The city wants light rail to operate efficiently as well, but also wants to make sure that traffic can move through the downtown so that the economic vitality of the area is not compromised.

Mayor Degginger said the notion of running a train every seven minutes across NE 4<sup>th</sup> Street, NE 8<sup>th</sup> Street and NE 10<sup>th</sup> Street during the peak hours is scary. The downtown is served by very few east/west routes, and if those streets are regularly blocked there will be backups and gridlock. Additionally, because the surface alignment is northbound on 110<sup>th</sup> Avenue NE and southbound on 108<sup>th</sup> Avenue NE there will be issues for those wanting to get in and out of the buildings and

garages on those streets; cars would in fact have to turn into the rail tracks. While Bellevue has issues that many could consider parochial, the region has a stake in making sure the system operates efficiently. The tunnel alignment will allow for optimum efficiency and will better serve transit riders. The EIS did not even consider traffic impacts, so the city is now having to spend its own resources in studying that issue further.

Mr. Terry allowed that the recession has had a significant impact on the ability of the city to fund various initiatives. Bellevue is fortunate to have a diversified tax base and a strong business sector. That has helped the city weather the recession fairly well, but even so there have been operating budget shortfalls that have had to be dealt with through reductions in spending and some relatively significant actions to redirect the way services are provided in the city. The bigger issue is the capital program where some significant funding gaps have been created by the decline in the real estate excise tax and sales tax revenues. It is possible the city could be looking at a \$100 million gap that will require the Council to reengage in thinking through capital priorities. All of that work will need to occur while the tunnel funding challenge is being addressed.

Mr. Terry said the long-term prospects for Bellevue economically are very good. The economic forecasts suggest that the housing market will reach its bottom and tax revenues will begin to recover in the next year, but it will take five or six years to fully recover. In the meantime some very hard choices will need to be made with regard to where the city's limited resources should be allocated.

Mayor Degginger observed that following the dot.com bust and 9/11 the city did not experience large drops in real property values; the economy slowed, but not to the degree currently being faced. The big question mark is how quickly people will be able to recover from the kind of hit they have taken relative to their personal wealth.

Mr. Terry said the city has averaged between \$8 million and \$9 million per year in real estate excise revenues; in 2008 that figure rose to \$12 million. The forecast for 2009 indicates a collection of less than \$1 million. The forecasts take into account business cycles and do not rely on the peaks, but even so the forecasts show the revenue stream down some \$40 million over the next five years.

Commissioner Ferris pointed out that as part of the Bel-Red corridor project a number of boards and commissions met jointly and were charged with looking at everything but the funding. Once a recommendation was formulated, staff turned the focus to how the city could pay for it all. He allowed that everything the Commission does is advisory to the Council, but suggested that the Commission should be charged with considering different solutions based on what the city can afford. Mayor Degginger countered that the Commission is in the enviable position of dreaming without having to include a price tag. He agreed that the city is to some degree in the position it is in because it has dreamed big, but those dreams have led to things like the Meydenbauer Center and the Mercer Slough project. The citizens of Bellevue care very much about the fundamentals, such as public safety, but they also want amenities that will improve their quality of life. The investments Bellevue has made in the past have made the city both beautiful and safe. The hard part in the coming years will be to decide in what order to bring the dreams online; the focus will not be on throwing the dreams out altogether.

Councilmember Bonincontri agreed with the need to continue dreaming big along with finding new ways to pay for things. Traditionally the focus has been on tax revenues, but new and innovative ways will need to be researched and implemented to keep the city's growth on track.

Mr. Terry said Bellevue has always had a tremendous can-do attitude. When staff brought to the Council the need for capital investment, the Council stepped up and found a way to fund some of the most important projects, including Bel-Red, downtown, and some neighborhood initiatives. That's not to say that there is a wide range of solutions out there, but the city has traditionally been very successful in finding ways to address specific needs over the years.

#### 4. REVIEW OF KEY CITY INITIATIVES, INCLUDING PREPARATION FOR 2011 COMPREHENSIVE PLAN UPDATE

Planning Director Dan Stroh said there are a number of things on the planning front nationally and internationally that are affecting local planning projects. First is a focus on being green and sustainable. That has become the prime driver in changing the way cities think about the built environment and has brought the focus to future generations and the health of ecosystems. Green and sustainable are terms that have become ingrained in the way issues are being approached.

The first trend has triggered the second, which is multidimensional planning. Where formerly in planning for a new street the focus was on moving cars through and connecting activity areas, the new thinking is expanded to include how the street will impact the environment, what it will do for placemaking, and how it will affect the social environment.

A third trend is the integration of land use, transportation and climate change. Mr. Stroh noted that a few years ago there were stirrings about greenhouse gas emissions and their ramifications. Planners are thinking more and more about that issue and characterizing it to be an integral part of the planning process. There is more of a focus on how land use and transportation planning decisions will influence trip demand, reduce trip length, change the mode of trips, and ultimately reduce greenhouse gas emissions in significant ways. That is particularly important in Washington state where fully half of the total greenhouse gas emissions are related to transportation.

There is a new trend that acknowledges the correlation between land use and transportation decisions and public health. Several years ago a smart growth conference featured speakers from the Centers for Disease Control, the Nation Institutes of Health, and the public health community. Each of them called on the urban planners to wake up to the fact that the way communities were being designed was killing people. Diabetes is significantly influenced by people not walking enough, often because urban design requires driving from place to place rather than walking, because services are not located near where they live, and by not having infrastructure in place that is conducive to walking.

Transit-oriented development is another emerging trend. The issue is getting plenty of attention in Washington state but also at the national level. The focus is on designing buildings and communities to be more transit oriented. Transit-adjacent development is not the same thing; it is development that is located close to transit services but which does not actually work for transit. The tough nut to track is how to design communities and individual developments in ways that will make it possible for people to change their driving habits and use public transit to get where they need to go. Light rail will be transformational for the city, but it will first be necessary to do all of the right things on the planning front to make it all work together.

Getting smarter about using scientific findings to actually inform planning decisions is another trend in the planning world. The Growth Management Act introduced the area to the notion of best available science relative to critical areas. In its simplest form, the trend is toward taking what has been learned from the scientific world and applying it to the social decisions made in the planning world.

Another trend is the retrofitting of suburbia. The country as a whole is overbuilt with retail; there are lots of suburban shopping centers that are sitting idle and trying to figure out what they should be. Nationwide there is a movement to reinvent some of those developments to something more compact with mixed uses that are far more walkable. Experiments are going on all over the country; in Bellevue the experiment is going on at the Lake Hills Shopping Center. The amenities are being given new economic lives, but often in a different form. The retrofitting has other elements, including the introduction of sidewalks to older neighborhoods, often in more environmentally interesting ways.

Placemaking is a trend that relates somewhat to the retrofitting trend. There is almost a hunger to have interesting gathering places in which people can come together. Project for Public Spaces is an organization dedicated to learning how to create attractive, interesting, vital, dynamic and energetic public places. People need social interaction, and placemaking addresses that need on a variety of scales.

Mr. Stroh said public engagement using social networking tools is also a new trend. Jurisdictions want to engage the public, but recognize that many people do not have the time or the interest to come to conventional meetings. More and more people are connecting via the social media of Facebook, Twitter and various blogs. Cities and the public sector are beginning to gain experience in using social networking to engage people in the planning process.

With regard to the initiatives currently under way in Bellevue, Mr. Stroh said the Meydenbauer Bay park has proven to be very interesting. He said the city has for many years wanted to have greater access to Lake Washington and a greater connection to the waterfront from the downtown. Downtown Bellevue is one of the premier urban centers in the Northwest. It is located only a stone's throw from the water, yet it is not evident that the water is even nearby. The land acquisitions the Council has made serves up the opportunity to plan for connecting the waterfront and the downtown in a way that could be spectacular. The process has been challenging but it is drawing to a close. The final EIS on the draft master plan will be out in the fall. In the coming year the Commission will be seeing Comprehensive Plan and Land Use Code amendments related to the process.

The Commission is engaged in the process of updating the Shoreline Master Program. That initiative is complicated as well.

Implementation of the Bel-Red plan will take a great deal of care and feeding to make sure the hard work is carried forward on the ground. The development agreement that has been executed with Wright Runstad is immensely important; that is a developer with financial backing that is actively moving forward. When the market recovers, they will be poised to begin moving forward. The Children's Hospital development in the corridor is moving forward as well.

Much is happening on the neighborhood front. A third phase of the neighborhood livability project could be initiated. The first phase was adopted near the end of 2007 along with the related Land Use Code amendments. The Council is expected to adopt the second phase on August 3. The third phase could involve additional work around issues such as views in single family neighborhoods and neighborhood character.

A closely related item is the issue of tree preservation in single family neighborhoods. The Commission was involved in the Bridle Trails review a couple of years ago after that neighborhood asked for special standards recognizing trees as a part of the character of the neighborhood. The Council adopted the standards based on the recommendation of the

Commission. Recently the Enatai neighborhood came forward seeking a similar tree preservation standard for their area. They have been working with staff on figuring out what the standard might look like; the Bridle Trails standard will not work because the lots in Enatai are much smaller. There are no neighborhood boundaries that are recognized across the board in Bellevue, so the most difficult element appears to be determining how to define the neighborhoods that might be able to apply for the stricter standard and seek protections and enforcement under the Land Use Code.

The Council endorsed a two-phase affordable housing work program some time ago. Mr. Stroh said there are major pieces of that still to come forward. Staff is currently focused on the issue of what incentives could be adopted that would actually get used by developers. The incentive that is currently included in the Land Use Code is never used and as such means nothing. An innovative demonstration housing program is part of the affordable housing initiative.

More discussion with the Council is needed before proceeding with the downtown updates work program. It has been very interesting to see what has been occurring in the downtown over the last nine years. In 2000, there was about 10 million square feet of non-residential development in the downtown; that number has jumped to 15 million square feet. During that same time, the number of housing units in the downtown has increased from 770 to almost 7000. During the 2001 economic downturn, projects under development were left as holes in the ground, and vacancy rates approached 30 percent. Currently, the office vacancy rate is closer to 11 percent even though the economy has gone into recession. In fact, the office vacancy rate has been dropping even though new office has been coming online faster than at any time in the city's history. New projects have been started even during the economic downturn.

Other downtown issues include the light rail interface, the amenity incentive system that has not been revisited in 25 years, the greening of the downtown, the building sidewalk design guidelines, and the Pedestrian Corridor design guidelines.

Mr. Stroh said during the last Comprehensive Plan update, the logic of working through each of the commercial areas in turn was set up. The Eastgate/I-90 commercial corridor is one of those areas in need of review. The area has a number of issues that have been queued up for some time. The Council has directed inclusion of the review in the work program. The issues include the future of neighborhood shopping in the corridor, the connection with the expanded transit center, how to reposition the entire commercial corridor to something far more transit oriented, improving connections to and from Bellevue College which has 38,000 students, the Eastgate transfer site, the Mountains to Sound Trail, and connections to and from Factoria. One of the first steps in the area review will be to understand the transportation limitations for any land use changes made in the corridor.

Mr. Stroh said annexation of the Eastgate area is unlikely in the next year or two. The Council has said it is interested in looking at the annexation issues. There are some 4700 people living in the unincorporated area, which is by far the largest potential annexation area left for Bellevue. The state legislature has removed one of the last impediments to annexing the area by setting up the opportunity for revenue sharing that will offset the fiscal impacts for at least ten years.

Commissioner Orrico asked what role the Planning Commission plays in annexations. Mr. Stroh said to the extent there are land use and planning issues, the Commission will be involved. The Commission is not involved in the actual annexation action itself.

Mayor Degginger said the revenue projections show a deficit of some \$700,000 annually associated with annexing the Eastgate area. The revenue sharing set in play by the legislature

will cut the deficit by about \$500,000 annually. The shortfall rests primarily with deferred maintenance that will need to be addressed. If the annexation is not completed by 2014, the revenue sharing option will go away.

Mr. Terry said as a resident of the area he is aware of a growing sense that the financial troubles being faced by King County will impair that government from providing needed services. The residents are starting to ask about annexation.

With regard to the major Comprehensive Plan update, Mr. Stroh said the action is mandated by the Growth Management Act to occur every seven years. The update will need to be adopted in 2011. It will include new growth targets, major accommodation for the new Growth Management Act requirements with regard to issues such as climate change, and will reference the new Vision 2040 and the Countywide Planning Policies that come from the Growth Management Planning Council. The update will also incorporate local planning issues.

Mr. Stroh noted that the federal census work will begin on April 1, 2010. Staff is already busy with behind-the-scenes work to get ready for that project. The changing demographics of the community have been very interesting, and the census will provide a clearer picture of where things stand.

Mr. Inghram offered the Commissioners printed copies of part of the most recent Comprehensive Plan. He noted that in addition to the policy initiatives the Commission may be looking at in updating the document, there is the question of different electronic means of communicating with the public. The update will provide an opportunity to explore various means of storing and accessing the Comprehensive Plan, and whether or not it should be available in more than just English.

Chair Sheffels asked if any new sections to the Comprehensive Plan are being contemplated, such as climate change. Mr. Stroh said there certainly could be. The first step of the process will involve a review of what the Growth Management Act mandates be done, and the second step will be to focus on the things the city wants to see included. The Commission will certainly be involved in the scoping process.

Commissioner Mathews said the improvements that have occurred at the neighborhood level since he first got involved several years ago in Lake Hills reflect what has been happening citywide. It is a clear indication that the city is willing to invest both at the neighborhood level and the larger citywide level. So long as the city continues to think big, the residents will be proud to be citizens of Bellevue.

## 5. FEEDBACK FOR STAFF

Commissioner Ferris commented that transit-oriented developments, sustainable communities, placemaking, and higher density solutions all cost more to build, and those costs are passed on to the tenants and residents who rent or lease the space. Those higher costs continue to price a significant portion of people out of the community. The tools the state has given, specifically property tax exemptions and incentive zoning, will not reach down below 80 percent regardless of how things are packaged. There are few options available for local jurisdictions to utilize in solving the puzzle. More work to find solutions needs to be done.

Councilmember Bonincontri mentioned that many of the trends discussed by Mr. Stroh are being driven by demographics. The increase in the city's diversity has played a role in the affordability issue. Many families have chosen to share housing in order to make ends meet.

Commissioner Ferris said affordable senior housing is another issue looming on the horizon.

Commissioner Lai said he would be interested in hearing more about the trend toward sustainability, as well as the city's position on carbon footprint and its civic responsibility to the larger region.

Commissioner Hamlin said he would like to hear about those issues as well. He said he has been very impressed with the staff in general, especially with how prepared they are for each meeting.

## 6. PRESENTATION ON BELLEVUE'S GREENHOUSE GAS EMISSIONS INVENTORY AND WORK UNDER WAY OF PLANNING FOR CLIMATE CHANGE

Assistant City Manager Sheida Sahandy said the Environmental Stewardship Initiative is an administrative initiative that came about as a result of a number of factors coming together, including the evolving understanding in the scientific community about the human impact on the environment and the interrelationship between decisions made by humans and the impact of the environment on humans. She said it is fully understood that the topic is beyond what any single city department can handle given the tentacles that reach across departmental lines. The policy framework exists within the organization given the action of Council to adopt greenhouse gas emissions goals and the policies in the Environmental Element of the Comprehensive Plan. What was needed was a group to shepherd the process along.

Ms. Sahandy said the team that has been formed has as its ultimate goal to have environmental stewardship become a part of the fabric of every decision made by the city. When that happens, the team will no longer be required. Representatives from various departments make up the core team that is doing most of the work. A steering committee comprised of directors serves as a sounding board for the team when it reaches a crossroads.

After a lot of consideration, the team adopted an internal guidance document that basically categorizes the different areas of focus. The categories are for sorting and organizational purposes only; the categories are water, the built environment, climate, energy, and the material life cycle of natural assets. Transportation is not called out as a specific category because it is embedded in climate and energy.

One decision made by the team that will be of import to the Commission relates to the adopted 2009-2012 window for accomplishing the targets and goals. Long-term planning efforts are not within the scope of what is being considered by the team, but their work will in time assure that environmental stewardship is a part of all long-term decisions.

Commissioner Hamlin asked why the long-term focus has not been part of the process from the start. Ms. Sahandy allowed that to some degree there is a long-term focus, but when the group started out there was agreement that it needed something it could get its arms around. It wanted some achievable short-term goals that would allow for gaining some traction and some understanding of how to deal in the environment. Efforts started in the past have been overly vague, and the group did not want to make that mistake.

Ms. Sahandy said one effort the team undertook was an analysis of the tree canopy in the city. One thing found was that no one knew what the tree canopy was and what the historic trends had been. The study was done to determine the trends. Data was found for the years 1985 through 1996, but there was nothing more recent. Between 1985 and 2005 some 20 percent of the city's tree canopy was lost. The impervious surface percentage in the city stands are 46 percent.

The greenhouse gas emissions inventory was a study done in partnership with an organization called ICLEI Local Governments for Sustainability. The study looked at emissions by source and sector for the years 2001 and 2006. It was found that Bellevue's profile is different from most cities in the country because of the fact that the Northwest has hydropower. The largest source of greenhouse gas emissions in Bellevue is transportation, whereas for most major cities the largest source is buildings.

Ms. Sahandy said a more recent study done by the planning department focused on residential commuter greenhouse gas emissions. The study found that those areas least served by transit have the greatest emissions, as do those areas from which residents travel the farthest to get to work.

Mr. Stroh explained that greenhouse gas emissions are mapped based on estimates generated from the Puget Sound Regional Council travel behavior survey, which is very detailed and includes length of trips, mode of trips, day and hour of trips, even the estimated speed of the trips. The data is detailed enough to be able to work backwards with a regression analysis to figure out which of the factors are most determinative of greenhouse gas emissions.

Chair Sheffels asked if actually physical monitoring is done by the Puget Sound Regional Council in developing the model. Mr. Stroh said physical monitoring is required in order to calibrate the model. Residents tapped for involvement in the study keep very detailed journals of every trip they make. In addition, GPS modules are installed on several of the participants' cars in order to verify their reporting accuracy and honesty.

Mr. Stroh said he is interested in looking at the model to look at land use changes in places like the Eastgate corridor. The data no doubt includes clues for how to make areas more climate friendly and represents one more way to apply science to planning decisions.

Ms. Sahandy added that there are various programs that allow for scenario testing. It is possible to model the CO2 impact of making one decision versus another.

Ms. Sahandy said out of the efforts have come the municipal operations options plan. The plan includes a menu of things the city can do to reduce its greenhouse gas emissions profile. It has been provided to the Council for review, and the Council has provided feedback about what issues should be tackled first. The city is continuing to transition its fleet vehicles to hybrids, and the resource conservation program is aimed at reducing energy consumption at City Hall and other city buildings. Recycling programs have been ramped up, and a telecommuting policy has been implemented. Funds are being sought to switch out some outside lights with more energy efficient units. Most all of the city's traffic signals have been switched over to LEDs.

The city has partnered with the University of Washington to develop a community action plan. A graduate program called Program on the Environment is an interdisciplinary effort. The city had a couple of business students along with an atmospheric science student and a geomorphic sciences student. They spent two quarters developing ideas for the team to look environmental stewardship team to consider.

Since January the team has been spending a lot of time looking at the stimulus packages that are available. Funding has been applied for to do more traffic demand management work and a series of other projects, some of which are in partnership with other Eastside cities.

One area that been receiving a great deal of focus is electric vehicle and vehicle electrification.

Nissan has picked the Puget Sound region as one of five pilot regions in which they will sell 1000 electric vehicles and track those who buy them. Other vehicle manufactures believe they will have all-electric vehicles on the market by late 2010. The team has been thinking a lot about what the city will need to do to be prepared for all-electric vehicles. Charging systems can be 110 volt, 220 volt, or 440 volt. A 220 volt system can recharge a vehicle in eight to ten hours, whereas a 440 volt system can provide a full charge in less than 30 minutes. The 440 volt systems are far more expensive, and they would be very dangerous to allow in residential units. However, they could be located in commercial areas where shoppers could get a full charge in very little time. Most people likely would choose to charge their vehicles in their homes overnight.

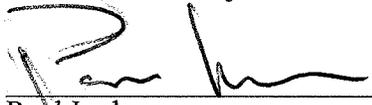
Mr. Inghram noted that McDonalds has reported that it will be putting in charging stations at its restaurants, starting with two restaurants in North Carolina. Chair Sheffels added that develops in very cold climates like Alaska and Montana often include plug-ins to allow drivers to keep their engine blocks warm.

Ms. Sahandy said the degree to which people make a connection between environment and economic vitality is very interesting. In the old days the two were seen as being at either end of the spectrum, but increasingly the either/or mentality has morphed into a realization that the two are one in the same. Good planning, placemaking and developments are a strong draw for businesses and residents alike.

Mr. Stroh reported that the latest transportation demand management figures indicate that there has been a ten-point jump in the number of non-SOV trips in the downtown. Bellevue has a highly educated demographic, and such people have the ability to choose where they will live. What they tend to make their decisions on are quality of life factors, including connections to the environment. The percentage increase in non-SOV trips would seem to indicate those people are also willing to use public transit.

7. ADJOURN

Chair Sheffels adjourned the meeting at 8:28 p.m.



Paul Inghram  
Staff to the Planning Commission

11/2/09  
Date



Pat Sheffels  
Chair of the Planning Commission

10/28/09  
Date