

CITY OF REDMOND
BEAR CREEK CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY [DRAFT]
March 11, 2010 – Redmond City Hall

NOTE: This summary is not a full transcription of the meeting.

CAC MEMBERS PRESENT: Berrios, Murillo, J. Thompson

PLANNING COMMISSION LIAISON: Chandorkar

STAFF PRESENT: Jeff Churchill, Senior Planner

The Bear Creek Citizen Advisory Committee is appointed by the Mayor to advise vision, policy, and regulatory updates during the course of the Bear Creek neighborhood plan update.

CALL TO ORDER

Ms. Murillo convened the meeting at 4:40pm.

REVIEW OF FEBRUARY 25, 2010 MEETING SUMMARY

The CAC unanimously approved the meeting summary for its February 25, 2010 meeting.

NEIGHBORHOOD CHARACTER DRAFT POLICY REVIEW

The CAC reviewed the second draft of Neighborhood Character policies. It recommended changes to the preamble to better identify the aquifer and to have the last sentence read better. It also recommended splitting policy #1 into two policies, and slightly rewording policy #7. The CAC chose to support the alternative language for policy #5, which deals with the “welcoming entry” at the end of SR 520.

A motion to table this topic until the end of the plan development process was moved and unanimously approved.

HOUSING DRAFT POLICY REVIEW

The CAC reviewed the second draft of Housing policies. The CAC decided to raise awareness about housing cooperatives by including that kind of housing in the list in housing portion of the vision statement. The CAC also had a discussion about whether to “encourage” or “require” the use of building technologies and practices to reduce resource consumption and minimize the footprint of a development on the land. The CAC decided to use the word “require” for now, but will revisit the topic when it reviews the entire policy package at the end of the plan development process.

A motion to table this topic until the end of the plan development process was moved and unanimously approved.

TRANSPORTATION

Staff led the CAC through the recommended additions to the Buildout Transportation Plan. These project recommendations come out of the 2009 Greater Southeast Redmond Area Transportation Study. CAC members expressed support for R10, providing a new road connection from Avondale Green to a signal at Avondale Road. CAC members also expressed support for B11, adding a southbound bike lane along Avondale Road from Avondale Way to Union Hill Road.

Members questioned the effectiveness of R20, providing u-turns along Avondale Road, because u-turns slow traffic. CAC members supported adding a crosswalk across Avondale Road, but not at the location proposed in P23 because of the potential traffic management problems and the likely low usage. Instead, CAC members recommended a crosswalk at about NE 85th Place, where people now jaywalk across Avondale Road. There is a bus stop near that location. CAC members did not support adding a sidewalk on the west side of Avondale Road from Avondale Way to Union Hill Road because members did not feel it would be used by many, and that it would be expensive to build because of the bridge over Bear Creek. They also had concerns about constructing a road behind Fairwinds because of possible stream impacts.

CAC members noted the Planning Commission public hearing on this topic that is scheduled for March 24 and 8pm.

ADJOURNMENT

The meeting adjourned at 6:10pm.



Transportation and Circulation Policies Draft – March 25, 2010
 Bear Creek Neighborhood Plan Update

Transportation Portion of Draft Neighborhood Vision Statement

Redmond and the region have grown, and that has led to additional congestion on major roadways. Even so, everyone has safe access between the neighborhood, the rest of Redmond, and the region using a variety of travel modes. Pedestrians can safely cross busy streets to access transit, and can also safely walk within the neighborhood to access parks and other recreation opportunities. Some services are easily accessible by foot and bicycle, while other local destinations may be easily reached by transit. Those visiting find that there is sufficient guest parking.

Draft Transportation and Circulation Preamble

The Transportation Element of the Comprehensive Plan sets citywide transportation policy in Redmond. This part of the Bear Creek Neighborhood Plan addresses long-term neighborhood transportation and circulation priorities.

Avondale Road is the principal route to and from the neighborhood for those who live and work there, and is also a major commuting corridor for thousands of others. For those reasons, policies that describe the purpose and character of Avondale Road are critical.

Another defining transportation characteristic of this neighborhood is the existing and planned trail network. These trails not only provide for excellent recreation opportunities, but serve as transportation facilities for people who walk and bicycle to and through the neighborhood to access other destinations.

Finally, the developed portion of Bear Creek neighborhood has sufficient population density to support frequent transit service. Public transit in this neighborhood is a critical tool to easing congestion on arterials like Avondale Road, and to providing transportation choices for people who live and work in the neighborhood. Convenient connections to future light rail stations will be particularly important.

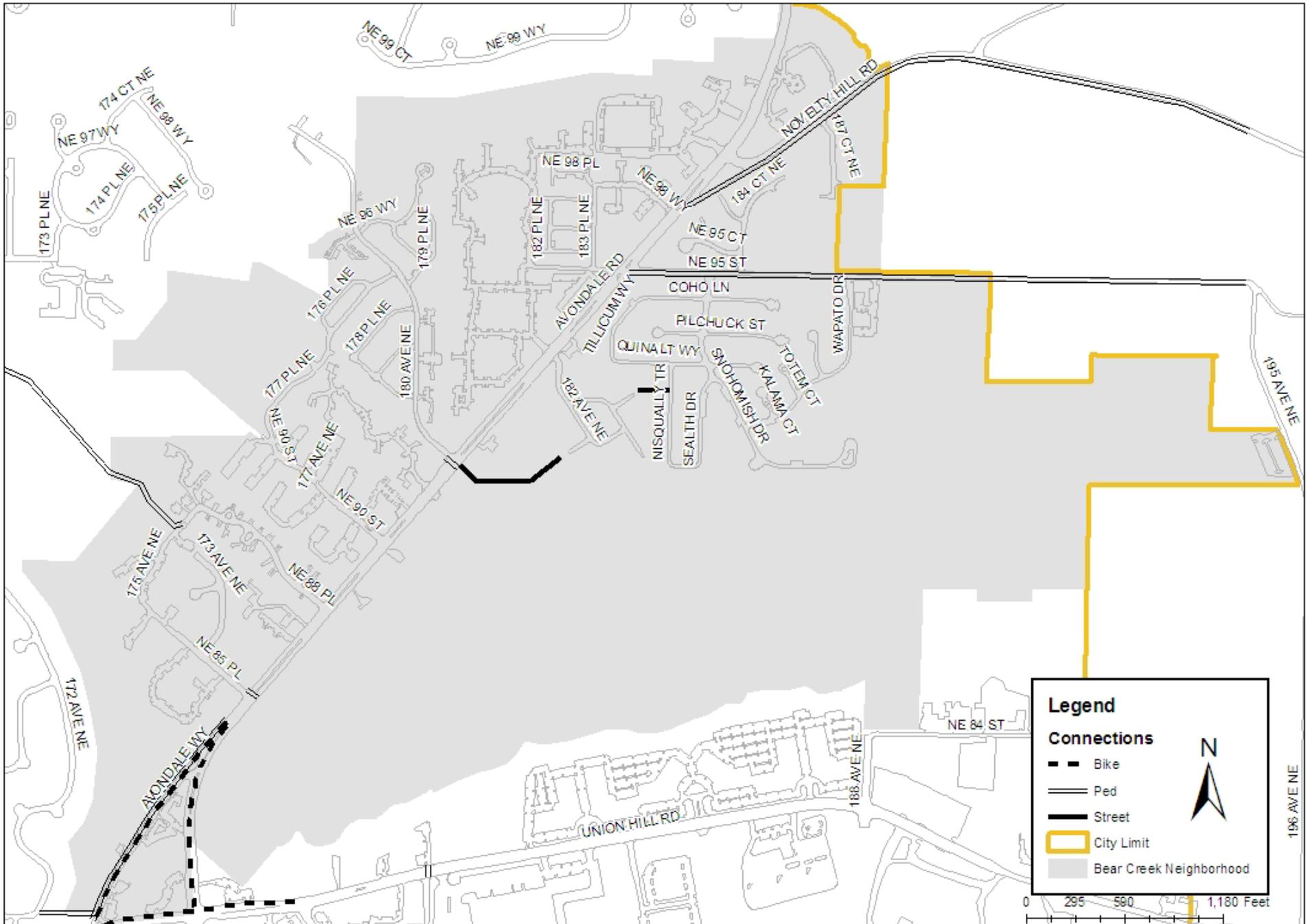
The Bear Creek Neighborhood Transportation Connections Map follows the policies.

Draft Policies

#	Policy
1	Support location of crosswalks near transit stops to facilitate safe and convenient pedestrian crossings of Avondale Road and Union Hill Road.
2	Ensure that transit stops and crosswalks are well-lighted, and that lighting is not unduly obscured by trees or other objects.
3	Support reliable and frequent transit service in the Avondale Road corridor.

#	Policy
4	Ensure that there is reliable and frequent transit service, and convenient access by other modes, to the future light rail station(s) in Southeast Redmond and/or Downtown Redmond.
5	Provide safe and convenient bidirectional access to Avondale Road for local residents. Achieve this by building new street connections to provide access to signalized intersections, creating safe u-turn opportunities, or using other traffic management techniques.
6	Discourage speeding on Avondale Road. In addition to regular enforcement activities, achieve this by altering the street cross-section such as by adding planting areas or special pavement treatment for bicycle lanes, or using other techniques.
7	Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.
8	Complete the regional trail system in the neighborhood in order to provide multi-modal transportation access to parks and throughout the neighborhood
9	Provide sufficient parking to accommodate guests at community parks in the neighborhood, like Perrigo Park. Balance parking provision with habitat and open space protection.

Bear Creek Neighborhood DRAFT Transportation Connections Map





Land Use Discussion – March 25, 2010

Bear Creek Neighborhood Plan Update

What we have heard to date specifically about land use

- Sustainable
 - Re-use owners – make it easy to do responsible development
 - Living with the land—not harming land
 - Not depleting resources
 - Clean air, water
 - Diversity of use
 - Reasonable land use regulations and procedures – common sense and user-friendly for property
 - Successful
 - Not a function of density owners?
 - Need place for visitors to park
 - Successful for whom? Developers? Family property
 - Safe
 - Cross walks
 - Bike lanes safe and visible to truck drivers
 - Cooperation in the community
- Planting trees
 - Parks
 - Protecting wetlands
 - Managing runoff
 - Bike paths in beautiful areas
 - Flowers
- For good of community
 - Encourage civic activity
- Less isolation
 - Environmental health, safety
 - Access to clean water

What the land use section has addressed in other neighborhood plans

- Describing the balance of residential, commercial, and other land uses in the neighborhood
- Describing the desired character of new development, and how it should blend with existing development
- Describing in general what uses should be allowed and where
- Developing in a manner that respects and preserves natural features
- Coordinated development and re-development
- Relationship of the neighborhood to the urban growth area
- Character of future development (clustered, e.g.)
- Requirements for master planning

Questions to consider prior to the March 11 meeting

- What land use changes could address neighborhood ideas and concerns raised to date?
- Does the City have provisions in place that address these ideas/concerns already or should additional policies or actions be considered? *See the Comprehensive Plan.*
- If additional policies or actions should be considered, what are they?
- What are the implications of such policies or actions?



The citywide context

Redmond's Comprehensive Plan contains a Land Use Element. It emphasizes:

- Neighborhoods that are attractive, friendly, diverse, safe, and quiet
- Building and maintaining a strong economy and diverse job base
- Planning so that people spend more time where they want to be instead of getting there
- Downtown and Overlake as centers of living, working, and recreating
- Redmond's green character: trees, parks, environmental stewardship, sustainable land use, rural character of the Bear and Evans Creek valleys