

CITY OF REDMOND
BEAR CREEK CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY [DRAFT]
March 25, 2010 – Redmond City Hall

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

CAC MEMBERS PRESENT: Berrios, Murillo, S. Thompson

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 MARCH 11, 2010 MEETING SUMMARY

The CAC unanimously approved the meeting summary for its March 11, 2010 meeting.

TRANSPORTATION AND CIRCULATION DRAFT POLICY REVIEW

Prior to reviewing the policy language, Ms. Murillo noted that some street lights along Avondale Road may be obscured by trees that are about to leaf. She specifically mentioned a street light across the street from Avondale Green.

CAC members had specific comments about draft policy #4 and #6. Regarding policy #4, Ms. Murillo wanted to ensure that there would be convenient access both to the future light rail station and to the existing Bear Creek Park & Ride. Regarding #6, Mr. Thompson asked what “planting areas” could mean. Mr. Churchill answered that planting areas could be along the side or in the middle of the road. Ms. Murillo asked about what different pavement treatment options could be. Staff and CAC members answered that it could be another color pavement or a different material. The idea is to clearly delineate the space for bicyclists and to give the appearance of a narrower vehicle travel lane.

Mr. Thompson requested policy language that speaks to remediating local access issues as private development or capital improvements take place in the Avondale corridor. He also spoke in support of minimizing the number of driveways directly accessing Avondale Road.

Mr. Churchill agreed to return with revised draft language.

LAND USE DISCUSSION

The CAC then began its discussion of land use in preparation for reviewing policies at a future meeting. Staff provided an existing zoning map,

planned land use map, and existing land use map. CAC members affirmed the agricultural history of the neighborhood, and said that policy language should welcome agriculture that uses best practices to protect the aquifer.

There was also much discussion about the future of land zoned for single-family uses directly adjacent to the east side of Avondale Road. Given the interest in neighborhood businesses, CAC members discussed the idea of allowing neighborhood businesses if certain access and other conditions could be met. CAC members also discussed allowing multi-family residential in the same area given similar conditions.

There was a short discussion about altering the proposed neighborhood boundary slightly to remove some jagged boundary lines and take in a property that appears to access Avondale Road. Staff agreed to research that more.

An overall theme was to ensure that Avondale Road access works for residents in the long run. CAC members recognized that there is no easy solution.

NEXT MEETING

The next meeting is Thursday, April 8 at 4:30pm at the Friendly Village clubhouse. CAC members agreed that their main role would be to listen to the ideas and concerns of Friendly Village residents. Mr. Thompson suggested conducting regular CAC business if not many Friendly Village residents attend. Others concurred with that idea.

ADJOURNMENT

The meeting adjourned at 6:08pm.



Transportation and Circulation Policies Draft – April 8, 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.

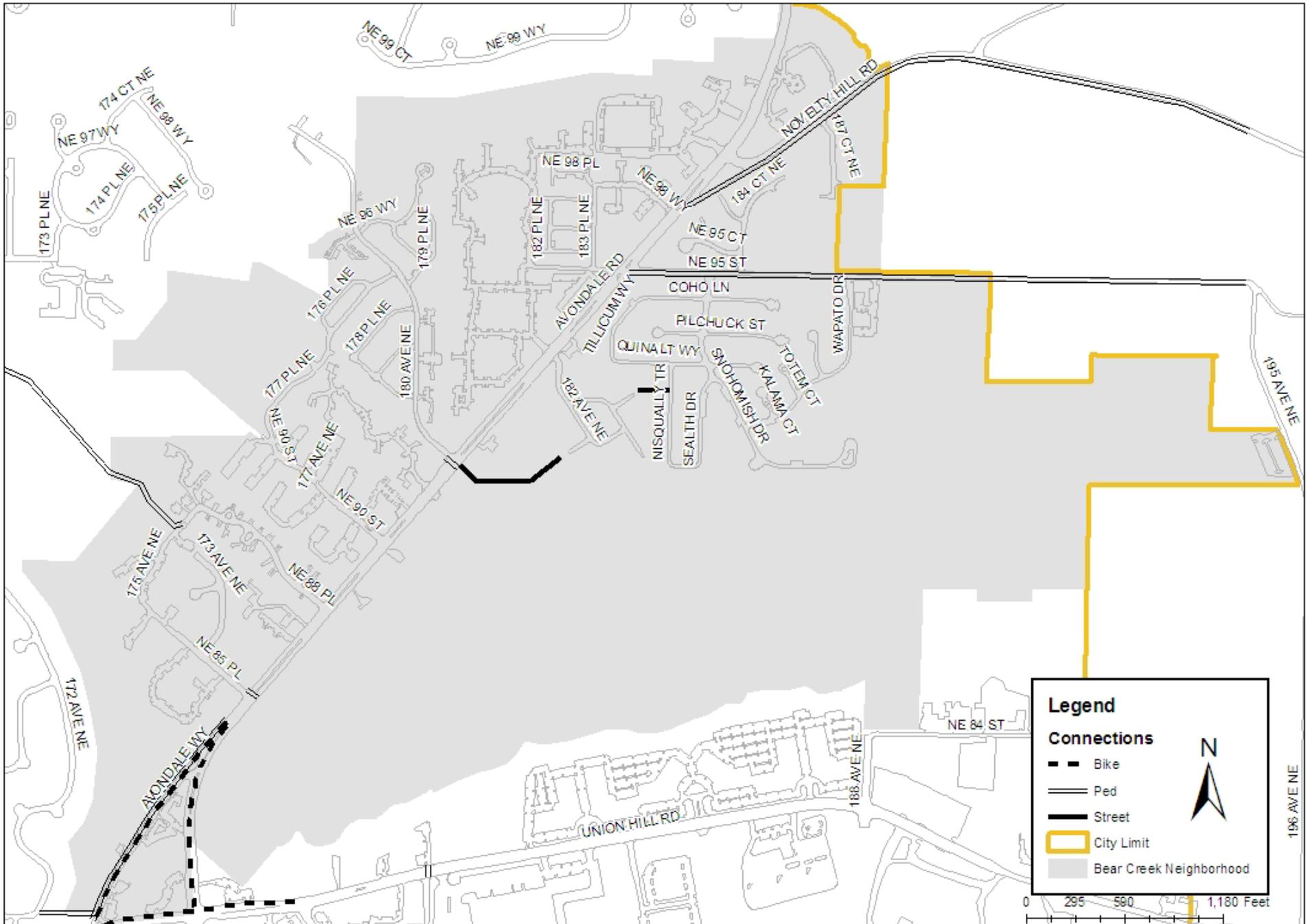
The Bear Creek Neighborhood Transportation Connections Map follows the policies.

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 <u>Bear Creek Park & Ride and the</u> 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.
6.1	<u>Remediate local access issues in the Avondale corridor when opportunities arise through private development or capital improvement projects, consistent with transportation planning documents. For example, replace individual residential driveways with consolidated access to a signalized intersection.</u>
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 Policies Draft – April 8, 2010
 Bear Creek Neighborhood Plan Update

Land Use Portion of Neighborhood Vision Statement

By 2030, the Bear Creek neighborhood has grown while still sustaining natural and recreational resources for future generations. People live in a clean, healthy, and well-maintained environment in which everyone has a stake. The City works cooperatively with the community to promote environmental quality.

Draft Land Use Preamble

Land is used for four broad purposes in the Bear Creek Neighborhood: for homes, businesses, parks and open space, and agriculture. By 2030, the balance of those uses is not expected to change significantly. The Avondale corridor will be the most densely populated area of the neighborhood, with homes, businesses, and small parks. The Bear and Evans Creek Valley will continue to be open. Land uses in the valley, whether based in agriculture or habitat enhancement, will be stream- and aquifer-friendly. Most of the west hillside and east edge of the neighborhood will be in open space and recreation. The west edge because much of it is too steep for development, and the east edge because it is home to the Bear and Evans Creek Greenway as well as Perrigo Park. The east edge helps transition from Redmond to rural unincorporated King County.

Draft Policies

#	Policy
1	Focus urban development outside the Bear and Evans Creek Valley by clustering development outside the 100-year floodplain. Preserve undeveloped portions of the Bear and Evans Creek Valley for habitat enhancement or stream- and aquifer-friendly agriculture.
2	Support the buildout of the PARCC Plan and East Redmond Corridor Master Plan to ensure a definite transition from urban to rural along the eastern edge of the neighborhood.
3	Maintain predominantly Multi-Family Urban land uses west of Avondale Road, except on steep slopes and in other environmentally critical areas, where the land use designation should be Single-Family Constrained.
4	Maintain Single-Family Urban land uses east of Avondale Road beginning at Avondale Green east to the east edge of Friendly Village and north to the City limit.
5	Encourage successful commercial enterprise in the commercial area south of the “Y” of Avondale Way and Avondale Road.

#	Policy
6	<p>Consider allowing neighborhood commercial zoning on a site that meets the following criteria:</p> <ul style="list-style-type: none"> • Is at least 2.5 acres; • Has direct access to a principal arterial; • Is located outside of the 100-year floodplain; and, • Meets additional criteria specified in LU-40 and LU-41
7	<p>Consider approving rezones from Single-Family Urban or Bear Creek Design District Performance Area 1 to Multi-Family Urban on the east side of Avondale Road between NE 88th Place and the entrance to the Avondale Green development when the following conditions are met:</p> <ul style="list-style-type: none"> • At least 2.5 acres of land outside the 100-year floodplain are owned or controlled by one entity and are part of a single development proposal; • The applicant submits a conceptual site plan for approval concurrently with the rezoning application; • The site plan shows a single vehicular access point to Avondale Road or to another single ingress/egress; • The development provides a way for future adjacent redevelopment to use the same single vehicular access point to Avondale Road or another single ingress/egress; and, • The rezone application meets all other criteria for Comprehensive Plan and Development Guide amendments. • The rezone becomes effective upon approval of the site plan.