

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
MEETING MINUTES

December 10, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Carlson, Hamlin, Hilhorst, Tebelius, deVadoss, Walter

COMMISSIONERS ABSENT: Chair Laing

STAFF PRESENT: Paul Inghram, Scott MacDonald, Department of Planning and Community Development; Kevin McDonald, Department of Transportation

COUNCIL LIAISON: Councilmember Stokes

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

EXECUTIVE SESSION

The Commission recessed to an executive session on a matter of potential litigation from 6:30 p.m. to 7:00 p.m.

1. CALL TO ORDER

The regular meeting was called to order at 7:03 p.m. by Vice Chair Hilhorst who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Laing, who was excused.

3. PUBLIC COMMENT

Mr. John Haro, 2431 161st Avenue NE, said he serves as president of the Sherwood Forest Community Club. On behalf of the Club he thanked the staff and indicated support for their recommendation relative to the development of the 156th triangle area. He said while there is a preference for returning the zoning to what it was before the GRE building went in, there is acceptance of the fact that that would be a tall order. Option 1, as recommended by staff, has the support of the Club.

Mr. Kent Baumgartner, 5344 153rd Avenue SE, noted that the recent approval of Ordinance 6197 made changes to Land Use Code 20.20.015 relative to lot shape. He suggested that the change will create problems by opening a loophole builders will exploit. A recent short plat in Horizon View Division A allowed two lots from a single lot with a width of 135 feet even though under R-3.5 the minimum lot width allowed is 70 feet. The shape provisions of

20.20.015 was used to justify the action. An appeal was filed but was ruled against by the hearing examiner. If the process used is allowed to continue, the effect will be lots that are too small and a de facto change to a higher density development. The Horizon View Division A residents are happy with the recent rezone from R-3.5 to R-2.5, but the change to 20.20.015 will permit development at the higher density. The code should be restored to the way it previously was, and language should be added to the effect that 20.20.010 takes precedence over 20.20.015 if there is no existing building. There is also no definition of building line and one should be added.

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Hamlin. The motion was seconded by Commissioner Walter and it carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Commissioner Hilhorst said she presented the Commission's recommendation regarding the Montvue Place code amendment to the City Council on December 1. The Council unanimously approved the recommendation.

Councilmember Stokes reported that the Council recently adopted the Bellevue Diversity Initiative that responds to the demographic changes in the city. The Council also approved a contract with a consultant to conduct an independent technical analysis of the Energize Eastside project. The Environmental Impact Statement review process will kick off in 2015 and that is where the choices about alternative energy and different ways to do things will be analyzed.

Councilmember Stokes said the Council conducted a public hearing on extending the interim zoning ordinance relative to marijuana. No one testified at the state-required hearing. Three marijuana production facilities have opened in the city under the interim code.

Councilmember Stokes informed the Commissioners that he would be meeting soon with Planning Commission Chair Laing and Transportation Commission Chair Lampe to discuss how the two commissions can work most efficiently together in updating the Transportation Element of the Comprehensive Plan.

6. STAFF REPORTS

Comprehensive Planning Manager Paul Inghram reported that there are regular meetings between staff, Chair Laing and Vice-Chair Hilhorst, and Councilmember Stokes to pre-plan Commission meetings. He added that will continue to be available to all of the Commissioners on an individual basis. He proposed saving five minutes at the end of each meeting for the Commissioners to provide input on process.

Councilmember Stokes added that at its retreat in February the Council will take up the subject of the city's boards and commissions. The discussion will include process, rules and working relationships.

7. STUDY SESSION

A. Community Vision

Commissioner deVadoss reminded the Commissioners that he and Commissioner Carlson had been tasked with working with Councilmember Stokes and staff to review the Community Vision statement and to provide a brief summary for each section of the Comprehensive Plan. For each section the intent is to identify the key theme, what is uniquely Bellevue about it, and indicate whether or not it is aspirational as opposed to historical.

Commissioner Carlson added that the group intends to dissolve all governmentese and bureaucratese, and to keep it all short, brief and to the point so it can be easily understood. An additional working session is needed to achieve that goal.

Mr. Inghram said the document is slated to be back before the full Commission on January 14.

B. Comprehensive Plan Update

Mr. Inghram noted that in working through the policies in the various Comprehensive Plan chapters some policies were identified for additional review and discussion. Specific to the Citizen Participation element, questions were raised about the master planning of city projects, how it is done, and should there be more consistency. Interest was expressed in establishing a policy with direction about the master planning process for large projects. The Commissioners were asked to consider as a proposed policy: "Utilize a public involvement program, such as master planning, for large, complex public projects to ensure community engagement and to provide a predictable review process."

Commissioner Tebelius used the Meydenbauer Bay Park master planning process as an example of a recent project that included community participation and asked what the policy language would add. Mr. Inghram said master planning is not currently conducted as a permit process. Under the current approach, a park master planning process is undertaken, with community input, and that is followed up with a conditional use process that includes another round of community input that can result in potential modifications to the master plan. Often members of the public who participated in the first round are confused as to why the final project is different from the master plan project. One option would be to establish a master planning process that would also be the permit process. The intent of the policy is to address a synchronized approach.

Commissioner Tebelius said she was not convinced that a synchronized approach is really necessary. If the Council wants to see ~~it done~~ a synchronized master planning approach, it can do it without having the policy in the Comprehensive Plan.

Commissioner Hamlin took the opposite view. He suggested the proposed policy will add great value to the process. He added that he would include the policy in the Citizen Participation Element rather than in the Land Use Element.

Councilmember Stokes suggested the proposed policy language needed more clarity with regard to the desired outcome.

Commissioner Carlson agreed and said the policy simply needs to encourage community involvement in large public projects and to ensure a predictable review process.

Commissioner Hilhorst pointed out that the notion of engaging the public is used repeatedly in

the document. She also suggested that the notion of a predictable review process is somewhat vague. If the true intent of the proposed policy is to tie the master planning process to the permit process, the language should be revised to say just that.

There was agreement to direct staff to work on a redraft and to bring it back to the Commission.

With regard to unresolved land use issues, there was consensus in favor of the proposed new language for policies LU-21 and LU-26.

Mr. Inghram noted that there were three outstanding issues related to the environment. The first was the suggestion of the Commission to include a policy addressing the impact of linear projects that result in the loss of many trees. There was agreement to revise the draft policy to read "Minimize the loss of tree canopy and natural environment areas caused by transportation and infrastructure projects and mitigate for losses where impacts are unavoidable."

With regard to policy EN-82, Mr. Inghram noted that the Commission had questioned whether it was needed given that state vehicle emission control testing is set to end. He said staff supported simply eliminating the policy and the Commissioners concurred.

Mr. Inghram said the Commission in discussing policy EN-92 had highlighted a desire to include the notion of preserving vegetation.

Commissioner Walter observed that as drafted the policy would require new residential development to include noise abatement design and materials. She said she would prefer to include a policy requiring transportation projects to include noise abatement to project residential areas. Mr. Inghram said that would be a different type of policy. As drafted, the policy is focused on residential development and the need to design in ways that will not automatically expose residents to noise impacts from existing sources. There are existing transportation policies directed toward noise mitigation.

There was agreement to revise the policy to read "Require new residential development to include transportation noise abatement design and materials and preserve vegetation where necessary to minimize noise impacts from arterials and freeways."

Mr. Inghram stated that there were three unresolved issues relating to urban design, beginning with policy UD-1, line 22, and the comment made by the Commission regarding the need to avoid stark spaces.

Commissioner Walter suggested adding the phrase at the end to read "...durability in building materials and enrich the appearance of their surroundings to avoid stark spaces."

Commissioner Carlson proposed wording the policy to read "Encourage excellence in architecture, site design and workmanship, durability in building materials to enrich the appearance of the surroundings." He suggested that by doing everything right, stark spaces will be avoided.

With regard to policy UD-60, line 8, noted that the original policy was in regard to neighborhood entries. He said the proposed policy would be more broadly applicable.

Commissioner Hilhorst pointed out that policy LU-21 and the proposed UD-60 were essentially

the same. Mr. Inghram said UD-60 is clearly intended to be about neighborhood improvement capital projects, whereas LU-21 is intended to support individual neighborhood actions.

Commissioner Hilhorst allowed that the two policies are not in conflict with each other. Commissioner deVadoss agreed and said it would not hurt to include both policies, each reinforcing the other.

There was consensus to use the same wording for both policies for the sake of consistency.

Mr. Inghram reminded that Commissioners that in reviewing the policies related to the environment there was discussion about natural drainage practices and low-impact development. He clarified that the low-impact development policies span several different elements.

Assistant Planner Scott MacDonald explained that one component of the Urban Design Element that had not yet been reviewed by the Commission was the urban design treatment map, which designates boulevards and intersections for special or enhanced streetscape improvements, landscaping and pedestrian amenities. The map was adopted as part of the previous Comprehensive Plan and has been updated and amended since. He said 148th Avenue is a prototypical example of a boulevard. The Lake Hills Connector is another good example. Designated intersections are important locations such as city entry points and areas that frame neighborhood shopping areas. The designations are intended to go beyond the standard treatments that are called out by Comprehensive Plan policies relative to pedestrian facilities and landscaping.

In early outreach efforts that involved talking with board and commission members as well as members of the public, it was clear that residents value natural and open space areas and believe they define the character of Bellevue as a whole and set the city apart from other cities. Neighborhood shopping centers certainly are important community assets that provide goods and services, can operate as community gathering spaces, and serve as something around which communities form their identities. Aging in place and neighborhood livability are critical issues that have access at their core.

Mr. MacDonald said staff from various departments reviewed the map and provided feedback. They observed that streets and intersections with very different characters have the same designation. Little clarity is afforded as to the current designations, and the designations are focused only on street character and do not take into account neighborhood character. The map identifies enhanced streets but does little to inform street or intersection character.

Using the feedback received to date, the intent is to identify major cross-city corridors, connections along and through parks and open space, streetscapes adjacent to neighborhood shopping areas, key local neighborhood connections, intersections that connect major arterials, key city entry points, and important neighborhood locations as the types of streets and intersections that should receive treatment beyond the standard.

With regard to the map of urban design treatment for boulevards and intersections, Mr. MacDonald said the street designation is largely intended to inform the general design intent to avoid conflicting the transportation designations. City boulevards are primary transportation corridors that connect different parts of the city; they offer a unifying corridor treatment and incorporate the character of adjacent neighborhoods and areas as evidenced by 148th Avenue NE and NE 8th Street. Scenic boulevards are streets that emphasize park-like streetscapes by

integrating elements from their surroundings into their design and allow visual access to natural and open areas; good examples are east end of the Lake Hills Connector, West Lake Sammamish Parkway, and 112th Avenue NE near Bellefield. The map has been updated to identify key city entry points and locations for potentially enhancing neighborhood identity; examples include Newport Hills and Crossroads at 156th Avenue NE and NE 8th Street.

Mr. Inghram commented that design work for individual streets would not be appropriate at the Comprehensive Plan level. The existing map, however, is largely meaningless in the way it picks half the streets in the city and gives them a designation without making any differentiation between them.

Commissioner Hamlin said Bel-Red Road where it borders Redmond has always felt like a key entry point into the city.

Answering a question asked by Commissioner Carlson, Mr. Inghram said there have been discussions about NE 4th Street and 120th Avenue NE where some major improvements will be made. All streets must meet the basic standards outlined in the code, but the streets that for one reason or another are truly different warrant enhanced treatment. City boulevards connect across the city and provide entrance into the city, and the scenic boulevards connect green and open spaces. Both NE 4th Street and 120th Avenue NE are vitally important, but they do not serve the city boulevard or scenic boulevard functions.

Commissioner Carlson suggested the title "urban design treatment" evokes images of large and old, neither of which fits Bellevue. He suggested as a title "Bellevue boulevard improvements."

Commissioner Tebelius asked why 140th Avenue and 148th Avenue are not given the same designation. Mr. Inghram said 148th Avenue is a much bigger arterial from a traffic standpoint, and 140th Avenue NE as it works its way north into the Bridle Trails neighborhood functions as a neighborhood access arterial. He said 156th Avenue varies in the functions it provides along its length.

Mr. MacDonald said the third designation is shopping street. He explained that shopping streets are adjacent to neighborhood shopping centers and other commercial areas that serve as important community assets. The shopping street map highlights the streets that have the potential to form the heart of a local area, and only the segment immediately adjacent to the designation in the Comprehensive Plan. Example streets are 119th Avenue SE and 156th Avenue in Crossroads. The proposed New-19 policy calls for enhanced landscaping and pedestrian features and facilities for shopping streets.

Commissioner Carlson called attention to 120th Avenue NE near Best Buy, Home Depot, and the strip mall that extends all the way to NE 8th Street and suggested it should be designated a shopping street.

Commissioner Hilhorst asked about putting a shopping street designation on the area of Lake Hills Connector and 156th Avenue SE that used to front a shopping center but now fronts mixed use. Mr. Inghram said the area still feels like a neighborhood center given the mix of retail, the library and some residential development.

Commissioner Carlson called attention to the small neighborhood business area on Bellevue Way near NE 24th Street and noted that it had not been marked on the map as a shopping street.

Mr. Inghram said the shopping center is not served by any street other than Bellevue Way. Bellevue Way serves as a primary arterial and it would be difficult to call it a neighborhood shopping street. Some streets, like Main Street in Old Bellevue, clearly serve a neighborhood shopping street function, while others, like Bellevue Way, clearly do not, even though they border neighborhood shopping centers. Regardless of the street designation chosen there will not be any change to the zoning of the neighborhood business parcels; the urban design street designation relates only to street design.

Commissioner Hilhorst pointed out that the Northtowne residents are passionate about their shopping center and suggested the shopping street designation should be given to that segment of Bellevue Way.

Commissioner deVadoss suggested that NE 8th Street to the east of 156th Avenue NE does not serve the function of a city boulevard and should be re-designated to scenic boulevard.

Mr. MacDonald said an additional category looked at as part of the update was neighborhood greenway, which would apply to streets that provide local connectivity to parks, trails and schools as well as goods and services. Such streets provide safe and comfortable routes for pedestrians and bicyclists, though they may or may not be on arterials drawn on the maps. It was quickly found that the idea is more complex than a simple designation, thus the recommendation to include policy NEW-20 directing the future development of a system of neighborhood greenways. The best example of a neighborhood greenway is 108th Avenue NE.

Answering a question asked by Commissioner Tebelius, Mr. MacDonald said the neighborhood greenways in Seattle are existing streets that have very simple improvements, often little more than speed bumps, painted bike symbols and signage, all with the intent of slowing traffic and making the route comfortable for pedestrians and bicyclists. Neighborhood greenways are not about getting people to and from work but rather are focused on getting around local neighborhoods. Commissioner Tebelius voiced concern that the neighborhood greenway policy could lay the groundwork for the conversion of travel lanes to bicycle lanes around the city.

Mr. Inghram agreed it would be better to begin policy NEW-20 with "Work with neighborhoods to identify and develop...." The Commissioners concurred.

With regard to the greenway, Commissioner deVadoss said he liked the definition except for the reference to goods and services, which could be a very large door. He suggested tightening up the language.

Turning to the issue of the 156th Avenue NE boundary between Bel-Red and Crossroads, Mr. Inghram briefly discussed the current and planned development of the area. He offered four options for consideration: 1) maintaining the current Bel-Red boundaries and zoning; 2) redrawing the boundary to include the triangle area in the Crossroads subarea while maintaining the Bel-Red zoning; 3) redrawing the boundary to include the triangle area in the Crossroads subarea and creating new zoning and code provisions specific to the area; and 4) redrawing the boundary to include the triangle area in the Crossroads subarea and restoring the original combination of Office and Community business Zoning. He said Option 1 enjoyed a high level of community support and was the recommendation of the staff as well. He recognized, however, that some Sherwood Forest residents remain concerned about the type of development that may occur on the triangle properties and the Unigard site. One advantage to Option 1 would be the bright line distinction between the development of Overlake in Redmond and the

residential area to the east of 156th Avenue NE.

Commissioner deVadoss said it was his recollection that the Commission had discussed the notion of having the city acquire the Unigard site and development it as a park. In the context of the dividing line, that discussion should be revisited. Mr. Inghram said it may be possible to obtain the functionality of a park on the Unigard site without the city having to purchase the property. Many local residents in fact enjoy having the site as open space, which the current property restrictions require.

Commissioner Walter pointed out that with the site in private ownership the city has little to say about how the open space is maintained. Mr. Inghram agreed and said that would argue in favor of either the city acquiring the land or entering into a practical arrangement with the property owner.

Commissioner Hamlin indicated his preference for Option 1.

Commissioner Walter said if the Unigard site were a city-owned park her vote would be different in that allowing more dense development in the area would be less harmful to the development. If denser development is permitted, the Bellevue Technology Center could come forward with an argument that they should be allowed more density given that everything around their site was developed.

Commissioner Carlson agreed that if the Unigard site were a city park it would serve as a buffer between the commercial development and the neighborhoods more dense development would be less objectionable potentially. Mr. Inghram stated that the Unigard site is in fact acting as a park and regardless of what the property owner proposes, there is no need to open the site to more development. Use of the site is as locked in stone as if the city owned the property.

Commissioners deVadoss and Tebelius voiced support for Option 1.

Mr. Inghram said staff would go forward with Option 1.

With regard to the Transportation Element, Senior Transportation Planner Kevin McDonald called attention to the packet materials and the answers given in response to the questions asked by the Commission at the November 12 briefing. He noted that the Commission's comment regarding the need to recognize the lack of policy language regarding emerging technologies, the Transportation Commission drafted a policy statement regarding autonomous vehicles which will be finalized on December 11. He also called attention to attachment 5 in the packet which contained a clean copy of the Transportation Commission's policy recommendations.

Commenting on the term "multimodal," Commissioner Tebelius said she did not believe that walking and bicycling will ever be sufficient enough to be put in as a means of transportation and said they should not be put on the same level as cars and transit. By including them in the definition of "multimodal" they are in fact put on equal footing. Mr. McDonald countered that "multimodal" as used in transportation planning involves considering all modes of transportation, including walking and bicycling. The term does not carry with it the implication that all modes are to be treated equally in all places at all times.

Commissioner Carlson pointed out that congestion relief does not appear to be a priority in the state. That is the case because the Washington State Department of Transportation took its focus

off of highways and moving cars from place to place and put it on embracing all aspects and modes of transportation. If there is no bias in favor of the automobile, and if the city's conclusion is that the answer to congestion is to get people out of their cars, the result will be incentives such as high parking rates, the removal of parking areas, and narrow streets that force cars to slow down, all of which will lead to more congestion. The definition of "multimodal" raises a red flag by making all things equal.

Mr. Inghram said the city's Department of Transportation is charged with keeping vehicles moving through the city, but it is also charged with improving conditions for pedestrians.

Mr. McDonald added that the policies in the Transportation Element get at the different concepts; there is a section on roads, a section on transit, and a section on pedestrians and bicycles. An attempt is made to define the policy priorities for each mode without assigning priority to any one mode over any other. Prioritization is accomplished within the context of neighborhoods, allocating resources, working with the state to improve the freeways, and working with the transit agencies for more bus service.

Commissioner Walter pointed out that the ratio of vehicle lane space to the throughput in terms of number of person trips far exceeds the ratio of bike lane space to the throughput in terms of number of person trips. The two should not be lumped together and counted just as lanes carrying people. Walking and biking are primarily recreational modes of transportation, whereas cars are used for commuting, getting kids to school, and transporting goods. Mr. McDonald said that is the very reason why multimodal considerations are so important. Some modes can be quantitatively defined relative to purpose and intent and the capacity of the system to move people. Other modes are more qualitative with a focus on comfort and safety and environmental beauty. The strategy embedded in multimodalism involves creating a blended environment that is defined both by metrics and quality and which accommodates people of all ages and abilities.

Mr. Inghram commented that Bellevue's strategy has always been to provide both motorized and non-motorized facilities. As capacity for vehicles is added, pedestrian and bicycle components are included to improve overall connectivity and the landscaped environment.

Commissioner Hilhorst stated that travel by horseback is an established mode of travel in Bridle Trails. Mr. McDonald said it is well incorporated in the policies of the Bridle Trails subarea plan.

Commissioner Hilhorst asked if anyone has picked up the suggestion made by Chair Laing for Sound Transit to include a bike path along the light rail corridor. Mr. McDonald said long segments of the East Link alignment will include the provision of bicycle facilities. The portion that will not have continuous facilities is the segment between downtown and Bel-Red. Mr. Inghram added that the Council has budgeted toward advancing a new pedestrian crossing of I-405 at NE 6th Street, which would continue the pedestrian corridor to the east and connect to the multi-use trail planned for the Burlington Northern/Sante Fe corridor. Mr. McDonald added that beginning on December 11 the Transportation Commission will be diving headlong into an implementation strategy for the pedestrian/bicycle plan that will enhance design and promote funding to fill the gaps that currently exist.

A motion to extend the meeting by 20 minutes was made by Commissioner Hamlin. The motion was seconded by Commissioner deVadoss and it carried unanimously.

C. Downtown Transportation Plan Implementation

Mr. McDonald said the Transportation Commission believes several different modes of transportation are needed to keep the downtown moving, vibrant and livable. The Council established the principles to serve as the foundation for development of the plan; the Transportation Commission reviewed the land use and travel demand forecasts for the downtown; and the level of public involvement was extensive and intensive. The strategy for mobility, called the mobility options strategy, is translating into projects on the ground and policies for the downtown subarea plan. The plan has a horizon year of 2030 for which the forecasts anticipate 70,300 jobs and 19,000 residents. The density increases will lead to an increase in the number of daily person trips to, from and within downtown Bellevue.

The Transportation Commission looked at several components of downtown vehicle mobility, including the use of roads to provide access to properties in the downtown; the use of roadways to provide connections between the downtown, the neighborhoods and regional facilities; the capacity of the roadways to accommodate cars, trucks and buses; and the use of technology to make the most efficient use of the roadway infrastructure.

Not all of the proposed strategic roadway improvement projects are located in the downtown. Those situated outside the downtown are intended to provide mobility pressure relief to the downtown by giving drivers more options to get to and from the downtown from the regional system and the neighborhoods. The Transportation Commission recommends building those projects and working with the Washington State Department of Transportation to make the freeways have the necessary capacity.

The Transportation Commission also believes the curbside in the downtown should be used to support both residences and businesses. On-street parking and loading is vitally important and delivery drivers need places to park.

With regard to transit, the Transportation Commission focused on how well the downtown is served; how reliable the transit system is for passengers; how much transit service there is relative to the demand; and how transit passengers feel as they come to and from buses. As of 2010, 86 percent of those living or working in the downtown had access to a bus stop within 600 feet. With the planned increases in transit service, including light rail, by 2030 the projection is that 97 percent of residence and employees in the downtown will be within 600 feet of a transit stop.

The Transportation Commission also talked about bicycle mobility in terms of getting from point to point in the downtown; getting to and from the regional transportation network; the need for bicycle parking facilities; and the components needed to promote commuting by bicycle, including signage and pavement markings.

With respect to pedestrians, the Transportation Commission recognized the need for safe and comfortable crosswalks at intersections and at midblock locations; the need for adequate sidewalks; and the need to be able to make their way through some of the superblocks in the downtown. Three different kinds of intersections were called out, each needing a different type of treatment; exceptional intersections are those needing all the bells and whistles to assure comfort and safety; the exceptional intersections are located along the pedestrian corridor, through the downtown core, and in Old Bellevue. For some locations the Transportation Commission recommended wider sidewalks and different landscape treatments from what is

required by code.

Mr. McDonald said the recommendation of the Transportation Commission was forwarded to the Council on October 7, 2013, and direction was given to implement the provisions. The Council allocated \$5.8 million for projects in the downtown that will enhance mobility. The subarea plan policies included in the recommendation will be folded into the Comprehensive Plan amendments.

Commissioner Hilhorst asked what recourse the public will have if there are issues in the document they would like to see changed. Mr. Inghram said the objective is to have the policies subjected to an initial review by the city's boards and commissions and then prepare a draft of the entire plan, which will also be provided to the public for review and comment. The Transportation Commission and the Planning Commission will take the public comment into account in determining if revisions to the policies are needed.

A motion to extend the meeting to 10:05 p.m. was made by Commissioner Walter. The motion was seconded by Commissioner deVadoss and it carried unanimously.

9. OTHER BUSINESS - None

10. PUBLIC COMMENT

Mr. John Haro, 2431 161st Avenue NE, commented that with regard to development of the triangle area with mixed uses, the way in which the densities are to be implemented needs to be planned carefully. There should be opportunities for pedestrians to walk, not just blockhouses that will increase traffic.

11. DRAFT MINUTES REVIEW

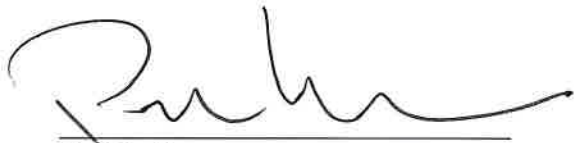
- A. September 10, 2014
- B. September 24, 2014
- C. October 8, 2015
- D. October 22, 2015

There was agreement to move adoption of the minutes to the next Commission meeting.

12. ADJOURN

A motion to adjourn was made by Commissioner Hamlin. The motion was seconded by Commissioner Tebelius and it carried unanimously.

Commissioner Hilhorst adjourned the meeting at 10:02 p.m.



Paul Inghram
Staff to the Planning Commission

3/4/2015
Date



Aaron Laing
Chair of the Planning Commission

3/4/15
Date

* Approved as corrected, February 11, 2015