

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

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

CAC MEMBERS PRESENT: Murillo, J. Thompson, 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. Thompson convened the meeting at 4:35pm.

REVIEW OF FEBRUARY 4, 2010 MEETING SUMMARY

The CAC unanimously approved the meeting summary for its February 4, 2010 meeting.

NEIGHBORHOOD CHARACTER DRAFT POLICY REVIEW

The CAC reviewed draft policy language prepared by staff. CAC members suggested two changes to the neighborhood character portion of the neighborhood vision statement: broadening the sentence about innovative development techniques, and incorporating the “front yard” metaphor.

CAC members suggested adding a safety provision to policy #4 regarding the character of NE 95th St., and recommended placing more emphasis on local access to Avondale Road in policy #7. The CAC agreed to revisit policy #5 when Mr. Berrios returns. The CAC was satisfied with the balance of the draft policy language. Staff will provide an updated draft for the March 11 CAC meeting.

HOUSING DRAFT POLICY REVIEW

CAC members discussed if and how to limit adjacency of cottage clusters. Staff agreed to provide some alternative language that speaks to design, and possibly to buffering. The CAC also asked that there be a policy about encouraging shared driveways, especially along arterials. The CAC was satisfied with the balance of the draft policy language. Staff will provide an updated draft for the March 11 CAC meeting.

VIDEO SCHEDULING

Filming for the eFocus magazine will probably happen in the next two weeks.

MEETING AT FRIENDLY VILLAGE

The CAC meeting at Friendly Village is confirmed for April 8, 2010.

ADJOURNMENT

The meeting adjourned at 6:15pm.



Neighborhood Character Policies Draft (v2) – March 11, 2010
 Bear Creek Neighborhood Plan Update

Character Portion of Draft Neighborhood Vision Statement

Character. Bear Creek continues to be a **safe** neighborhood where people feel **connected** to one another. The neighborhood has a **green** character, ~~both because it~~ retains a significant tree canopy, and ~~because those in the neighborhood developments employ take advantage of the~~ latest in energy-efficient and low-impact development techniques. The ~~heart of the~~ Bear and Evans Creek valley ~~– the neighborhood’s front yard –~~ continues to have a rural-agricultural feel.

Draft Neighborhood Character Preamble

The Bear Creek neighborhood has at the same time an urban and rural feel. It is busy, and it is calm. Here the past and future come together in a kaleidoscope of uses and landscapes. The neighborhood values this unusual mix of nature and city.

Chief among the unique features in the Bear Creek neighborhood is Bear Creek itself, along with Evans Creek and their respective riparian corridors. These creeks ~~and the earth below them~~ are home to critical salmon runs, other freshwater marine life. ~~The earth below is, and~~ a major source of Redmond’s drinking water. The neighborhood has also identified its connection to a rural-farming past, its diversity of housing types, and Perrigo Park ~~as features of Bear Creek.~~

Three neighborhood subareas have distinct land use mixes.

1. The west subarea, west of Avondale Road, is predominantly Multi-Family Urban with apartments and condominiums on the hillside overlooking the Bear and Evans Creek Valley. This subarea also contains a small cluster of commercial uses and a small amount of property zoned for Single-Family Urban uses.
2. The central subarea – generally the east side of Avondale Road and the west portion of the NE 95th Street corridor – has predominantly Single-Family Urban uses. This area also includes the Fairwinds Retirement Community. Together, the west and central subareas make-up the populated parts of the neighborhood.
3. The south and east subarea is largely open space in the Bear and Evans Creek Valley. At the east end of this subarea is Perrigo Park as well as other City-owned open spaces. A large portion of this subarea is commonly known as the Keller Farm. This subarea is sparsely populated.

Draft Policies

#	Policy
1	Foster the Bear Creek neighborhood’s diverse character through environmental stewardship, innovative land-use techniques, and urban design and activities that bring people in the neighborhood together.

2	Partner with educational organizations to ensure that all in the Bear Creek neighborhood recognize the critical importance of Bear Creek, Evans Creek, and associated wildlife, wetlands, and the aquifer below. Consider interpretive signage as an educational tool.
3	Preserve the public view corridor from Avondale Road through the Keller Farm toward Mt. Rainier.
4	Maintain the rural feel along NE 95 th Street, also known as Conrad Olson Road. <u>Ensure that this corridor is safe for bicyclists and pedestrians.</u>
5*	Create a gateway at the south end of Avondale Road as an entrance to the Bear Creek neighborhood.
6	Promote non-motorized connectivity throughout the neighborhood and to adjacent areas. In particular, improve non-motorized connectivity from west of Avondale Road east to Perrigo Park.
7	<u>Ensure that Avondale Road supports neighborhood quality of life, such as by providing safe crossings and by discouraging speeding, as it</u> Ensure that Avondale Road continues to facilitate local access and regional access connection . At the same time, ensure that its character supports neighborhood quality of life, such as by providing safe crossings and discouraging speeding.

*Alternative language for policy #5:

Support partnerships between the City and Bear Creek neighborhood to create and maintain a welcoming feature at the south end of Avondale Road to signify the end of the freeway and the beginning of a neighborhood setting. Consider use of vegetation, traffic control measures, and other techniques.



Housing Policies Draft (v2) – March 11, 2010
 Bear Creek Neighborhood Plan Update

Housing Portion of Draft Neighborhood Vision Statement

***Housing.** Residents take pride in living in the Bear Creek neighborhood, while builders take pride in providing **attractive** housing in the neighborhood. Builders and designers seek-out the neighborhood to pioneer new housing technologies and construction methods. People who live in the neighborhood enjoy that they can find homes that match their life needs, from apartments, condominiums, and senior housing, to traditional single-family detached housing. Multi-unit housing is located near arterials and transit, with some limited attached homes designed to look like single family dwellings in single family zones. The community neighborhood is **safe**, and housing is **affordable** at a variety of income levels.*

Draft Housing Preamble

The amount of land available for residential development or redevelopment is limited in the Bear Creek neighborhood by Bear Creek itself and its associated environmentally critical areas. As a result, development activity is limited mainly to the Avondale corridor and the portion of the NE 95th Street corridor that is within city limits. Because of development limitations in the neighborhood, these policies focus on making the most of existing housing opportunities and finding innovative ways to include new types of housing in the neighborhood.

Draft Policies

#	Policy
1	Continue to encourage a diverse mix of single- and multi-family housing types, in recognition that the Bear Creek neighborhood is diverse in its make-up, and as a way to achieve citywide goals of providing a variety of housing options.
2	Allow cottage housing developments in all <u>residential Single-Family Urban</u> zones. Limit clusters to twelve per cluster, and do not allow unlimited adjacent clusters.
3	Allow the subdivision of existing lots to encourage the development of smaller, affordable homes in Single-Family Urban zones. Permit “backyard homes” <u>as described in the zoning code. on lots that are 200 percent of minimum average lot size of the underlying zone.</u> Limit these homes to 1,000 square feet in size, excluding garage area. Require that these homes be affordable to individuals or families earning up to 120 percent of King County median income.
4	Permit single-family attached housing in all Single-Family Urban zones using an administrative review process. Ensure that neighbors are notified when a triplex or fourplex is proposed so that the builder and the neighborhood can identify and work through design and compatibility concerns.
5	Design single-family attached housing to portray the appearance of single-family detached homes. Use techniques such as shared driveways, single front entries, and varied facades

	to achieve this.
6	Require that a minimum of 10 percent of units in all new residential developments of 10 units or more be affordable to individuals or families earning up to 80 percent of the King County median income. Provide at least one bonus market rate unit for each affordable unit constructed, in accordance with citywide policy and regulation.
7	Design new single-family homes to maintain visual interest and compatibility with the neighborhood's character. In new developments provide a variety of home designs and vary sizes, types, and site design features, such as setbacks or lot sizes, to maintain variety and visual interest, to avoid repetitive style, and to avoid a bulky and massive appearance.
8	Design new single-family homes to feature living space as the dominant feature of the street elevation to encourage active, engaging, and visually appealing streetscapes. Minimize the garage feature of the street elevation unless the home is located on an arterial and options to minimize the appearance of the garage through design are limited.
8.1	Require abutting property owners to make use of joint driveways whenever practical.
9	Encourage builders to use technologies and practices that reduce resource consumption and minimize development's footprint on the land. For example, this could involve selecting renewable materials, conserving energy and water, encouraging the use of native landscaping, and using low impact development techniques.
10	Require that clean stormwater runoff from new residential development be infiltrated onsite as conditions permit.
11	Encourage accessibility, particularly for seniors, by allowing single-story homes that meet universal accessibility standards to exceed ordinary maximum lot coverage standards. Limit this allowance to no more than 10 percentage points over the ordinary standard.

Other notes:

- *If the CAC recommends neighborhood design standards (the CAC is supporting policies that would lead to them), then adding language to policy #2 would be unnecessary because there would already be regulations in place about varying design.*
- *The language for policy 8.1 comes from existing city regulations.*



Transportation and Circulation Discussion – March 11, 2010

Bear Creek Neighborhood Plan Update

What we have heard to date specifically about transportation (not exhaustive)

- Reliable, safe, connected: three important characteristics of the transportation system
- Better connections to Bear Creek Park & Ride
- Better crosswalks
- Access to/from local streets/driveways
- Traffic volume an important consideration
- Reduce trips by making more services available in Redmond
- Redmond is a pass-through for some commuters, *and* regional traffic affects quality of life
- Extend Bear Creek hiking/biking trail
- Better police presence, speed control
- Walkable; wider sidewalks
- Accessible, promote ease of travel
- No red lights
- Fix congestion first

What the transportation section has addressed in other neighborhood plans

- Interjurisdictional cooperation
- Street character important to the neighborhood (e.g., Red Brick Road)
- Transit service needs
- Traffic calming priorities
- “Neighborhood Connections” map
- Connectivity policies (e.g., discouraging cul-de-sacs)
- Priority list of neighborhood connections, including non-motorized connections
- Street lighting

Questions to consider prior to the March 11 meeting

- What transportation tools could address neighborhood ideas and concerns raised to date?
- Does the City have provisions in place that address these tools 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 Transportation Element and a Transportation Master Plan. They emphasize:

- Mobility using a variety of transportation modes (walking, bicycling, driving, using transit, etc.)
- Long-range planning for transportation facilities that support the adopted land use plan
- Plan-based concurrency (meaning that the pace of transportation facility improvement is roughly proportional to the pace of growth)
- Maintaining community character
- Monitoring the transportation system to take corrective action as needed