

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Study Session

March 20, 2017
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Stokes, Deputy Mayor Chelminiak, and Councilmembers Lee, Robertson, Robinson and Wallace

ABSENT: None.

1. Executive Session

- (a) Potential Litigation [RCW 42.30.110(1)(i)]

The meeting was called to order at 6:07 p.m., with Mayor Stokes presiding. He noted that the Executive Session item was cancelled because it is no longer necessary.

2. Study Session

- (a) Planning Commission Recommendation of proposed Eastgate/I-90 Land Use Code Amendments

City Manager Brad Miyake introduced staff's update on the proposed Eastgate/I-90 Land Use Code Amendment (LUCA). He recalled that the Planning Commission presented its recommendations to the Council in September 2016. The Council subsequently requested a near-term traffic study for the area in response to concerns raised by the community. The Council requested that the Transportation Commission review the study upon its completion and develop recommendations for lower-cost, near-term improvements to address traffic congestion in the Eastgate area. Those recommendations were presented to the Council on March 6.

Mr. Miyake said staff is seeking the Council's direction about whether the right options have been provided for consideration. He noted related information in the meeting packet.

Dan Stroh, Acting Director of the Planning and Community Development Department, said staff will be back with related topics in the coming weeks including the proposed homeless men's shelter and the development of the citywide affordable housing strategy.

Mr. Stroh displayed an aerial map of the Eastgate area, which has become a regional employment center. The Eastgate/I-90 Citizens Advisory Committee (CAC) concluded that, in

order for the Eastgate area to remain competitive, a greater integration of support services and retail with existing office development is needed. There is additional capacity to accommodate growth, and the area provides opportunities for enhancing Bellevue's image as a City in a Park, including the Mountains to Sound Greenway. Mr. Stroh noted the opportunity for mixed use residential development, modest transportation improvements, and improving the character of the area.

Terry Cullen, Comprehensive Planning Manager, provided a process overview, beginning with the Council appointment of the Citizens Advisory Committee in 2010. The CAC issued its Eastgate/I-90 Land Use and Transportation CAC Final Report in 2012. This led to updates to the Transportation Facilities Plan (TFP) and to the Comprehensive Plan in 2014-2015. The City Council first reviewed the proposed Eastgate Land Use Code Amendment (LUCA) during the September 19, 2016 Study Session. On November 28, 2016, the Council referred the plan to the Transportation Commission to identify potential near-term improvements for the area. On March 6, 2017, the Transportation Commission's recommendations were presented to the Council. The Commission recommended funding to complete 60-percent design for two projects on 150th Avenue SE.

Mr. Cullen provided an overview of the code amendments: 1) three new zoning districts [Eastgate-Transit Oriented District (EG-TOD), Office Limited Business-2 (OLB-2), and Neighborhood Mixed Use (NMU)]; 2) new use tables, dimensional standards, development standards, and design guidelines for the new districts; and 3) detailed review of all concomitant agreements in the area for relevancy. Many concomitant agreements have been repealed, some are no longer relevant, and elements of certain agreements are now addressed through code requirements.

The Eastgate-Transit Oriented District is located west of the Park and Ride and south of Bellevue College. It will have the highest intensity mix of retail, office, and residential development with an allowed 2.0 FAR (floor-area ratio). The emphasis is on transit use and pedestrian amenities. Mr. Cullen said the CAC concluded that the Eastgate area lacks a business focal point, and the EG-TOD district is intended to meet that need.

The OLB-2 zoning district, with a 1.0 FAR, applies citywide and is identified for three locations within the Eastgate area. The district is pedestrian-oriented with expanded personal services and retail uses to complement the office development.

The Neighborhood Mixed Use (NMU) area is a mix of commercial and residential development along 150th Avenue SE, with enhanced pedestrian amenities. The NMU designation will be a citywide district with a 1.0 FAR.

Mr. Cullen said the design guidelines are intended to be similar for all three districts. He described additional parcels to be rezoned: 1) two parcels north of I-90 to create a gateway to Bellevue College, as recommended by the CAC, and 2) five parcels south of I-90. The latter are currently split-zoned as office and residential and will be rezoned to Office (O).

Transportation Director Dave Berg said the Eastgate/I-90 Land Use and Transportation Study was intended to link land use changes with potential transportation improvements. The study suggested interstate, arterial, pedestrian, bike, and transit improvements. Mr. Berg said staff conducted extensive testing of the transportation system throughout the study and determined that, even without all of the improvements, traffic flow would still meet the City's concurrency standards. However, there is currently significant traffic congestion during certain times of the day.

Mr. Berg said interstate improvements include the I-90 peak-use shoulder lane project, which is fully funded and anticipated to be completed by 2020. The Washington State Department of Transportation (WSDOT) built a new roundabout at West Lake Sammamish Parkway SE and 180th Avenue SE, which has helped improve mobility and reduce accidents.

The City provided arterial improvements through the implementation of the Sydney Coordinated Adaptive Traffic System (SCATS), which has improved traffic throughput. With regard to pedestrian and bike improvements, two segments of the Mountain to Sound Greenway are in design, and several sidewalks and bike lanes have been constructed. Bike lanes will be added on Eastgate Way from 148th Avenue to Richards Road during 2018 and 2019 as part of the City's overlay program.

Mr. Berg said the City is working with Metro Transit on the Eastgate Alternative Services Pilot Program, which is focused on identifying alternative services to the traditional bus transportation system. He said Metro has also funded speed, reliability, and bus shelter improvements in the Eastgate area.

Mr. Berg recalled the two recommendations for near-term transportation projects presented to the Council on March 6: 1) southbound, right-turn lane for 600 feet on 150th Avenue SE at Newport Way, with sidewalks, and 2) lane additions in the vicinity of 150th Avenue SE and SE 37th Street. A broader Eastgate operational analysis is anticipated to be completed this fall.

Mr. Stroh said two other major initiatives need to be considered along with the Eastgate LUCA: 1) citywide affordable housing strategy, and 2) potential homeless shelter at the King County Public Health site in the Eastgate area. He said staff will present those topics to the Council in the coming weeks.

Mr. Stroh said staff's proposed options for Council consideration are to prepare the Eastgate LUCA as recommended by the Planning Commission or to enable the LUCA following the full funding of the two near-term transportation projects, estimated at approximately \$6 million. He said staff is seeking Council feedback regarding whether those are the right options.

Councilmember Lee said he did not feel prepared to choose an option at this point. He said the area has a great deal of potential and the vision needs to be further developed. He observed that there is general agreement regarding the objective of encouraging multifamily housing. He has heard comments that the proposed LUCA does not encourage multifamily housing. He would

like to see a more thoroughly developed vision for the Eastgate area for the next 20 years, and to then figure out the appropriate Land Use Codes to make it work.

Mayor Stokes recalled that the area was studied and a vision was developed with the Eastgate/I-90 Citizens Advisory Committee several years ago. Councilmember Lee said he was interested in studying elements that are not included in the current vision and LUCA.

Councilmember Robinson thanked staff, the Planning Commission, the Transportation Commission, and the CAC, including Mayor Stokes, for their work in developing the Eastgate vision and plan. She requested a list of the amenities envisioned by the LUCA and plan.

Ms. Robinson observed that the Planning Commission recommended no drive-through elements. However, she questioned whether the proposed near-term transportation improvements would change that recommendation.

Ms. Robinson requested information on land use metering and how it might guarantee that the traffic solutions keep pace with the proposed development.

Mr. Stroh said the references to amenities are not intended as an amenity/incentive system. The amenities referenced in the Eastgate plan relate to design guidelines and development standards to encourage high quality development. The amenities are envisioned to capture the City in a Park theme and to provide an attractive gateway to Bellevue.

Mr. Stroh said he would follow up with the Council regarding the issue of drive-through elements. With regard to metering, Mr. Stroh said the north-south corridor of 150th Avenue is one of the few crossings of I-90. Much of the traffic is pass-through traffic that is not necessarily generated within the Eastgate area. He said residents have indicated that development and redevelopment should be supported by additional transportation improvements. The concept of metering in this context is to delay any Land Use Code changes until the near-term transportation improvements move forward.

Mr. Berg said the metering approach provides certainty for the public that there will be transportation improvements to support development.

Councilmember Robertson noted that she served as Council liaison to the Eastgate/I-90 CAC. She said one drawback to long timelines for planning processes is that the original work and objectives can become irrelevant and/or conditions change to the extent that a reevaluation is warranted. However, the benefit of taking more time is to hopefully do things once and do them right. She suggested that land use and transportation changes in the corridor since the original planning are raising the issue of whether the plan still works as intended.

Ms. Robertson read the goal of the initial CAC plan: “New growth to accommodate the following by 2030: 1.8 million square feet of office; 350,000 square feet at Bellevue College; 100,000 new square feet of retail; no new industrial; 300 hotel rooms; and 800 residential dwelling units.” She said much of that was intended to be in the TOD node near the Park and

Ride. However, that area is now to potentially be repurposed for a social services, residential and institutional type of use. Ms. Robertson questioned how much of the King County public health site overlaps with the TOD node. Mr. Stroh estimated approximately 15 percent, noting that he can follow up with an accurate figure.

Councilmember Robertson said one of the reasons for the corridor study and update was to enhance vitality, pedestrian access, and amenities for residents and employees in the area. She questioned how the shelter and housing project adjacent to the King County public health site will affect the overall development scheme and the potential vitality of the Eastgate plan.

Mr. Stroh observed that part of the question is whether the King County site would convert to some other use. He said he would need to review the plan again, but he does not believe the plan anticipated that the site would change to another use by 2030. He said the City was aware that King County's long-term plan is to maintain its offices at the site. The Eastgate plan does not anticipate redevelopment of the site to fulfill the development goals.

With regard to how the potential for a shelter affects the vitality of the TOD node, Mr. Stroh said there are differences of opinions on that issue. The Planning Commission did not have that information when it reviewed the Eastgate plan and LUCA. He said the agenda memo in the meeting packet addresses, in part, the issue of whether the shelter and permanent housing is a good fit for the Eastgate plan. He said there will be more Council discussion on that issue. However, staff believes the fit is feasible, and the City has not heard from property owners in the TOD node that the shelter would be disruptive to their development plans.

Councilmember Robertson said it is important to understand how the proposed shelter and permanent housing would influence the type of development and growth the community wants to see in the area, particularly in the TOD node. Perhaps it would be appropriate to modify the Eastgate LUCA based on the identified impacts.

Moving on, Ms. Robertson stated her understanding of two phasing issues. One is that the City would not enable increased density development until the transportation projects are funded. She said there is also the issue of the Lincoln Executive Center wanting to develop office elements before residential units. She questioned how the two objectives work together.

Mr. Stroh said the Lincoln Executive Center is the largest property in the TOD node, and transit-oriented development involves mixed uses (i.e., commercial and residential) and a certain level of density. He said the issue in the City's discussions with the owner of that property is the timing for providing mixed uses, including pedestrian amenities. He said the property owners do not want a requirement that residential units be completed with every office unit because development depends on the market.

Ms. Robertson questioned whether the property owner is satisfied with how the development could be phased under the LUCA. Mr. Stroh said staff has not had time to fully analyze the property owner's documents. However, staff will review the code language to determine the implications for developers and on the overall Eastgate plan.

Councilmember Robertson said she wants to ensure that the LUCA facilitates economic feasibility and vitality. She supports phasing for the transportation improvements, and she wants to ensure that the City's plans are transparent to the public.

Ms. Robertson noted previous public input regarding the RV Park. She requested information from staff regarding the issues and the property owner's request related to the LUCA.

Councilmember Wallace requested a large aerial map identifying the properties and overlaying the zones. With regard to traffic, he said that typically the Council approves a rezone and later a property owner pursues development. He questioned whether an analysis of transportation impacts is required before the development is permitted. Mr. Berg said the project applicant must provide its own traffic impact analysis. Staff also takes a longer term look at the project and pending projects as part of the City's concurrency analysis.

Mr. Wallace questioned what would happen if development occurs to the point that concurrency standards are not being met. Mr. Berg said subsequent project applicants would have the options of not moving forward with development or of providing the needed transportation improvements to maintain compliance with concurrency standards. Responding to Mr. Wallace, Mr. Berg said it would be possible for the Council to direct that any impact fees resulting from development in the area would be applied to projects in the area.

Mr. Wallace opined that it is not necessary to complete every transportation project before development, because the City is providing a path forward for addressing transportation issues.

Mr. Wallace said he does not understand the effect of the design guidelines. He suggested this issue will come up with the Downtown Livability study as well. He opined that, if developers are required to comply with every design guideline, he does not see projects moving forward. He said the language for the guidelines varies (i.e., recommended, should, shall). He said there was a case in Issaquah that determined that the guidelines must be clear in the code. Mr. Wallace questioned how a developer will be able to reach a clear understanding of the design guidelines.

Mr. Stroh said there are development standards and design guidelines. Development standards are intended to be clear-cut, quantitative requirements. Design guidelines provide flexibility in the design process. He acknowledged that both need to be clear. He said the flexibility is intended to allow some creativity and variety in development design.

Mr. Wallace said he would like to see further information and discussion on the issue. He read language from the LUCA: "The Eastgate design guidelines support and complement the community vision described in the Eastgate Subarea Plan that is part of the City's adopted Comprehensive Plan. The design guidelines offer a flexible tool for quality innovative development. They do not prescribe specific design solutions or make rigid requirements. Each guideline must be met, but there are many ways to achieve the outcome intended by a particular guideline. The guidelines are a descriptive template for promoting and improving the urban character of the area by dictating or prescribing a specific style or theme."

Mr. Wallace reiterated that the guidelines use the terms “shall,” “should,” and “recommended.” He said the recommendations include language such as “large art” and “small art,” which are items that would be relatively expensive. He observed that the guidelines read more like concepts applied for the Downtown. However, the floor-area ratios (FARs) in the Downtown are higher and the projects are much larger than what is envisioned in the Eastgate plan. Mr. Wallace said the development of a 1.0 FAR project does not meet the land value to provide street frontage improvements and public art. However, he reiterated that it is difficult to determine which guidelines are mandates versus recommendations, other than through multiple discussions with City staff to hopefully meet the City’s expectations. He would like the Council and staff to follow up on that issue for a future discussion.

With regard to the homeless shelter, Councilmember Wallace said no appointed or elected body has considered the fact that a homeless shelter is now proposed in the middle of the Eastgate plan. He said the facility changes the character of the overall plan, and no one anticipated a large shelter project in the middle of a TOD node. He said serious thought needs to be given to whether this is the appropriate site for the shelter and permanent housing, and how the project impacts the original plan’s objectives. If the shelter is located in the area, Mr. Wallace suggested that perhaps more office versus residential development should be allowed. He said the issue of a 100-bed homeless shelter and housing in the middle of the Eastgate TOD needs to be directly and openly addressed. The Planning Commission was not presented with the proposal for consideration.

Mayor Stokes agreed that the homeless shelter needs to be a part of the discussion. He said the City is engaged in discussions with property owners to determine how the shelter affects their development goals. He said it is also a factor in the City’s overall approach to affordable housing citywide.

Deputy Mayor Chelminiak said he is in favor of moving forward with the established Eastgate plan. He expressed his reservations about the phasing approach because it can be used as a way to stop development. He supports moving forward with funding the design of the two near-term transportation projects.

Mr. Chelminiak concurred with Councilmember Wallace’s comments about the need for clarity in the design guidelines.

Responding to Mr. Chelminiak, Mr. Stroh said the permanent housing associated with the shelter project proposes 50-60 units. Councilmember Robinson said she believed that had been updated to 100. Mr. Chelminiak questioned whether the shelter is allowed outright at the proposed location under current zoning. Mr. Stroh said yes, that is Land Use staff’s legal interpretation. Mr. Chelminiak questioned whether the shelter portion of the project would be subject to an Administrative Conditional Use Permit (ACUP). Mr. Stroh said the Planning Commission recommended the full CUP process, which is a more extensive regulatory process than an ACUP. Mr. Chelminiak questioned whether the permanent housing portion of the project is

allowed under the current zoning. Mr. Stroh said he believed it would be allowed. However, it would not be feasible due to the dimensional standards on the lot.

Deputy Mayor Chelminiak observed that the City can work with King County, Congregations for the Homeless, and Imagine Housing, or the County could proceed on its own and hire anyone it chooses to run the shelter. He opined that, if a shelter is to be built, the City is likely better off with the permanent housing under the Land Use Code changes. However, King County could decide at any time to work with other organizations. Mr. Chelminiak said he is not a fan of SHARE, which operates shelters in Seattle. He would much rather work with a local group than a Seattle-based group.

Mayor Stokes suggested avoiding the idea that the City needs to keep reevaluating the plan because conditions in the community change over time. He noted the need to reach a decision. He said the CAC developed a good vision for the Eastgate plan. He expressed concern about the option presented by staff that would delay development until certain transportation improvements are funded. He would like to move forward to implement the Eastgate plan and development.

Councilmember Wallace stated his understanding that the Conditional Use Permit process for the shelter would need to take the Eastgate plan and LUCA into consideration, including the plan's total of 800 residential units. Mr. Stroh said future development would be required to comply with the new LUCA. Mr. Wallace suggested that adoption of the LUCA could make development more expensive and more restrictive for a homeless shelter.

Responding to Councilmember Lee, Mr. Stroh said staff's view is that the LUCA does encourage new multifamily development. Mr. Stroh said staff will address that issue further during the next Council discussion.

- (b) Update on Current Transportation Capital Investment Program (CIP) Projects and Seeking Direction on Newport Way Improvements (Somerset Boulevard to 150th Avenue SE project; PW-R-185).

City Manager Miyake noted that staff is seeking Council feedback on the Newport Way improvements project (Somerset Boulevard to 150th Avenue SE).

Ron Kessack, Assistant Director of Transportation, said the City will complete more than \$100 million in transportation investments during 2017. He opened staff's update on those projects, noting that staff is seeking Council direction regarding design alternatives for the Newport Way project. He said many of the projects will be involved in the TIFIA (Transportation Infrastructure Finance and Innovation Act) match program. He said all of those projects must follow specific federal guidelines. For example, utilities work completed in conjunction with a TIFIA project would not be considered an eligible expense for matching TIFIA dollars. Mr. Kessack said the City has been working with federal and Washington State Department of Transportation (WSDOT) staff to confirm eligible projects and expenditures.

Mr. Kessack provided updates on a number of transportation projects. Projects anticipated to be completed this fall are 120th Avenue NE Stage 2 (NE 8th Street to NE 12th Street); 120th Avenue NE Stage 3 (NE 12th Street to Spring Boulevard); and Spring Boulevard Zone 1B (Eastside Rail Corridor to 120th Avenue NE). The Stage 3 project is a joint-funded project with Sound Transit, and the East Link light rail alignment will travel under the new section of 120th Avenue NE. Northup Way corridor improvements will be completed this spring and summer, and grant funding is available to address pavement degradation issues with the project. The 124th Avenue NE (Spring Boulevard to Ichigo Way) project will begin construction late 2017 or early 2018. Property acquisition is underway and Transportation Improvement Board (TIB) grant funding of \$6.75 million is available for the project.

Mr. Kessack recalled that staff began working on the Newport Way project in January 2016. The Council provided funding in the 2015-2021 Capital Investment Program (CIP) Plan based on an estimated project cost at the time. He said Paul Krawczyk, Newport Way Project Manager, has been working with the design engineering firm and the public since that time.

Mr. Krawczyk said \$8.1 million was budgeted for the Newport Way project. However, an early analysis determined that the amount was inadequate to provide even a minimal sidewalk on one side of the roadway. The project extends from 150th Avenue to Somerset Boulevard and consists of two segments: 1) 150th Avenue to the Newport Way Library, and 2) library to Somerset Boulevard. A public open house was held on March 30, 2016 to begin considering additional project alternatives. Public feedback was strongly in favor of a mixed-use pedestrian and bike path on Newport Way.

Mr. Krawczyk described Option 1 with a six-foot sidewalk on one side and a four-foot shoulder on the other. This option requires a traffic barrier along the sidewalk, which adds significantly to the project cost.

Responding to Councilmember Robertson, Mr. Krawczyk confirmed that the sidewalk or multi-use path is located on the north side of Newport Way because that is where the library and most of the housing is located.

Continuing, Mr. Krawczyk said the City recently completed a roadway project east of 150th Avenue that has bike lanes and sidewalks. An older project provides bike lanes and sidewalks on the west end of Newport Way leading to Newport High School.

Mr. Krawczyk described Option 2, which provides the six-foot sidewalk on the north side of Newport Way, and four-foot shoulders that could be used by cyclists on both sides of the road. He recalled that the residents' sidewalk committee focused on safety, continuity of the roadway, aesthetics, a mid-block crossing, and minimal retaining walls. While this option meets some of the project objectives, it does not provide the full five-foot bike lane requested by the community.

Mr. Krawczyk said Option 3 includes a 10-foot mixed use path on the north side of the road and a five-foot bike lane on the other side of the road. He said this option serves the broadest range of users. All of the alternatives include a crosswalk at the South Bellevue Community Center.

Option 4 provides a six-foot sidewalk and five-foot bike lane on the north side and a five-foot bike lane on the south side of Newport Way. It provides the continuity of bike lanes on both sides of the road but has a narrower sidewalk than Option 3. The option requires significantly larger retaining walls, increasing the project cost by potentially \$1.7 million.

Mr. Krawczyk said staff recommends Option 3 with the 10-foot multi-use path on one side and the bike lane on the other side. He noted that the estimated project cost is \$9.7 million.

Mr. Kessack said that, with Council approval of a design option, staff and the consultant will continue with design with the intention to start construction in 2018. Staff will return to the Council during the mid-biennial budget process to recommend necessary adjustments to the project budget.

Deputy Mayor Chelminiak noted the 10.5-foot wide traffic lane and questioned whether a 10-foot lane would be possible. He questioned whether a narrower lane would slow down traffic.

Mr. Krawczyk said traffic calming is an important project component. The speed limit is 25 miles per hour from 150th Avenue to the community center, and 30 miles per hour continuing west of the community center. He said traffic operations staff was not supportive of considering a 10-foot lane, largely because there are curves in the roadway and there is truck traffic as well.

Mr. Chelminiak suggested that a raised bike lane, two inches above the road surface, would influence drivers to slow down. He said the technique is used in Europe. He said the Council is committed to completing the project for the recently annexed area. However, he would like to explore additional options that might decrease project costs.

Councilmember Robertson questioned how pedestrian and bicycle use is shared on the multi-use path. Mr. Krawczyk said that, initially, the straight sections would not have any markings. However, there would be center markings on the curves to delineate pedestrians and bikes. She questioned whether public engagement has occurred for a preferred alternative. Mr. Krawczyk said staff has been working with the sidewalk committee. The committee co-chairs have seen and are supportive of staff's recommended option. However, additional public involvement will be initiated upon Council approval of an option.

Responding to Ms. Robertson, Mr. Kessack said a TIB grant funded improvements west of Somerset Boulevard. It is unlikely the City could obtain TIB grant funding for a project with a sidewalk on only one side of the road. However, the bike lane/s could improve the chance of obtaining a grant. In further response, Mr. Kessack said a future sidewalk on the south side of Newport Way would be very expensive and involve more retaining walls.

Ms. Robertson expressed support for staff's recommended option. She suggested embedded lights and an overhead light at the crosswalk. She concurred with Mr. Chelminiak's suggestion to consider a raised bike lane.

Responding to Councilmember Lee, Mr. Krawczyk said public input has involved both pedestrian and bike users. Mr. Krawczyk said the Cascade Bicycle Club is not a member of the sidewalk committee. However, members of the club are on the City's distribution list and receive information on the project. Mr. Krawczyk opined that club members would prefer the five-foot bike lanes on both sides of the road. Mr. Lee encouraged further outreach to the club.

Councilmember Wallace said the budget approved to date equates to \$165 per household in Bellevue. He said the preferred alternative adds \$30 more per household. He expressed concern that the project was accelerated over others due to significant public advocacy. However, the advocacy cited safety concerns and the project scope is now expanding. He said it is difficult to make a decision to add \$1.6 million to a significantly expensive neighborhood street project. He questioned the funding sources for the project and whether the neighborhood transportation levy funds can be used for the project. Mr. Wallace expressed concern that the West Lake Sammamish Parkway Phase 2 project will be further delayed to accommodate project costs.

Mr. Kessack said the Newport Way project is eligible for levy funds, and surplus funding from other projects might become available.

Mr. Wallace suggested that, if the Council approves the preferred alternative, it is important to refine the costs and to consider a phasing option that would allow the City to complete the next phase of the West Lake Sammamish Parkway project before proceeding with additional phases of the Newport Way project. Mr. Kessack said he does not believe the Newport Way project will delay the West Lake Sammamish Parkway project.

Councilmember Robinson said she wants to ensure there is continuity between the preferred option and the existing bike lanes on connecting segments of Newport Way. She concurred with Mr. Lee's suggestion to engage the Cascade Bicycle Club and cycling experts. She observed that the raised bike lane in Denmark was a tripping hazard. She suggested considering different road textures to delineate the uses.

Mayor Stokes said the Council concurs with moving forward with project design, including study of ways to reduce costs, for the preferred option.

At 8:01 p.m., Mayor Stokes declared recess to the Regular Session.

Kyle Stannert, CMC
City Clerk

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