



Planning Commission Report

To: City Council

From: Planning Commission

Staff Contacts: Rob Odle, Director, Planning and Community Development, 425-556-2417
Colleen Kelly, Assistant Director, Community Planning, 425-556-2423
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Date: April 1, 2015

File Numbers: LAND-2015-00231, SEPA-2015-00234

Title: NE Rose Hill and North Redmond Transportation Connections Comprehensive Amendment

Planning Commission Recommendation: Approval

Recommended Action: Adopt amendments to the Redmond Comprehensive Plan as shown in Attachments A and B.

Summary: The City of Redmond proposes to amend the Neighborhoods Element of the Comprehensive Plan to add a new map N-WR-3 NE Rose Hill Transportation Connections showing future street and non-motorized transportation connections in the NE Rose Hill neighborhood. In addition, the proposal would amend policy N-WR-H-10 to reference the new map and change “should” to “shall” in the policy. The

proposal also includes an amendment to map N-NR-4 North Redmond Neighborhood Circulation Plan to show a new street connection between Redmond-Woodinville Road NE and 154th Place NE, add points to the map showing existing and planned intersection improvements including signals and/or roundabouts, and change the legend of the map to indicate Existing and Proposed Signals now represent Existing and Proposed Signals/Roundabouts.

Reasons the Proposal should be Adopted:

The recommended amendments to the Redmond Comprehensive Plan should be adopted because:

- The proposal is consistent with the Redmond Comprehensive Plan, because it will designate the general location of future street and non-motorized connections in the NE Rose Hill and North Redmond neighborhoods in a manner similar to that already established for other neighborhoods;
- The proposal is consistent with Comprehensive Plan policies that call for an integrated transportation system that provides for the mobility and access needs of those who live in, work in, or visit Redmond;
- The proposal is an appropriate representation of Comprehensive Plan goals and policies concerning transportation; and
- The proposal would identify the general location of future transportation improvements and provide transparency and certainty for applicants and the public during the development review process.

Recommended Findings of Fact

1. Public Hearing and Notice

a. Public Hearing Date

The Planning Commission held a public hearing on March 18, 2015.

b. Notice

The public hearing was published in the Seattle Times. Public notices were posted in City Hall and at the Redmond Library. Notice was also provided by including the hearing in Planning Commission agendas and extended agendas that are distributed to various members of the public and various agencies, and posted on the City's web site. Additionally, notice of the "office hours" to seek input regarding the proposed amendment as well as the public hearing on the staff recommended amendment was sent to property owners in NE Rose Hill and within 500 feet of the area.

2. **Public Comments**

One person attended one of two “office hours” sessions held during January 2015 and three people testified at the public hearing. Comments are summarized below.

Traffic Signal

Two persons expressed concerns about access into and out of the NE Rose Hill area during peak hours and asked whether a traffic signal could be installed at the intersection of NE 100th Street and 132nd Avenue NE.

Northern Street Connection

Three persons expressed concerns about the proposed future connection of 134th Avenue NE and NE 108th Street in the northern part of NE Rose Hill. The right-of-way for NE 108th Street is substandard and there are steep grades in the immediate vicinity. An alternative connection was suggested further south, as a potential “NE 106th Street.”

Nonmotorized connections

Three persons expressed concerns about the proposed future nonmotorized connection extending from the eastern end of NE 100th Street down towards Willows Road. The hillside is very steep and hazardous, and the connection as shown on the map may not be buildable. Concern was also expressed that the cleared alignment for the recently constructed sewer line, in a similar location to the nonmotorized connection, was being used as an informal trail today. One person suggested alternative alignments on properties located north or south of the right-of-way for NE 100th Street due to the steep slope.

Trees

One person expressed concerns about tree removal in NE Rose Hill in conjunction with recent development.

Recommended Conclusions

1. Key Issues Discussed by the Planning Commission

The Planning Commission considered the Comprehensive Plan policy basis, Zoning Code provisions and community context for the various types of future connections shown on the recommended map for NE Rose Hill. Key issues discussed by the Planning Commission are summarized below.

Traffic Signal

Planning Commissioners discussed the basis for requiring traffic signals and whether the map for NE Rose Hill should include a proposed future traffic signal at the intersection of NE 100th Street and 132nd Avenue NE. One Commissioner noted that the map for North Redmond is being amended to allow for either a traffic signal or roundabout, instead of just a traffic signal. Staff provided a summary of the

Comprehensive Plan policy basis and Zoning Code provisions regarding traffic signals in general and a potential traffic signal at this location in particular and that development review staff requires applicants for all new development in NE Rose Hill to analyze warrants for a traffic signal. At this point, a traffic signal is not warranted though it may be in the future. Staff also clarified that the intersection is in Kirkland, not Redmond, though staff from the two cities coordinate on topics like this. The Commission was satisfied that this issue has been adequately addressed.

Northern Street Connection

Commissioners discussed the proposed future northern street connection of 134th Avenue NE to NE 108th Street. One Commissioner noted that NE 108th Street is an existing right-of-way, although it is substandard at approximately 30 feet, and that other options would require acquisition of entirely new right-of-way. Commissioners also considered how this connection would be implemented, and noted that this would only occur if and when future development of adjacent parcels happens. Staff also clarified that the maps are a guide, that exact locations are determined if and when development occurs, and showed the current and proposed North Redmond map (N-NR-4) as an example. The Commission was satisfied that this issue has been adequately addressed.

Connections to Flag Lots/Stub End Streets

Commissioners discussed having proposed street connections to flag lots shown on the map when the streets do not appear to be connecting to each other or to other streets. After reviewing Comprehensive Plan policies and Redmond Zoning Code language concerning access to property, the Commission was satisfied that it was appropriate to show these connections on the map, and that this issue has been adequately addressed.

Nonmotorized Connection to Willows Road

Commissioners discussed the proposed nonmotorized connection to Willows Road. They considered the challenges of the topography, current informal use of the cleared area for a recently-installed sanitary sewer line, and how a trail could connect to Willows Road. Staff also clarified that a consideration is whether the direct benefit to a particular private property of a proposed connection over that property is proportional to the impact to that property of a proposed connection. The Commission was satisfied that this issue has been adequately addressed.

2. Recommended Conclusions of the Technical Committee

The recommended conclusions in the Technical Committee Report (Attachment E) should be adopted as conclusions.

3. Planning Commission Recommendation

The Planning Commission voted 3-1 at its March 25, 2015, meeting to recommend approval of the Transportation Connections Comprehensive Plan Amendment as shown in Attachment A and Attachment B.

4. Planning Commission Minority Report

Commissioner Miller's minority report is shown in Attachment D.

List of Attachments

Attachment A: Recommended Amendment to the North Redmond Neighborhood Plan (Map N-NR-4)

Attachment B: Recommended Amendment to the Willows/Rose Hill Neighborhood Plan (New Map N-WR-3 and text amendment to policy N-WR-H-10)

Attachment C: Planning Commission Meeting Minutes for March 18, 2015

Attachment D: Minority Report of Commissioner Miller

Attachment E: Technical Committee Report with Exhibits

Exhibit A: Recommended Amendment to the Map N-NR-4 North Redmond Neighborhood Circulation Plan

Exhibit B: Recommended Amendment to the Willows/Rose Hill Neighborhood Plan

Exhibit C: SEPA Threshold Determination



Robert G. Odle, Planning Director

3/27/2015

Date



Robert O'Hara, Planning Commission Chairperson

4-8-15

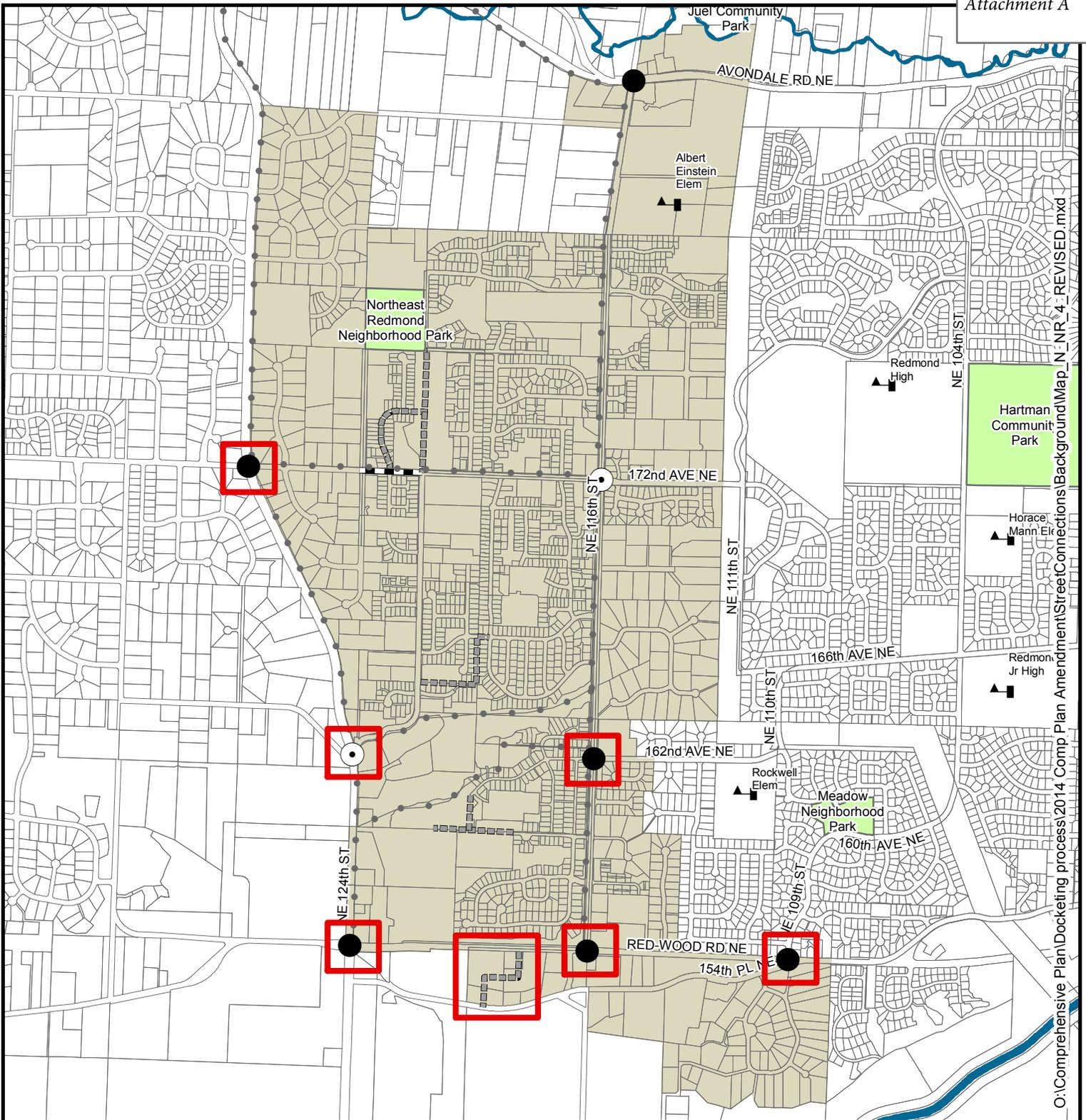
Date

Approved for Council Agenda 

John Marchione, Mayor

4-8-15

Date



O:\Comprehensive Plan\Docking process\2014 Comp Plan Amendment\StreetConnections\BackgroundMap_N-NR-4_REVISED.mxd

Legend

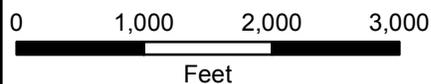
- Existing Signal/Roundabout
- Future Signal/Roundabout
- Multi-Use Trails
- Future Connector Street
- Future Local Street
- North Redmond

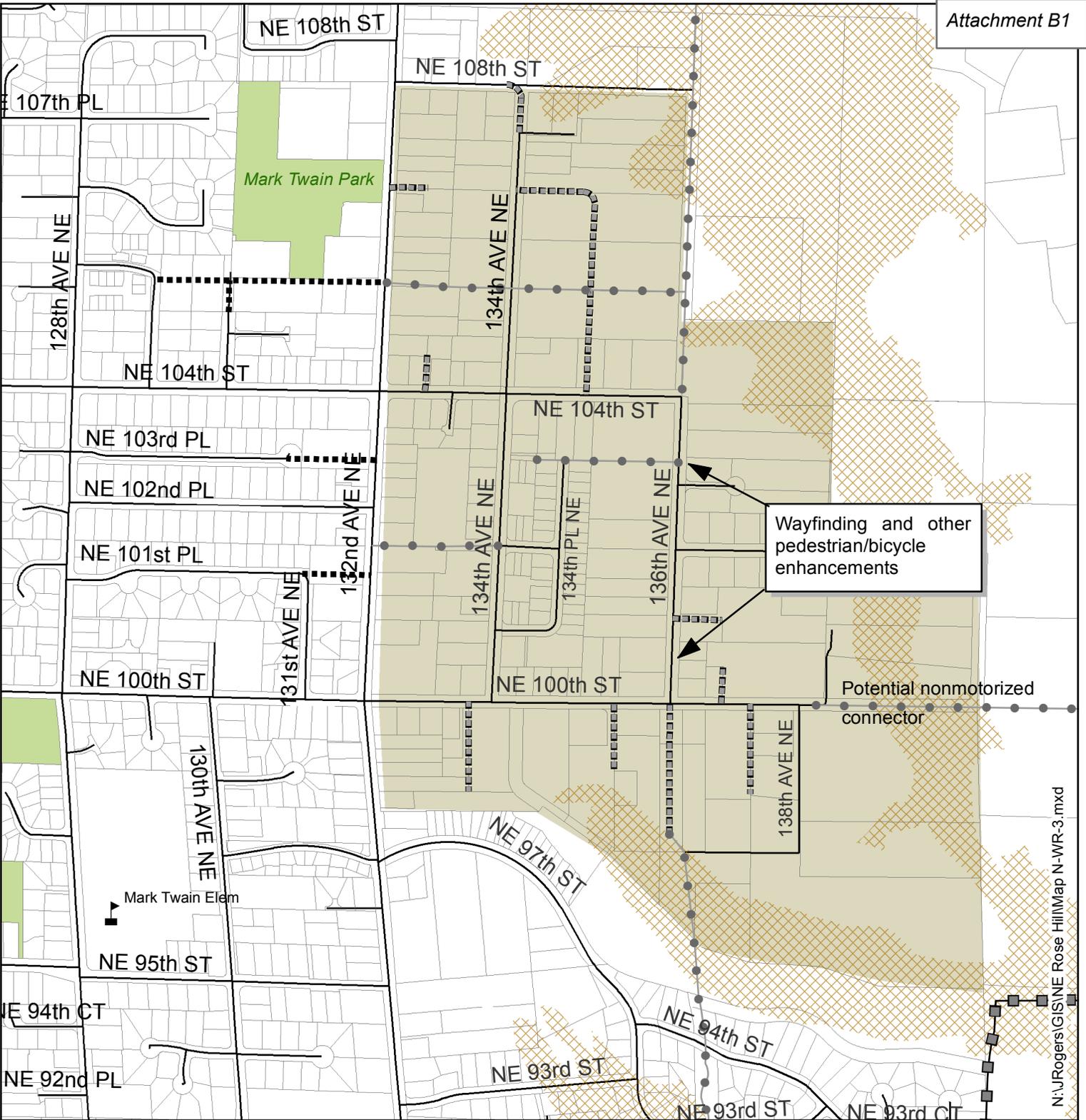
Note: Red boxes highlight changes

MAP N-NR-4 NORTH REDMOND NEIGHBORHOOD CIRCULATION PLAN

Note: This is a conceptual plan to illustrate access and circulation goals. Final street/trail alignments may vary if circulation system and intent are maintained.

Effective: xxx xx, 2015





N:\J.Rogers\GIS\NE Rose Hill\Map N-WR-3.mxd

Legend

- Existing nonmotorized connections
- Future street connections
- Future nonmotorized connections
- Future street connections (Kirkland)
- ▨ Steep slopes (landside areas)
- NE Rose Hill

MAP N-WR-3 NE ROSE HILL TRANSPORTATION CONNECTIONS

Note: This is a conceptual plan to illustrate access and circulation goals. Final street/trail alignments may vary if circulation system and intent is maintained.

Effective: xxx xx, 2015

0 500 1,000 1,500
Feet

Revise policy N-WR-H-10 in the Willows/Rose Hill Neighborhood Plan to change “should” to “shall and reference the new map N-WR-3 showing transportation connections in NE Rose Hill as follows:

N-WR-H-10 New residential developments in the NE Rose Hill Subarea ~~should~~ shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.

**REDMOND PLANNING COMMISSION
MINUTES**

March 18, 2015

COMMISSIONERS PRESENT: Chairman Chandorkar, Commissioners Murray, Miller, Haverkamp, O'Hara

COMMISSIONERS EXCUSED: Commissioners Biethan, Gregory

STAFF PRESENT: Sarah Stiteler and Jason Rogers, Redmond Planning Department

RECORDING SECRETARY: Lady of Letters, Inc.

CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Chairman Chandorkar in the Council Chambers at City Hall.

APPROVAL OF THE AGENDA:

There were no changes to the agenda.

ITEMS FROM THE AUDIENCE:

There were no items from the audience.

Public Hearing and Study Session, Updates to Comprehensive Plan for Transportation Connections in North Redmond and NE Rose Hill, staffed by Jason Rogers, City of Redmond Planning Department.

Chairman Chandorkar opened the public hearing and then turned to Mr. Rogers to recap the staff recommended amendment. Mr. Rogers, by way of overview, noted that the transportation connections maps that are currently in the Comprehensive Plan give some guidance and certainty to developers and residents as to generally where future transportation connections are needed. These connections are implemented when development occurs. There are two maps as part of the staff recommended amendment - a new transportation connections map for the Northeast Rose Hill subarea of the Willows/Rose Hill Neighborhood and also updates to the transportation connections map for the North Redmond neighborhood. The staff recommendation also includes an update to Policy N-WR-H-10 to reference the new map for Northeast Rose Hill.

Mr. Rogers summarized the proposed changes. The City held office hours on January 29 and 30 about these projects, and some residents in the area voiced their concerns. The Technical Committee recommended approval of the proposed amendment. Mr. Rogers then referenced the policy analysis in the Technical Committee Report relative to the proposed amendment, such as policies in the Community Character Element involving transportation connectivity and also a specific policy in the Willows/Rose Hill

Neighborhood Plan, N-WR-H10, which calls for establishing transportation connections and additional street grid in the Northeast Rose Hill subarea.

Commissioner Murray asked what information was new on the proposal and what was already existing, in policy or built. Mr. Rogers said the Northeast Rose Hill map is almost all new. Some of these issues have been talked about in the past, such as connections to the flag lots. There has also been discussion about non-motorized connections, but the specifics are new. As discussed at prior meetings, the real question is if the maps properly implement City policy. The North Redmond map is existing and the proposed changes have been highlighted with red on the map.

Commissioner O'Hara asked about existing roundabouts in North Redmond. He did not believe any of these structures were roundabouts. Mr. Rogers said there was a roundabout under construction at NE 116th Street and 172nd Avenue NE. There is another possible roundabout or signal on NE 124th Street, but that is still to be determined. At 162nd Avenue NE and NE 116th Street, there is a roundabout has been constructed as well. The three new items shown on Redwood-Woodinville Road are signals, and the one at NE 128th Street and 172nd Avenue NE is a signal.

Commissioner Murray again asked for confirmation of how much of this plan is new and impactful versus already existing. He noted that the North Redmond plan is more of an update to the map except for one future connection that has been delineated. He confirmed with staff that the policy already calls for most of what has been proposed and the map is simply illustrating that. Mr. Rogers confirmed that yes; the policy has been vetted by the neighborhood and in place since the Neighborhood Plan was adopted in 2002. Commissioner Murray indicated that this addressed his questions.

Commissioner Haverkamp asked what the Commission would be deciding with this update. Chairman Chandorkar said, from the Planning Commission point of view, this was a chance to look at the policy and see if it meets the vision of the City and whether the proposed change is in line with that policy. So technically, there is some curiosity about the proposed development, but the Commission will not be discussing the actual details. Finding how the proposal meets City policy is the Commission's orientation in this discussion.

Commissioner Haverkamp asked where budget and cost considerations entered into this discussion. Mr. Rogers said, regarding budget, some consideration was given to constructability, such as for the map for Northeast Rose Hill. More street connections from that neighborhood to 132nd Avenue NE are not really needed. Instead, the staff recommended additional non-motorized connections. Part of that is a cost consideration and part of that is a simple evaluation of the transportation connections available. There is no street connection proposed down to Willows Road due to a Comprehensive Plan policy that prohibits such an action. That connection would be very expensive to build, as well.

Commissioner O'Hara clarified that the illustrations on the maps showed connections that may get built in the future. This proposal would not commit any funds and construction would not occur based on the City Council's decision on this issue. Mr. Rogers added that the connections in the future would most likely be built by developers, not the City. Commissioner Miller said most of his questions were answered last week about these issues and he was prepared to hear from the public.

Starting the testimony in the public hearing was Tim McGruder, who lives on NE 100th Street. In 2000-2001, he chaired the citizen committee for the Neighborhood Plan Update for the Willows/Rose Hill Neighborhood. He said the potential non-motorized connection that extends to the east on NE 100th Street is currently an informal path between the upper terrace and Willows Road. It appears that an extension of 136th Avenue NE now is very unlikely because it would cut through existing homes. If another non-motorized connector route could be proposed that is less steep that would be better for the neighborhood. The current route is very steep. There has been some talk of having a meandering path through the parcel on the south of NE 100th Street. That may happen before the southern connector is made. Mr. McGruder would propose that as an option.

Mr. McGruder said the connection at the north end of 134th Avenue NE up to NE 108th Street is an informal walking path now. It would take some development to make that connection. One challenge is that NE 108th Street is a very narrow right of way. It would be difficult to improve that road to accept the traffic that would be developed by that connection. He said the people along 108th Street are very concerned about that connection, which could cause them to lose a lot of frontage on their properties. He added that the intersection of NE 100th Street and 132nd Avenue NE needs a traffic light. There are 74 new homes in Mr. McGruder's neighborhood, and this is one of only two access points onto that roadway. At peak traffic hours, it is difficult to get in and out. He wanted to make sure this issue was addressed.

Chairman Chandorkar asked Mr. McGruder asked about NE 100th Street and 132nd Avenue NE, and if this was a boundary line between Kirkland and Redmond. Mr. McGruder said that was indeed the city limit. Chairman Chandorkar asked how those issues were dealt with. Mr. Rogers said this intersection was owned by the City of Kirkland, and the City of Redmond cannot make changes without the other city's approval. Chairman Chandorkar asked how Mr. McGruder's request would get to Kirkland. Mr. Rogers said it would be worthwhile for residents to communicate their interest in this signal to both cities. It is entirely possible that Kirkland residents have a similar interest and Kirkland staff are aware of this issue.

Commissioner Murray asked that Mr. McGruder's points be incorporated into an issues matrix and that staff research and come back to the Planning Commission with responses. Chairman Chandorkar said the point that stood out to him was how to deal with issues that are cross-jurisdictional. Beyond that, the local issues of access and impacts to homes raised by Mr. McGruder are specific to implementation and would be handled when actual projects were underway. Commissioner Murray responded that he thought the Commission needed to work through these questions and commented that once the

proposed connections are on a map, sometimes it is harder to change. He asked, is the map intent or suggestion or are some of the proposed connections such as at NE 108th not prudent at all, and stated he would like the Commission to discuss these and hear staff's response. Commissioner Chandorkar commented he would like to hear perspective from other Commissioners and staff. Mr. Rogers said an amendment was in front of the Commission, and while Mr. McGruder has raised some important concerns, they should be raised in a larger context and in a different discussion not specific to this amendment. Mr. Rogers also noted that text on the map stated that it is a conceptual plan to illustrate access and circulation goals. Final street or trail alignments may vary.

Commissioner O'Hara said the point raised about access onto NE 108th is relevant. Chairman Chandorkar asked the Commission to focus on the map and the intent behind it. Commissioner O'Hara asked what further discussion would take place if the connection for NE 108th was to be realized. Mr. Rogers noted that the right of way is 30 feet wide, which is substandard. Additional right of way acquisition would be required, and which property owners would be affected would not be determined for some time. Mr. Rogers showed an example in North Redmond at NE 128th Street and 172nd Avenue NE. Looking south, there is a gate where the Redmond City limits are. At this time, the City does not want a through connection on 172nd Avenue NE from 116th Street to 128th Street for many reasons. This demonstrates that the City has many options to allow emergency and non-motorized access while not permitting general access. Commissioner Murray commented that his concern would be addressed if assured that community input would be involved in the process at the time of implementation of this plan. Mr. Rogers said that would absolutely happen through notice at the time of application for proposed development.

Commissioner Miller said that what the Commission did have in its purview is to assure themselves that what is shown on the plan has been referenced in text in the Comprehensive Plan. Mr. Rogers said the proposed map would implement the policy he noted during the introduction. Commissioner Miller asked if the specific projects have been called out in any other part of the Comprehensive Plan. Mr. Rogers said the specific projects have not been called out. Commissioner Miller said this proposal had been previously presented as a mechanical representation of something that has already been adopted, but he thought it was anything but. He said the proposal was more a translation of policy, and as such, he was not ready to let the plan handle itself in implementation. He wondered if each part of the proposal needed to be justified individually. Chairman Chandorkar asked if this would be an issue for the matrix. Commissioner Miller said the impact of this map was downplayed last week.

Commissioner O'Hara said the Commission has reviewed proposals like this before, and the Commissioners do not review the placement of this street or that street. He noted that the Commission has learned that NE 108th Street could be a problematic intersection, and every street could have its pros and cons. He said the Commission has never dissected a proposal in the way Commissioner Miller is proposing. Commissioner Miller said he would like his concern on the issues matrix. He would like to see the projects broken down individually to see what their impact would be. Commissioner Murray clarified

Commissioner Miller's question was whether the Commission should go through the map project by project to look at scope and matching the project to policy intent, or take the map as an illustration that is more suggestive.

Commissioner Miller said if this illustration is the first manifestation of these policies into actual projects, then he was not ready to say to adopt all of these projects. Commissioner Murray noted that this map was not a final determination - the note on the map indicates that it provides guidance not the final determination of location. Chairman Chandorkar asked what staff could say at the next meeting that would answer Commissioner Miller. The Chairman reiterated that this map did not represent actual projects. Commissioner Miller said projects for the Capital Improvement Program would be developed from this map, however. He said it would not take much to lay out the justification of each project including community input on each of the projects.

Mr. Rogers said that some of the connectors shown on the map have been part of a public process, such as the extension of the non-motorized connection along NE 100th Street mentioned by Mr. McGruder, which was discussed as part of the Neighborhood Plan which was adopted in 2002. The extension of 136th Avenue NE mentioned by Mr. McGruder has also been discussed quite a bit. Mr. Rogers said the general look of this map is not new. Commissioner Miller said it was new to the Commission. He was concerned about a broader issue that the Commission was getting items late in the game sometimes and being asked to approve them. He said if each of the projects proposed has been through a public process, it would not be difficult to show that. Commissioners commented that this information has been provided and there have been open houses on this. Commissioner Miller responded that the information has been provided on a massive basis not a project basis.

Mr. Rogers said the question before the Commission was if the map was an appropriate implementation of the policy of the Comprehensive Plan. The question about individual connections and if they appropriate representations of the policy is not the question before the Commission. Mr. Rogers suggested that if the map does not meet with Commission approval, certainly than it should be reviewed in more depth. But, if it appears to match the intent of the existing policy, then he would suggest that would be the Commission's approach. Commissioner Miller said the public hearing should continue and he could bring up his concerns during the study session. He was concerned about being told what the Commission's task was when that was really the Commission's job. He did not think it was unreasonable to know more specifics on individual projects. He would like to know the community work that has gone on behind those projects.

Mr. Aaron Stratton next testified in the public hearing. He lives at 10649 134th Avenue NE. He was also concerned about the NE 108th Street connection. He lives at the end of that road, which is currently a dead end road. He reiterated the concern about the 30-foot width of this road. He said there was a deep ravine that went through the area, and putting a road through there did not appear to be feasible. He was concerned about a loss of property. He realized that this proposal was not concrete. He said another option to get people in and out might be near Mark Twain Park on 104th Street. Mr. Stratton also noted

an issue at peak traffic times with NE 100th Street and 132nd Avenue NE, which Mr. McGruder had spoken about.

Chairman Chandorkar asked Mr. Rogers what mechanism for input was available to the public for the time when these projects are implemented. Mr. Rogers said any citizen can contact City staff about an issue. There are currently four or five subdivisions currently under construction in the southern part of Northeast Rose Hill. All of those applications are required to send notice to neighbors within a certain distance. That information is also on the City website.

Mr. Len Steiner next testified at the public hearing. He lives at 13239 NE 100th Street in Kirkland. There is currently a project of eight houses proposed near his home, and the developer, Windermere, has offered to build a road in the area. Mr. Steiner said there are some 100 year-old cedar trees where the road has been proposed, which is right alongside an existing easement road into properties like his house. He said that did not make any sense. He did not think the developer was abiding by the state's environment policy or the Shoreline Management Act or the Growth Management Act. He said the developer has ignored the fact that this is a sensitive environmental area. He said the requirement to save 35% of the trees on the site has not been met. He noted that the property in question was in Redmond, not Kirkland.

Mr. Rogers clarified that the property, the Ellsworth project, was on the southeast corner of NE 100th Street and 132nd Avenue NE. Mr. Steiner said the project at this location had all sorts of problems, and he said the trees in this area needed to be protected when projects come in. He said developers are mowing down all the trees and putting in houses. He said developers have to abide by state laws. Chairman Chandorkar asked if Mr. Steiner had been to the open houses on these projects. Mr. Steiner said he has been to all the hearings and talked to the mayor, as well. He was concerned about all the trees getting knocked down in his neighborhood and was not sure whom he should talk to. Mr. Rogers said he would check to see who the project planner was for the Ellsworth development and get in touch with Mr. Steiner. Mr. Steiner said he had been in touch with that planner.

Chairman Chandorkar said individual issues aside, the basic idea of this proposal should be clear at this point, and closed the written and oral testimony. He re-opened the study session on the topic.

Commissioner Miller said there were potential projects on this map he wanted more information on, including four stub-end streets along NE 100th Street. They are listed as street connections, but it is not clear what they are connecting to. He said the policy objective behind these four streets was not clear, either. He said the trails were easier to interpret. Mr. Rogers said the stub-end streets were connecting what are currently flag lots, or lots that would otherwise be landlocked. They allow properties at the end of the stub to have a connection out to the street, so that they can be accessed if a property closer to the street is developed. Commissioner Miller responded that is what he expected

and asked if flag lots have been dealt with in this way in the past, and if these streets could be developed as private streets or public streets.

Mr. Rogers said there would be no determination on the map as to whether the streets would be public or private. That would be determined by the regulations that deal with street cross-sections. The Zoning Code would have more information on those standards. Commissioner Miller said he was concerned about the flag parcels and the impacts the Commission's decision could have. Chairman Chandorkar asked if Mr. Rogers could spend some time offline with Commissioner Miller to answer his general concerns about how the map addresses the policy.

Commissioner Miller said it would be useful for everyone to hear answers about that, not just him. He would like that information to gain more confidence about his decision. Mr. Rogers said he could connect with Commissioner Miller offline. Chairman Chandorkar said that might be the best course of action. Chairman Chandorkar said he hoped to have some resolution on this topic on March 25th.

Election of Planning Commission Officers, presented by Chairman Chandorkar. Chairman Chandorkar expressed his thanks to the City for having the opportunity to be on the Planning Commission eight years. He has enjoyed working with staff and learning more about the City over his two terms. He said the staff was a very organized group that has been very helpful to the Commission. He also thanked his fellow Commissioners, past and present, for working with him and helping him to serve as Chairman. Chairman Chandorkar noted that this would be his last meeting as chair. He proposed that Commissioner O'Hara should be the next Chairman of the Commission. Commissioner Murray seconded that nomination. Commissioner O'Hara accepted the nomination.

Through a vote of the Commission, Commissioner O'Hara was named Chairman. Commissioner O'Hara nominated Scott Biethan as Vice Chair. Commissioner Murray seconded the nomination, and through a vote, Commissioner Biethan was named Vice Chairman. Chairman O'Hara said he had talked with Commissioner Biethan about this nomination. Chairman O'Hara thanked the group for its confidence and said he was looking forward to a fun year of serving the City and its citizens.

REPORTS/SCHEDULING/TOPICS FOR NEXT MEETING(S):

Ms. Stiteler said the City Council, at a meeting March 17th, reappointed Commissioner Miller to the Planning Commission. There was a staff report at this meeting for the 160th senior affordable housing project. The City expects to be signing a lease for this property toward the end of May. Ms. Stiteler said thank you to former Chairman Chandorkar and offered him a token of appreciation for his service to the City. The Commission applauded.

ADJOURNMENT:

MOTION by Commissioner Miller to adjourn. MOTION seconded by Commissioner Murray. MOTION approved unanimously (5-0). The meeting adjourned at approximately 8:02 p.m.

Minutes Approved On:

Planning Commission Chair

4/1/15



Minority Report of Commission Miller

I cast a no vote on the Rose Hill/North Redmond Comp Plan Amendment over concerns regarding the conformity of some of the proposed actions with the specific language and intent of the adopted City of Redmond Comprehensive Plan and Transportation Master Plan. I regret the need to cast this vote, as the majority of the proposal was relatively innocuous and I believe conformed with the intent of these documents.

My particular concern is focused upon the inclusion of stub streets serving flag lots, and their relation to adopted policies which guide the development of the City transportation network. As material was presented and under questioning by Commissioners, the rationale for inclusion changed from the initial Technical Committee report and staff presentation.

It was asserted in the report that these stub end streets supported Transportation Master Plan policies calling for a "connected" street system. Upon questioning on this issue, staff responded that the proposed stub end streets met this policy goal because "they connected at one end to existing streets".

This is an unfortunate absurdity, as by definition ALL streets connect at one point to another street. The City of Redmond did not adopt policies calling for a connected street grid to simply restate a physical law. The intent of these policies was to develop a connected street grid, such that all traffic generated by land uses served by the proposed street is not imposed on a single point of access. This is not a new concept either in land use planning or transportation planning. In addition, it has become clear that at least one of the proposed streets requires a change in comp plan designation because it is already a part of a development proposal that is "in the pipe" if not formally approved.

Accordingly, the proposed amendment was not, in my opinion, consistent with the Comp Plan nor the Transportation Master Plan, and thus my no vote.

Rose Hill is a neighborhood that awaits a full neighborhood planning process - an effort which I am fully confident will resolve specific issues such as these in a manner that supports the appropriate and efficient development of a functioning community. Projects such as the street end identified in this proposal deserve review in this broader and more public context, such that this transitional neighborhood (rural-suburban, county-city) has the fullest opportunity to become a more desirable place to live. As mentioned in the meetings, I have seen the impacts of piecemeal development on other transitional neighborhoods (including Kirkland's Rose Hill neighborhoods), and the fiscal, developmental, traffic, and safety costs of such a pattern make a more comprehensive approach to transportation system development well-worth the time and deliberative pace of a community-based planning process.

Phil Miller
Redmond Planning Commission



TECHNICAL COMMITTEE REPORT TO THE PLANNING COMMISSION

To: Planning Commission

From: Technical Committee

Staff Contacts: Rob Odle, Planning Director, 425-556-2417
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Lori Peckol, AICP, Policy Planning Manager, 425-556-2411
Jason Rogers, Senior Planner, 425-556-2414

Date: February 18, 2015

Project File Number: LAND-2015-00231

Project Name: NE Rose Hill & North Redmond Transportation Connections –
Comprehensive Plan Amendment

Related File Numbers: PR-2015-00171
SEPA-2015-00234

Applicant: City of Redmond

Applicant's Contact: Jason Rogers, Senior Planner

Reason the Proposal Should be Adopted: The Technical Committee recommends approving the amendments to the Redmond Comprehensive Plan because:

- The proposal is consistent with the Redmond Comprehensive Plan, because it will designate the general location of future street and non-motorized connections in the NE Rose Hill and North Redmond neighborhoods in a manner similar to that already established for other neighborhoods;
- The proposal is consistent with Comprehensive Plan policies that call for an integrated transportation system that provides for the mobility and access needs of those who live in, work in, or visit Redmond.; and
- The proposal would identify the general location of future transportation improvements and provide transparency and

certainty for applicants and the public during the development review process.

I. APPLICANT PROPOSAL:

The applicant proposes to amend the Neighborhoods Element of the Comprehensive Plan to add a new map N-WR-3 NE Rose Hill Transportation Connections showing future street and non-motorized transportation connections in the NE Rose Hill neighborhood and amend policy N-WR-H-10 to reference this new map and change “should” to “shall” in the policy. The proposal also includes an amendment to map N-NR-4 North Redmond Neighborhood Circulation Plan to show a new street connection between Redmond-Woodinville Road NE and 154th Place NE, add points to the map showing existing and planned intersection improvements including signals and/or roundabouts, and change the legend of the map to indicate Existing and Proposed Signals now represent Existing and Proposed Signals/Roundabouts. A portion of the new street connection between Redmond-Woodinville Road NE and 154th Place NE is conditioned as part of a recently-approved subdivision project and is presently under construction.

BACKGROUND AND REASON FOR PROPOSAL:

The City Council has adopted maps and associated policies regarding future transportation connections as part of several neighborhood plan updates. These future transportation connections maps are important to ensure that a well-connected transportation system results as development occurs.

The Willows/Rose Hill Neighborhood Plan was last updated in 2002, which was prior to when development of a transportation connections map was a typical plan component, particularly for neighborhoods in which additional development is anticipated. The NE Rose Hill portion of the neighborhood plan includes policy N-WR-H-10, which calls for pedestrian and vehicle connections and enhanced street grid as the area further develops though does not include an accompanying map. While most of the Willows/Rose Hill neighborhood is fully developed, the NE Rose Hill area is not and has only recently experienced additional development activity, following annexation of about half of the area in 2010.

It is still timely to establish a transportation connections map for NE Rose Hill as while some portions of this area have been platted, additional development is anticipated both within the portion that has been annexed and the future annexation area. In the North Redmond neighborhood, an additional transportation connection is now envisioned that is not presently on the map. In addition, updates are needed regarding existing and proposed improvements at three intersections.

II. RECOMMENDATION

The Technical Committee recommends that:

- A. The proposed map N-WR-3 NE Rose Hill Transportation Connections be added to the Comprehensive Plan showing future transportation connections and policy N-WR-H-10 be amended to reference the map and change the word “should” to “shall”, and
- B. Map N-NR-4 North Redmond Neighborhood Circulation Plan be amended to show the new partially-constructed connections between Redmond-Woodinville Road NE and 154th Place NE, revise the legend to show Existing and Proposed Signals/Roundabouts, and add additional existing and future intersection improvements.

Exhibits A and B show the recommended amendments.

III. PRIMARY ISSUES CONSIDERED AND ALTERNATIVES

A. ISSUES CONSIDERED

1. Designation of Transportation Connections

A transportation connections map is a typical component of neighborhood plan updates, and is especially relevant for neighborhoods where additional development or redevelopment is anticipated. The NE Rose Hill portion of the Willows/Rose Hill Neighborhood Plan contains policy N-WR-H-10, which states “New residential developments in the NE Rose Hill Subarea should facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid.” Addition of a map showing future transportation connections in NE Rose Hill will help implement policy N-WR-H-10. Changing the word “should” to “shall” in that policy is consistent in intent to the policies in other neighborhood plans and will also ensure that the map is not an advisory document. At the same time, the purpose of the map is to identify the general location for transportation connections. Based on the detailed design and review process at the time of property owner application, final alignments may vary provided the connection is achieved.

The new transportation connections map for NE Rose Hill will be similar to existing transportation connections maps in the North Redmond, Education Hill, Southeast Redmond, and Bear Creek Neighborhood Plans.

2. Reflection of On-the-Ground Reality

Maps in the Comprehensive Plan are static documents that require periodic updates to ensure they reflect both on-the-ground reality, the intentions of the Neighborhood Plans, and additional improvements in response to changing circumstances. In the North Redmond Neighborhood, significant development has occurred since the North Redmond Neighborhood Plan was adopted in 2006. Map N-NR-4 North Redmond Circulation Plan does not fully reflect current conditions. In particular, a proposed traffic signal at the intersection of NE 116th Street and 172nd Avenue NE has been replaced with a roundabout which is

currently under construction. In addition, a roundabout was constructed at the intersection of NE 116th Street and 162nd Avenue NE, which is not shown on the map. An additional proposed signal or roundabout will be needed at the intersection of NE 124th Street and 162nd Avenue NE, and finally a portion of a street connection between Redmond-Woodinville Road NE and 154th Place NE is under construction as a condition of approval of a subdivision. The map should be updated to reflect these changes.

B. ALTERNATIVES

1. No change. By not amending the Comprehensive Plan and maintaining the current map N-NR-4 and not adding proposed map N-WRH-3, the Comprehensive Plan would not provide sufficient guidance for future transportation connections in NE Rose Hill and would not reflect on-the-ground reality in the North Redmond neighborhood. The Technical Committee does not recommend this alternative.

IV. SUPPORTING ANALYSIS

A. EXISTING CONDITIONS

The North Redmond neighborhood is located on the hillsides east of the Sammamish Valley and constitutes the northeastern corner of Redmond. NE Rose Hill is located in the center of the Willows/Rose Hill neighborhood. Part of the NE Rose Hill area was annexed into Redmond in 2010, while the remainder is unincorporated. NE Rose Hill is generally flat, but the eastern edge of the area contains a steep slope down to Willows Road and the southern edge of the area contains a deep ravine separating NE Rose Hill from the Willows South area.

COMPLIANCE WITH CRITERIA FOR AMENDMENTS

Redmond Comprehensive Plan Policy PI-16 directs the City to take several considerations, as applicable, into account as part of decisions on proposed amendments to the Comprehensive Plan.

The following is an analysis of how this proposal complies with the requirements for amendments.

1. Consistency with Growth Management Act (GMA), State of Washington Department of Commerce Procedural Criteria, VISION 2040 or its successor, and the King County Countywide Planning Policies.

The proposed amendments take into account direction by the GMA, including encouraging efficient multimodal transportation systems. The proposed amendments would ensure that additional street and non-motorized transportation connections are provided in the two neighborhoods to support a diverse and

efficient multi-modal network. GMA, the State of Washington Department of Commerce, VISION 2040, and King County Countywide Planning Policies also emphasize public involvement and notification. Staff conducted public outreach including meeting with several area residents and conducted staff availability sessions to provide information about and seek comments concerning the proposed amendments.

2. Consistency with Redmond’s Comprehensive Plan, including the following sections as applicable:

a. Consistency with the goals contained in the Goals, Vision and Framework Policy Element.

One of the eight goals for Redmond contained in the Goals, Vision and Framework Policy Element is “To provide convenient, safe and environmentally friendly transportation connections within Redmond and between Redmond and other communities for people and goods.” The proposed amendments support this goal and are consistent with other goals within this Element.

b. Consistency with the preferred land use pattern as described in the Land Use Element.

The proposed amendments support the preferred land use pattern by identifying the general locations for transportation connections needed to serve future land use.

c. Consistency with Redmond’s community character objectives as described in the Community Character/Historic Preservation Element or elsewhere in the Comprehensive Plan.

The proposed amendments are consistent with policy CC-24, which reads “Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links.”

d. Consistency with other sections including the Transportation Element as applicable.

The proposed amendments support development of a comprehensive network of multi-modal streets and non-motorized connections including connections to other neighborhood subareas in the Willows/Rose Hill neighborhood. The proposed amendment for NE Rose Hill is consistent with policy N-WR-H-10 by specifying the location and general intent for enhancements to the street grid.

3. Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources, including whether development will be directed away from environmentally critical areas and other natural resources.

The proposed map for NE Rose Hill includes the general location of transportation connections, some of which would likely cross through critical areas. The proposed map was developed taking into account the location of critical areas and proposes to minimize impacts by locating only future non-motorized connections through or near critical areas. Street connections are directed away from critical areas.

4. Potential general impacts to the capacity of public facilities and services. For land use related amendments, whether public facilities and services can be provided cost-effectively and adequately at the proposed density/intensity.

The proposed amendment would encourage the provision of a sufficient transportation system in NE Rose Hill, which should positively impact the capacity of public facilities in the area.

5. Potential general economic impacts, such as impacts for business, residents, property owners, or City Government.

While the proposed amendment supports development of a transportation system to serve residents, property owners and visitors, the potential economic impacts would likely be negligible.

6. For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.

The amendments have not been considered within the last four annual updates, nor has there been a change in circumstances.

V. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW

A. AMENDMENT PROCESS

RZC Sections 21.76.070.AE and 21.76.050.K require that amendments to the Comprehensive Plan or Zoning Code (except zoning map amendments consistent with the Comprehensive Plan) be reviewed under the Type VI process. Under this process, the Planning Commission conducts a study session(s), an open record hearing(s) on the proposed amendment, and makes a recommendation to the City Council. The City Council is the decision-making body for this process.

B. SUBJECT MATTER JURISDICTION

The Redmond Planning Commission and the Redmond City Council have subject matter jurisdiction to hear and decide whether to adopt the proposed amendment.

C. WASHINGTON STATE ENVIRONMENTAL POLICY ACT (SEPA)

A Determination of Non-Significance and SEPA Checklist was issued for this non-project action on February 19, 2015.

B. 60-DAY STATE AGENCY REVIEW

State agencies will be sent 60-day notice of this proposed amendment no later than March 6, 2015.

C. PUBLIC INVOLVEMENT

The public has opportunities to comment on the proposed amendment through the Planning Commission review process and public hearing which will be held on March 18, 2015. Public notice of the public hearing was published in the Seattle Times on February 25, 2015.

During January 29-30, 2015, City staff held office hours on two occasions. One individual attended during these times and expressed concerns about two issues: 1) the timing of the future connection of 134th Avenue NE to NE 108th Street, and 2) how the potential non-motorized connection from the eastern end of NE 100th Street down the hill to Willows Road NE would connect with Willows Road NE and a future extension of the Redmond Central Connector. The specifics of the connection of 134th Avenue NE to NE 108th Street would be determined at the time of property redevelopment and to account for the steep slopes in the vicinity. The connection from NE 100th Street to Willows Road NE is shown as a potential alternative non-motorized route which would be complementary to the existing trail route from the end of NE 93rd Court through the Puget Sound Energy substation property. At this time, City staff have not developed a schedule for further study or construction of this potential connector

Notice of the proposed amendment was sent to persons expressing interest, as well as online notification sources such as the monthly Neighborhood Newsletter and GovDelivery.

D. APPEALS

RZC 21.76.070.J identifies Comprehensive Plan Amendments as a Type VI permit. Final action is by the City Council. The action of the City Council on a Type VI proposal may be appealed by filing a petition with the Growth Management Hearing Board pursuant to applicable requirements.

VI. LIST OF EXHIBITS

- Exhibit A: Recommended Amendment to the Map N-NR-4 North Redmond Neighborhood Circulation Plan
- Exhibit B: Recommended Amendment to the Willows/Rose Hill Neighborhood Plan
- Exhibit C: SEPA Threshold Determination

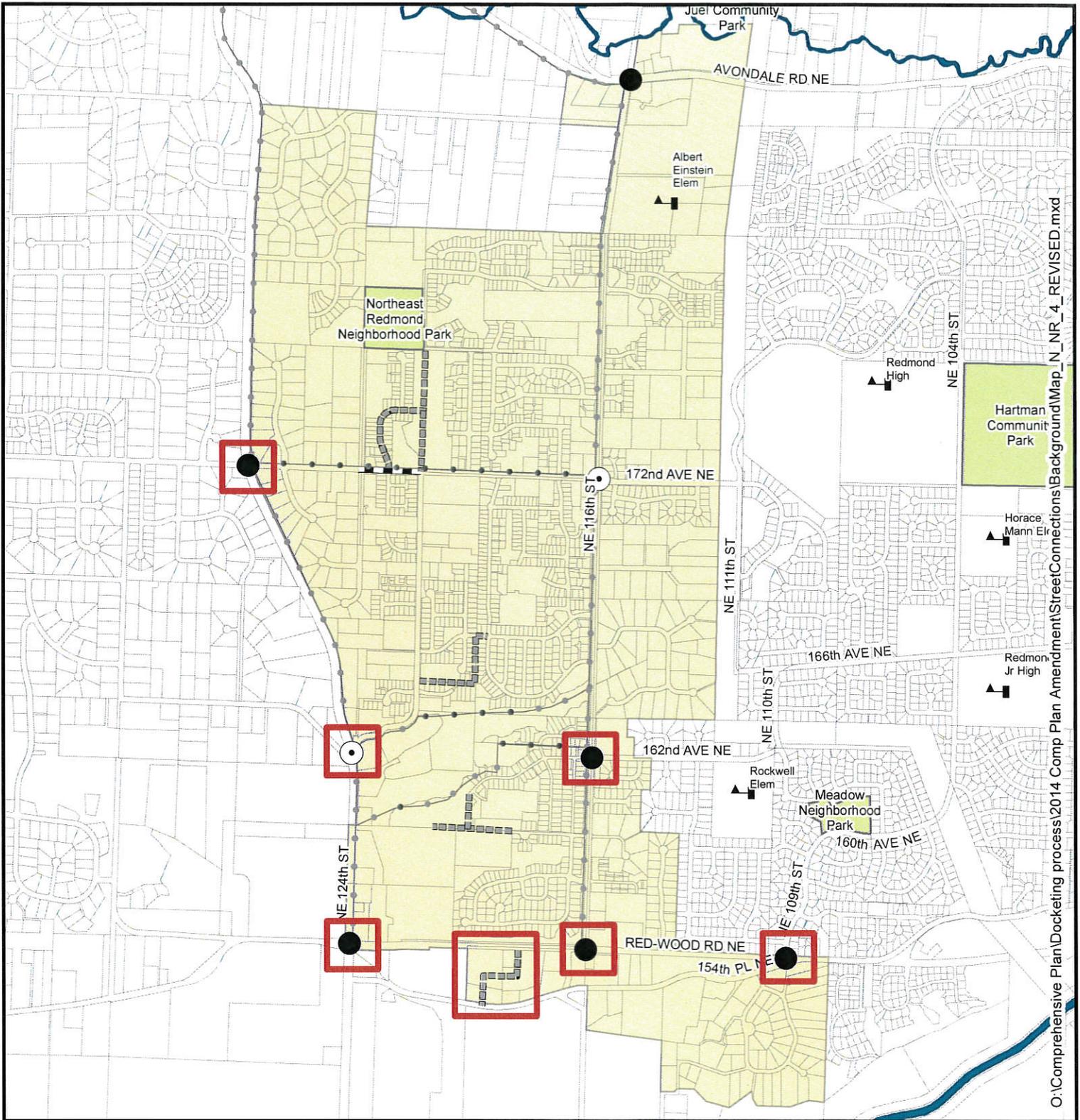
Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code, and State Environmental Policy Act (SEPA).



ROBERT G. ODLE,
Planning Director
Planning and Community Development
Department



LINDA DE BOLDT,
Director of Public Works
Public Works Department



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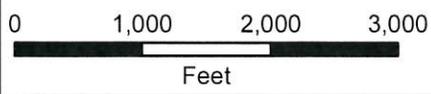
Legend

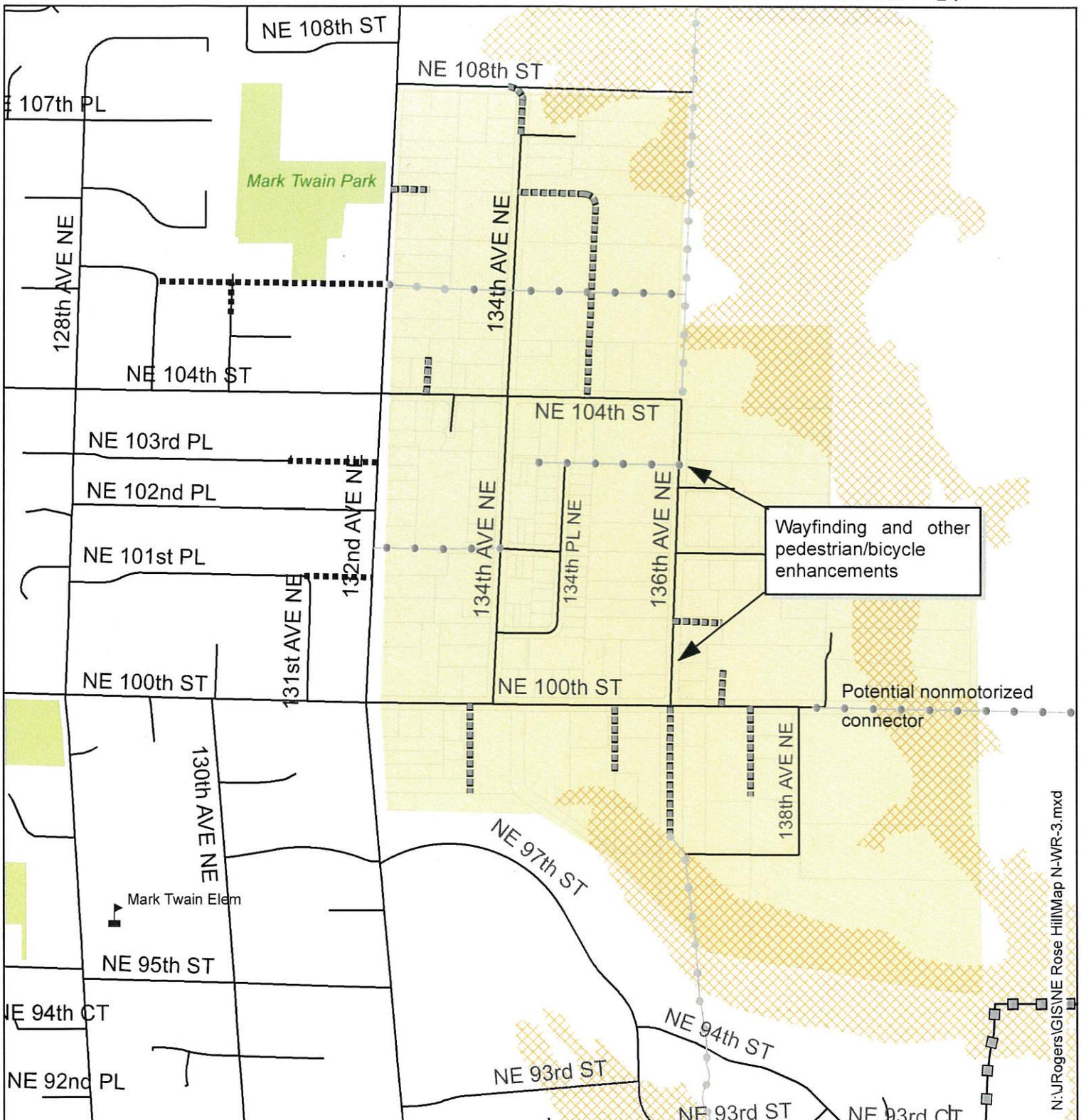
- Existing Signal/Roundabout
- Proposed Signal/Roundabout
- Multi-Use Trails
- ▬▬▬▬ Future Connector Street
- ▬▬▬▬ Future Local Street
- North Redmond

MAP N-NR-4 NORTH REDMOND NEIGHBORHOOD CIRCULATION PLAN

Note: This is a conceptual plan to illustrate access and circulation goals. Final street/trail alignments may vary if circulation system and intent is maintained.

Effective: xxx xx, 2015





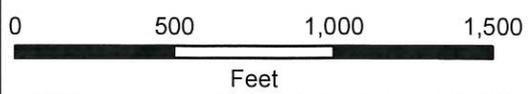
Legend

- Existing nonmotorized connections
- - - - - Future street connections
- Future nonmotorized connections
- - - - - Future street connections (Kirkland)
- ▨ Steep slopes (landslide areas)
- NE Rose Hill

**MAP N-WR-3 NE ROSE HILL
TRANSPORTATION CONNECTIONS**

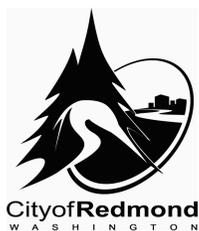
Note: This is a conceptual plan to illustrate access and circulation goals. Final street/trail alignments may vary if circulation system and intent is maintained.

Effective: xxx xx, 2015



Revise policy N-WR-H-10 in the Willows/Rose Hill Neighborhood Plan to change “should” to “shall and reference the new map N-WR-3 showing transportation connections in NE Rose Hill as follows:

N-WR-H-10 New residential developments in the NE Rose Hill Subarea ~~should~~ shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.



STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION OF NON-SIGNIFICANCE

For more information about this project visit www.redmond.gov/landuseapps

PROJECT INFORMATION

PROJECT NAME: North Redmond and NE Rose Hill
Trans. Connections

SEPA FILE NUMBER: SEPA-2015-00234

PROJECT DESCRIPTION:

SEPA for Comprehensive Plan Map Changes to the North Redmond Neighborhood Circulation Plan (Map N-NR-4) and inclusion of a new map entitled, "Draft Proposed NE Rose Hill Transportation Connections."

PROJECT LOCATION: North Redmond and NE Rose Hill

SITE ADDRESS:

APPLICANT: Jason Rogers

LEAD AGENCY: City of Redmond

The lead agency for this proposal has determined that the requirements of environmental analysis, protection, and mitigation measures have been adequately addressed through the City's regulations and Comprehensive Plan together with applicable State and Federal laws.

Additionally, the lead agency has determined that the proposal does not have a probable significant adverse impact on the environment as described under SEPA.

An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. **This information is available to the public on request.**

CITY CONTACT INFORMATION

PROJECT PLANNER NAME: Cathy Beam

PHONE NUMBER: 425-556-2429

EMAIL: cbeam@redmond.gov

IMPORTANT DATES

COMMENT PERIOD

Depending upon the proposal, a comment period may not be required. An "**X**" is placed next to the applicable comment period provision.

There is no comment period for this DNS. Please see below for appeal provisions.

'X' This DNS is issued under WAC 197-11-340(2), and the lead agency will not make a decision on this proposal for 14 days from the date below. Comments can be submitted to the Project Planner, via phone, fax (425)556-2400, email or in person at the Development Services Center located at 15670 NE 85th Street, Redmond, WA 98052. **Comments must be submitted by 03/10/2015.**

APPEAL PERIOD

You may appeal this determination to the City of Redmond Planning Department, Redmond City Hall, 15670 NE 85th Street, P.O. Box 97010, Redmond, WA 98073-9710, **no later than 5:00 p.m. on 03/25/2015**, by submitting a completed City of Redmond Appeal Application Form available on the City's website at www.redmond.gov or at City Hall. You should be prepared to make specific factual objections.

DATE OF DNS ISSUANCE: February 24, 2015

For more information about the project or SEPA procedures, please contact the project planner.

RESPONSIBLE OFFICIAL: Robert G. Odle
Planning Director

SIGNATURE: _____

RESPONSIBLE OFFICIAL: Linda E. De Boldt
Public Works Director

SIGNATURE: _____

Address: 15670 NE 85th Street Redmond, WA 98052