



## Planning Commission Report

**To:** City Council

**From:** Planning Commission

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**Date:** August 10, 2016

**File Numbers:** LAND-2016-01062, SEPA-2016-01036

**Planning Commission Recommendation:** Approval

**Title:** 18-Year Transportation Facilities Plan Amendment

**Recommended Action:** Amend the Transportation Facilities Plan and Unfunded Buildout Plan chapters of the Redmond Transportation Master Plan as shown in *Exhibit A*.

**Summary:** The amendments would remove three capital projects from the TMP's list of unfunded improvements and add them to the 18-Year Transportation Facilities Plan (TFP), the financially-constrained list of capital projects and programs that the City expects to deliver by 2030.

The proposed projects to add to the TFP are:

- Redmond Way westbound right turn lane, 166th Ave NE to 164th Ave NE
- 152nd Ave NE Main Street improvements, NE 20th St to NE 24th St
- 148th Ave NE northbound through lane, Bel-Red Road to NE 22nd St

Adding these improvements to the TFP will not change when they are constructed or how they are funded: developers are committed to building them as part of currently-planned projects. However the proposal does have administrative implications, which are described below.

**Reasons the  
Proposal Should be  
Adopted:**

- Planning Consistency: The projects previously lacked a funding source, and were therefore not located in the TFP, which is a financially-constrained plan. Recently two development proposals, representing sources of funding, have advanced that would be required to construct the projects. Transportation projects that are funded and that have system-wide benefits such as the three that constitute this proposal are typically listed in the TFP.
- Concurrency: Redmond's multimodal plan-based concurrency system is based on the delivery of projects listed in the TFP. Amending the TFP to include the three projects will allow the new capacity they provide to be accounted for in the concurrency system. If the TFP is not amended, their capacity would not be acknowledged by the concurrency system.
- Fairness: Amending the TFP to include the projects will allow the developers who build them to receive credits against their transportation impact fees. This avoids double payment that would have included both the full cost of constructing transportation system improvements and the transportation impact fees.

## Recommended Findings of Fact

### 1. *Public Hearing and Notice*

#### a. **Public Hearing Date**

The City of Redmond Planning Commission held a public hearing on the proposed amendment on July 13, 2016. No testimony was received at the public hearing.

#### b. **Notice**

The public hearing was published in the Seattle Times. Public notices were posted in City Hall and at the Redmond Library, and emails sent to parties of record. Additionally, hearing notification was posted on the City's web site.

## Recommended Conclusions

### 1. Key Issues Discussed by the Planning Commission

*Exhibit B* summarizes the Planning Commission's discussion issues and staff responses. Below are key issues discussed by the Planning Commission.

#### Definition of "System Improvement"

To be eligible for addition to the TFP, the three transportation improvements described above are required have a funding source and be "system improvements." The Commission requested a definition of what constitutes a system improvement and asked whether nonmotorized improvements can be considered system improvements. After reviewing the response provided by staff, Commissioners determined that each project meets the definition of a system improvement.

#### Complete Streets

Planning Commissioners discussed whether the scope of the 148th Ave NE northbound through lane project properly reflects the City's obligations under its "Complete Streets" ordinance (RMC 12.06.010), which states that streets should accommodate all major travel modes unless certain exceptions are met (e.g. lack of need, safety risk). The Commission concluded that 148th Ave NE accommodates pedestrians, transit, and automobiles while lacking dedicated bicycle facilities. The Commission also recognizes that this is consistent with the Complete Streets ordinance given the lack of planned bicycle facilities for that corridor.

### 2. Recommended Conclusions of the Technical Committee

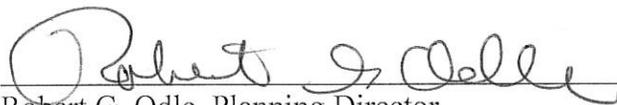
The recommended conclusions in the Technical Committee Report (*Exhibit D*) should be adopted as conclusions.

### 3. Planning Commission Recommendation

The Planning Commission adopted a motion to recommend approval of amendments to the Redmond Transportation Master Plan by a vote of 7-0 at its July 27, 2016 meeting.

## List of Attachments

- Exhibit A: Recommended Amendments to the Redmond Transportation Master Plan
- Exhibit B: Planning Commission Final Issues Matrix
- Exhibit C: Planning Commission Meeting Minutes, July 13, 2016
- Exhibit D: Technical Committee Report with Exhibits

  
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Robert G. Odle, Planning Director

8/5/16  
Date

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Scott Biethan, Planning Commission Chairperson

\_\_\_\_\_  
Date

Approved for Council Agenda \_\_\_\_\_  
John Marchione, Mayor

\_\_\_\_\_  
Date