

CITY OF REDMOND
ORDINANCE NO. 2481

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING THE REDMOND MUNICIPAL CODE AND THE REDMOND COMPREHENSIVE PLAN TO UPDATE THE 2022 GROWTH TARGETS AND TO UPDATE THE 2022 TRANSPORTATION FACILITIES PLAN, THOROUGHFARE PLAN, AND BUILD-OUT TRANSPORTATION PLAN, EACH ADOPTED PORTIONS OF THE REDMOND COMPREHENSIVE PLAN AND TRANSPORTATION MASTER PLAN, TO UPDATE THE PROJECT LISTS, MAPS, REVENUE FORECASTS AND ROADWAY FUNCTIONAL CLASSIFICATIONS; PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the Growth Management Act requires that comprehensive plans and development regulations shall be subject to continuing evaluation and review; and

WHEREAS, it has been at least one year since the City initiated an annual amendment to its Comprehensive Plan; and

WHEREAS, through Ordinance No. 2419 effective September 27, 2008, the City Council set the content of Redmond's 2008-09 Annual Comprehensive Plan Amendment Package, which includes the proposed amendments; and

WHEREAS, the City of Redmond proposes to increase its 2022 growth targets to reflect updated neighborhood plans and recent and pending development activity; and

WHEREAS, the City of Redmond proposes to amend the 2022 Transportation Facilities Plan, Thoroughfare Plan, and Build-out Transportation Plan, each adopted portions of the Comprehensive

Plan and Transportation Master Plan, to reflect recent transportation studies and to serve growth that is expected to occur between now and 2022 and also beyond the 2022 planning horizon of the Comprehensive Plan; and

WHEREAS, state agencies were sent 60-day notice of the proposed amendments to the Redmond Comprehensive Plan and Transportation Master Plan on May 26, 2009; and

WHEREAS, a State Environmental Policy Act Checklist was prepared and a Determination of Non-Significance was issued on May 26, 2009, for the proposed amendments; and

WHEREAS, the Planning Commission conducted a public hearing and study session on June 10, 2009, and additional study sessions on May 27, 2009, and June 17, 2009, to receive public comment on the proposed amendments; and

WHEREAS, the City Council held public meetings on July 21, 2009, July 28, 2009, and August 18, 2009, to review the proposed amendments; and

WHEREAS, the City of Redmond desires to amend the Redmond Municipal Code, Redmond Comprehensive Plan and Transportation Master Plan, in order to account for and support anticipated growth and to promote mobility and connectivity.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings, Conclusion, and Analysis. The City Council hereby adopts the findings and conclusions contained in the Planning Commission Report dated July 8, 2009, including all related attachments and exhibits to that report.

Section 2. Redmond Comprehensive Plan Goals, Vision and Framework Policy Element; Land Use Element; and Economic Vitality Element Amended. The Comprehensive Plan Goals, Vision and Framework Policy Element; Land Use Element; and Economic Vitality Element are amended as shown in Exhibit 1 incorporated herein by this reference as if set forth in full to this ordinance.

Section 3. Redmond Comprehensive Plan Transportation Provisions Amended. The 2022 Transportation Facilities Plan, Thoroughfare Plan, and Build-out Transportation Plan are amended as shown in Exhibit 1 incorporated herein by this reference as if set forth in full to this ordinance.

Section 4. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.


Section 5. Effective Date. This ordinance shall take effect five days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the Redmond City Council this 18th day of August, 2009.

CITY OF REDMOND



JOHN MARCHIONE, MAYOR

ATTEST:


MICHELLE M. MCGEHEE, CMC, CITY CLERK

(SEAL)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

BY: 

FILED WITH THE CITY CLERK: August 12, 2009
PASSED BY THE CITY COUNCIL: August 18, 2009
SIGNED BY THE MAYOR: August 18, 2009
PUBLISHED: August 24, 2009
EFFECTIVE DATE: August 29, 2009
ORDINANCE NO. 2481

APPROVED 7-0: Allen, Carson, Cole, Margeson, McCormick, Myers and Vache

Goals, Vision and Framework Policy Element

FW-11 Plan to accommodate a future population of ~~65,700~~ 72,000 people and an employment base of ~~106,000~~ 118,000 jobs in the City of Redmond by the year 2022.

Land Use Element

**Table LU-1
Redmond Development
2002 Actual and 2022 Growth Target**

	2002	Increase	2022 Growth Target
Dwelling Units	20,660	9,727 12,840	30,387 33,500
Commercial Space (Million GFA)	26.73	8.06 11.31	34.79 38.04
<i>GFA = Square feet of gross floor area</i>			

Economic Vitality Element

Introduction

Economic vitality is essential to the success of a community such as Redmond, which strives to provide a range of employment, retailing, service, and recreational opportunities for its residents. Further, economic vitality is important to Redmond as it will provide for a successful and sustainable community and help achieve the overall goals of the land use plan.

In 1993 the employment within the City was 39,000 but by 2004 employment had doubled to 79,500. This significant growth in jobs places Redmond as the fourth largest employment center within the four county central Puget Sound areas. While much of this growth has been in software and businesses services, there has also been significant growth in the communications and retailing. Redmond has shown a net job increase almost every year since 1993. However, traditional manufacturing has during this same period [1993-2004] shown a decline.

In addition to its central geographic location in King County, the City has many demographic characteristics which support its continued economic vitality. For example, 60 percent of Redmond’s 2000 population is between the ages of 25 and 64 which are considered prime earning years by economists and is significantly above the national and regional percentages. Another significant factor is educational attainment and within Redmond 56 percent of women and 65 percent of the men over the age of 25 have either a college degree or professional certificate.

Attachment A, Ordinance _____, Exhibit 1

The Puget Sound Regional Council has forecasted that jobs could increase within Redmond to ~~100,000~~ approximately 112,000 by 2020 and ~~111,000~~ 123,000 by 2030. The City plans to accommodate up to a total of ~~106,000~~ 118,000 jobs by the year 2022, which is consistent with the region’s 20-year employment target, for the period 2002 to 2022, for Redmond.

Transportation Master Plan (TMP) Figure 5D.8 – Principal Arterial Streets, TMP Figure 5D.9 – Minor Arterial Streets, and TMP Figure 5D.12 - Roadway Functional Classification

Revise the arterial classification for two streets:

- NE 24th Street (148th Avenue NE to Bel-Red Rd.), revise from principal arterial to minor arterial
- Bel-Red Road (from NE 20th Street to W. Lake Sammamish Parkway), revise from minor to principal arterial

TMP Figure 6.1 2005-2022 TFP Revenue Forecasts

Revise as follows:

Revenue Source	Revised Forecast (\$Millions)	% of Total	Description of Source
General Fund Transfer	26.8	6%	Council Appropriation from City General Fund
Real Estate Excise Tax	43.6	10%	Tax on property sales in Redmond
Sales Tax on Construction	1.1	0%	Tax on value of construction in Redmond
Interest Earnings	6.7	1%	Interest earned from fund balance
Business Tax	35.7	8%	Employment-based tax - Redmond employers
Business Tax - Bear Creek Parkway	35.1	8%	Cost participation by other agencies in Redmond projects
Transfers from Other Jurisdictions	17.9	4%	Value of developer payments or construction for specific projects, not impact fee credited
Developer Contributions	43.4	10%	Transportation Impact Fee payments by developers or construction value by developers
Impact Fees	196.8	44%	Includes rent
Miscellaneous Sources	8.4	2%	Council Appropriation from City General Fund
Pavement Mgmt	5.4	1%	State transportation funds to Redmond
Arterial Street Fund	8.1	2%	Cost participation grants for specific projects
Federal and State Grants	18.9	4%	Funds brought forward, net of debt payments and other
Miscellaneous Carryovers	4.3	1%	
Total All Sources	452.2	100%	

Revise accompanying text on pages 6-1 and 6-2 in Chapter 6 of the Transportation Facilities Plan to reflect the revenue and project updates.

Transportation Master Plan - Project List Amendments

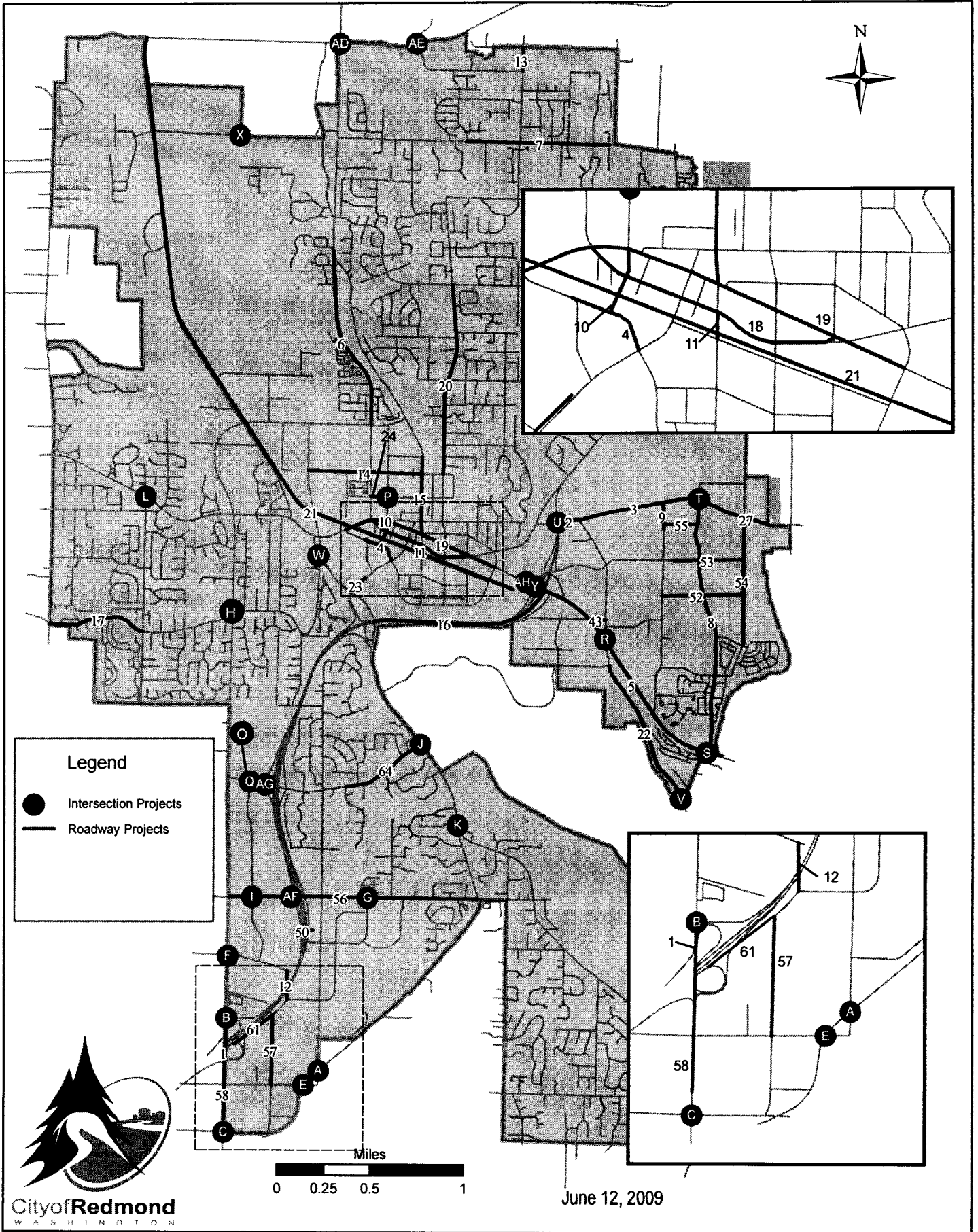
2022 TRANSPORTATION FACILITY PLAN

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Project Status
RED-OV-026	SR 520 Trail at NE 40th Street	Grade separate SR 520 Trail at NE 40th Street.	AF	\$5,000,000		Add from Overlake Neighborhood Plan
RED-OV-027	SR 520 Trail at NE 51st Street	Grade separate SR 520 Trail at NE 51st Street.	AG	\$5,000,000		Add from Overlake Neighborhood Plan
RED-OV-032	NE 40th Street Transit Center SR 520 Pedestrian Crossing	Provide a new direct pedestrian connection over SR 520 between the Overlake Transit Center and the Microsoft west campus (in the vicinity of the NE 38th Street alignment).	50	\$5,000,000		Add from Overlake Neighborhood Plan
RED-OV-065a	152nd Avenue NE, North	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 24th Street to NE 31st Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, accommodations for bus-based transit and its connections to light rail transit (LRT), left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements. This corridor will also include the LRT line and an LRT station.	57	\$29,100,000		Add from Overlake Neighborhood Plan & replaces RED-BROTS-056.1
RED-OV-096.1	SR 520 Slip-Ramp at 148th Avenue NE Preliminary Design Study	Work with WSDOT and City of Bellevue to prepare a preliminary design for an eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.	n/a	\$2,000,000		Add from Overlake Neighborhood Plan
RED-TMP-078	148th Avenue NE	Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 westbound on-ramp using primarily existing right turn lanes and modify SR 520 westbound on-ramp to allow HOV access. At NE 24th St and 148th Ave NE intersection add second left turn lane on the eastbound and westbound approaches, add right turn lane on northbound approach, and extend right turn lane on westbound approach.	58	\$10,000,000	Adjusted for anticipated Bellevue Contribution (50%).	Add from BROTS

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Project Status
RED-TMP-079	Redmond Way and Cleveland Street	Convert Redmond Way from 160th Ave NE to Avondale Way to 1 through lane in each direction and center turn lane with west end having two westbound starting at 161st Ave NE and east end having two eastbound lanes starting at 168th Ave NE. Convert Cleveland St to 1 through lane in each direction. Improvements include curb extensions, widened sidewalks, pedestrian amenities, gateway treatments and realignment of street at eastern and western ends to improve traffic flow.	19,18	\$20,000,000		Replaces RED-TMP-017 and RED-TMP-018
RED-TMP-080	NE 40th Street	Provide bicycle lanes/multi-use trail on NE 40th Street from 156th Avenue NE to West Lake Sammamish Pkwy. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-foot) multi-use trail on one side to accommodate both pedestrians and bicyclists. In addition, provide a bicycle connection with the existing bicycle lane on NE 40th Street east of 172nd Avenue NE.	56	\$3,650,000		Add from Overlake Neighborhood Plan
RED-TMP-081	148th Avenue NE/SR 520 Interchange	Modify channelization and signals, and provide wide multi-use trail that is separated from the roadway on the east side of 148th Ave NE from the westbound SR 520 ramps to the SR 520 Trail at the eastbound SR 520 ramps (148th Ave NE bridge over SR 520).	1	\$3,000,000		Add from Overlake Neighborhood Plan/BROTS & Replaces RED-BROTS-068
RED-TMP-084	NE 51st Street	Complete missing segments of sidewalk on the southside of NE 51st St from 158th Ave NE to West Lake Sammamish Pkwy.	64	\$350,000		Add from Overlake Neighborhood Plan
RED-TMP-013	Redmond Way	Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections, street lights, storm drainage, right-of-way and easements.	AH	\$15,000,000		Add from Buildout Plan
JOINT-BROTS-052	Bel-Red Road/NE 20th Street	Add southbound right turn lane; convert westbound lanes to provide left turn, left turn/through and through/right turn lanes.	D	\$642,000		Remove
RED-BROTS-034.1	Willows Rd/Redmond Way	Convert southbound lanes to provide left turn and left turn/through/right turn lanes; add westbound right turn lane	M	\$1,616,000		Remove
RED-TMP-063	Bellevue Redmond Overlake Transportation Study (BROTS) - Bellevue Projects	Redmond's contribution to remaining City of Bellevue BROTS projects.	n/a	\$16,913,000		Remove
RED-BROTS-056.1	152nd Ave NE/NE 24th St	Add northbound and southbound approach lanes. Make northbound lanes: Left/Thru/Thru-Right. Make southbound lanes: Left/Thru/Right	N	\$1,625,000		Remove & replace with RED-OV-065a

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Project Status
RED-TMP-017	Cleveland Street	Convert Cleveland St to 1 through lane in each direction. Improvements include parking, curb bulbouts, widened sidewalks, pedestrian amenities and realignment of street at eastern connection to Redmond Way to improve traffic flow.	18	\$8,630,000		Remove & Replace with RED-TMP-079
RED-TMP-018	Redmond Way	Convert Redmond Way from 159th Pl NE to 170th Ave NE to 1 through lane in each direction and center turn lane except at west end where there would be two westbound through lanes from 159th Ave NE to 160th Ave NE. Improvements include curb bulbouts, sidewalk improvements, pedestrian amenities and parking.	19	\$8,141,000		Remove & Replace with RED-TMP-079
RED-BROTS-068	148th Ave NE	Modify channelization and signals, add northbound sidewalk from SR-520 eastbound off-ramp to SR-520 westbound on-ramp	1	\$2,861,000		Remove & Replace with RED-TMP-081
JOINT-BROTS-53.1	Bel-Red Road/NE 24th Street	Add southbound right turn lane.	E	\$1,198,000		Update Project Information
RED-BROTS-031	W Lk Samm Pkwy NE/Bel-Red Rd	Removing exiting traffic signal at Bel-Red Road and West Lake Sammamish intersection. Install 2-lane roundabout at Bel-Red Road, West Lake Sammamish intersection and improve pedestrian facilities.	K	\$4,791,000		Update Project Information
RED-TFP-105	NE 116th Street	Widen NE 116th St from 167th Place NE to 179th Place NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition. Project also includes construction of roundabout at 172nd Ave NE.	7	\$15,000,000		Update Project Information (Remove east & west ends and add to Buildout Plan)
RED-TMP-001	161st Ave NE	Construct new 161st Ave NE from Bear Creek Pkwy Extension to Redmond Way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, parking, sidewalks, street lights, storm drainage, right-of-way, easements and traffic signals at Cleveland St and Bear Creek Pkwy.	10	\$12,800,000	15% developer funded project.	Update Project Information
RED-TMP-002	164th Ave NE	Construct new 164th Ave NE from NE 76th St to Cleveland St. Improvements include 1 through lane in each direction, bike lanes, parking, sidewalks, street lights, storm drainage, right-of-way and easements.	11	\$900,000		Update Project Information

City of Redmond 2022 Transportation Facility Plan



Transportation Master Plan - Project List Amendments

BUILDOUT PLAN

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Project Status
RED-OV-008a	148th Avenue NE and NE 40th Street	Widen intersection to add northbound transit queue bypass lane.	AI			Add from Overlake Neighborhood Plan
RED-OV-008c	148th Avenue NE and Old Redmond Road	Widen intersection to add southbound transit queue bypass lane.	AJ			Add from Overlake Neighborhood Plan
RED-OV-008g	156th Avenue NE and NE 36th Street	Widen intersection to add northbound transit queue bypass lane.	AK			Add from Overlake Neighborhood Plan
RED-OV-008h	156th Avenue NE and NE 31st Street	Widen intersection to add northbound transit queue bypass lane.	AL			Add from Overlake Neighborhood Plan
RED-OV-020	NE 31st Street	Provide bicycle lanes along NE 31st Street from the new SR 520 overpass to 156th Avenue NE. Work with Microsoft to provide nonmotorized access and wayfinding from 156th Avenue NE to the NE 30th Street/Bel-Red Road intersection. Access could be provided using an off-street multi-use trail or sidewalks and bicycle lanes.	45			Add from Overlake Neighborhood Plan (Replaces RED-TMP-031)
RED-OV-024	148th Avenue NE Multi-use Trail	Provide a wide (12-foot) multi-use trail on the east side of 148th Avenue NE from NE 36th Street to Bridal Crest Trail (NE 60th St). This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.	60			Add from Overlake Neighborhood Plan
RED-OV-065b	152nd Avenue NE, South	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements.	62			Add from Overlake Neighborhood Plan
RED-OV-071	NE 40th Street and SR 520 Interchange	With the eventual construction of the replacement SR 520 floating bridge the HOV lanes will be moved to the inside along all of SR 520. In order for transit to take full advantage of the HOV lanes construct HOV direct access ramps from the center HOV lanes to NE 40th St and provide transit stops on the ramps with improved nonmotorized access to the NE 40th St Transit Center.	AM			Add from Overlake Neighborhood Plan

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment	Project Status
RED-OV-086	Redmond Way and 148th Avenue NE	Widen intersection to separate the northbound share through and left turn lane to have dual left turn lanes and two through lanes to improve traffic flow.	AN			Add from Overlake Neighborhood Plan
RED-OV-088	Bel-Red Road and 148th Avenue NE	Work with the City of Bellevue to add additional capacity at this intersection. This would be accomplished by adding an eastbound and westbound left turn lane resulting dual left turn lanes.	n/a			Add from Overlake Neighborhood Plan/BROTS
RED-OV-096.2	SR 520 Slip-Ramp at 148th Avenue NE	Construct eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.	61			Add from Overlake Neighborhood Plan/BROTS
RED-OV-097	SR 520 Trail at NE 148th Avenue NE	Coordinate with Bellevue to grade separate SR 520 Trail at 148th Ave NE.	AO			Add from Overlake Neighborhood Plan
RED-TMP-082	156th Avenue NE Multi-use Trail	Provide a wide (12-foot) multi-use trail on the east side of 156th Avenue NE from Bel-Red Road to NE 51st Street. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.	59			Add from Overlake Neighborhood Plan
RED-TMP-083	Redmond Way and Cleveland Street	Complete improvements consistent with Downtown East-West Corridor Master Plan. Improvements would include widening Redmond Way to accommodate on-street parking on both sides, completing intersection improvements and sidewalk widening along both corridors, and realigning NE 79th and NE 80th Street connections to Redmond Way.	63			Add from DEWCS
RED-TMP-85a	NE 116th Street (West End)	Widen remaining sections of NE 116th St at west end of the corridor. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	64			Add from 2022 TFP (west portion of RED-TFP-105)
RED-TMP-85b	NE 116th Street (East End)	Widen remaining sections of NE 116th St at east end of the corridor. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	65			Add from 2022 TFP (east portion of RED-TFP-105)
RED-TMP-014	148th Avenue NE and NE 24th Street	Add left turn lanes to make dual left turn lanes on the eastbound and westbound approaches on NE 24th Street at 148th Avenue NE. Extend westbound right turn lane on NE 24th St.	AB	\$7,000,000		Remove & Add to 2022 TFP as part of RED-TMP-078
RED-TMP-013	Redmond Way	Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections, street lights, storm drainage, right-of-way and easements.	AH	\$15,000,000		Remove & Added to 2022 TFP

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost Comment	Project Status
RED-TMP-031	NE 31st St	Construct new NE 31st St from 156th Ave NE to Bel-Red Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights and storm drainage.	45			Remove & Replace with RED-OV-020
RED-TFP-045b	West Lake Sammamish Pkwy	Widen West Lake Samm Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and extending the multi-use path on the east side of West Lake Sammamish Parkway.	26			Update Project Information

City of Redmond Buildout Transportation Facility Plan

