

**Attachment A: Summary of Planning Commission Discussion Issues
2022 Transportation Facilities Plan (TFP), Growth Targets, Thoroughfare Plan, and Build-Out Transportation Plan**

Issue	Discussion Notes	Status
2022 TFP/Build-Out Transportation Plan		
<p>1. How are the TMP criteria applied to locate and move a proposed project from the Build-out Transportation Plan, to the 2022 TFP and then to the 6-year TIP? (Gregory, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> Based on the results of other studies (e.g. Overlake Neighborhood Plan or the Downtown East West Corridor Study), projects on the Build-out plan are identified for consideration of moving up into the 2022 TFP. The criteria are applied and as projected revenues are sufficient to balance the expenditures, the highest rated projects can move to the TFP. Movement from the TFP to the 6-Year TIP uses the same criteria plus some additional criteria to distinguish the highest priority projects for inclusion into the TIP. The additional criteria are: potential grant candidate, developer/agency agreements funding, and coordination with other Capital Projects (e.g. a storm sewer project in downtown)</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>2. To what extent has the City implemented operational changes to address transportation needs? (Chandorkar, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> The City has invested significantly into a Redmond Intelligent Transportation System (RITS) to interconnect the traffic signal system, upgrade the traffic signal hardware components, provide cameras at selected locations, and improve the signal timings for corridors and isolated signals throughout the City.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>3. What is the general cost/benefit for the proposed non-motorized improvements? (Hinman, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> The cost for non-motorized improvements varies widely depending on what street improvements are also needed (e.g. curb and gutter, storm drainage, etc.), topography, and other constraints.</p> <p>Benefits are more difficult to quantify in terms of monetary value. Benefits</p>	

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	<p>include: supporting the delivery of the proposed land use, better connectedness, health benefits, air quality improvement, improved safety, create choices other than the use of a vehicle, and encouraging denser development in the urban centers.</p> <p>For Overlake, there are many significant gaps in the non-motorized system and significant demand given the existing and future development density and existing traffic volumes. See the enclosed FAQ regarding the NE 40th Street Corridor Study. The FAQ provides additional information based on a recent survey completed by 400 people in the area and concepts developed to date as part of the corridor study.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>4. Are there other bicycle and pedestrian facility gaps that staff has not recommended for this update? (Query, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> Yes, there are many gaps in bicycle and pedestrian facilities throughout the City. Only the highest priority non-motorized projects in the Overlake Area that exceed the program levels are included in this update.</p> <p>In general, the City completes these gaps over time using funds for the Sidewalk Improvement Program and Bicycle Facilities Improvement Program as part of the 6-year Transportation Improvement Program. For the proposed 2010-2015 TIP, staff recommended \$3.6 million for sidewalks and \$8.2 million for bicycle facility improvements. When proposed bicycle and facility improvements involve greater costs relative to this citywide fund, they are candidates for separate addition to the TFP.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	

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<p>5. How stable are the proposed revenue sources for the TFP? What is the level of risk? How does this risk affect project prioritization? (Querry, Gregory, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> There are 10 primary revenue sources underlying the TFP. The primary sources are the Real Estate Excise Tax on property sales, developer contributions for specific projects, transportation impact fees and Redmond’s business tax. Each of these sources is very dependent on the level of development activity which can fluctuate significantly over time. Staff’s recommendations to bring forward a relatively short list of the highest priority projects and to propose project phasing for some of the larger projects is in response to the current economic uncertainty.</p> <p>Funding risk does not affect prioritization of the TFP but does effect the estimate of total projected revenues which limits the number of projects that are anticipated to be funded by 2022.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>6. What are the opportunities for interim improvements when the City does not have funding to complete projects for many years? (Chandorkar, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> City staff regularly seeks opportunities to complete interim improvements, especially to address safety issues. For example, staff and the consultant team are evaluating opportunities for both interim and longer term improvements in the NE 40th Corridor to address safety issues.</p> <p>In addition, several years ago, the City established LEAP (Localized Efficiency Action Program). In large, the purpose of LEAP is to design and build small improvement projects and optimize the existing transportation system. This program has been successful in resolving a number of the smaller, lower cost improvements identified in the City.</p> <p>Based on the Commission’s interest in this topic, staff proposes to further evaluate opportunities as part of the TMP update for seeking feedback on and carrying out smaller scale or interim improvements.</p>	

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<p>7. Is it feasible to provide cost estimates for the Build-out Transportation Plan? At a minimum, could the Plan indicate whether a project is low, medium and high cost? (Querry, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> Preparing cost estimates for each of the Build-out Transportation Plan projects would likely not be the best use of time or resources given the very long range nature of this plan. Staff may be able to add a general indication of cost magnitude for the Build-out Plan.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>8. How much capacity would be available under the City’s proposed concurrency system with this update? (Hinman, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> A preliminary estimate based on the proposed 2022 growth targets indicates a total demand of 70,173 mobility units. System completion of the proposed transportation system is estimated at 53.9% this would indicate that there are 37,823 mobility units of available (70,173 * 53.9% = 37,823). The current pipeline development consumes about 27,000 mobility units so that leaves about 10,000 mobility units available for development.</p> <p>10,000 mobility units is about 3,500 single family homes or about 1.8 million ft² of medium sized office building.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>9. Should the proposed roundabout on W Lake Sammamish Parkway be included on the 2022 TFP rather than the Build-out Transportation Plan? (Chandorkar, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> The City’s existing TFP includes proposed improvements at W Lake Sammamish Parkway NE/Bel-Red Road and staff recommends an increase of \$1,784,000 to the current funding of \$3,007,000 to fund the proposed roundabout. Widening of W Lake Sammamish Parkway is proposed for addition to the City’s Build-out Transportation Plan. This is both due to the lack of revenue to complete this project by 2022 and to staff’s</p>	

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	<p>recommendation to evaluate performance along the corridor after completion of the roundabout.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>10. What are the key interjurisdictional (especially ST, Bellevue and WSDOT) opportunities and issues associated with the proposed updates? (Hinman, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u></p> <p>Key opportunities and issues include:</p> <ul style="list-style-type: none"> • 152nd Avenue NE, North – This street is part of the preferred light rail alignment selected on May 14, 2009 by the Sound Transit Board. ST is proceeding next with preliminary engineering and will publish the Final EIS in Summer 2010. ST estimates that construction of the Bellevue to Overlake portion will occur from 2014 to 2020 and service to Overlake will start by 2021. Including this project on Redmond’s TFP now is very timely to support coordination between Redmond and Sound Transit. • 148th Avenue NE Corridor improvements – Bellevue and Redmond staff have worked during the past several months to evaluate the needs and possible solutions for 148th Avenue NE Corridor. Staff proposes that a successor document to BROTS (Bellevue Redmond Overlake Transportation Study) provide for development of a master plan for the 148th Avenue NE corridor. The master plan would include a combination of projects intended to reduce vehicle congestion and system delay during the PM peak hour, streamline vehicular trips – including HOV trips – to SR 520, provide a safe pedestrian environment, and address urban design, such as sidewalks, landscape improvements and stormwater management. Staff proposes that a significant portion of these improvements be completed in a first phase. Redmond staff have included these phase 1 improvements as part of the proposed updates to Redmond’s TFP. Staff briefed Redmond’s City Council on May 26, 2009 regarding these improvements. Bellevue staff briefings with the Bellevue City Council are expected to occur by the end of June. Further coordination will be needed following these briefings to determine if any 	

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	<p>revisions are needed to the proposed improvements.</p> <ul style="list-style-type: none"> Projects related to SR 520 - Several of the projects are related to SR 520, including: widening of the Redmond Way bridge at Bear Creek, grade separations of the SR 520 bike trail at three locations, improved pedestrian access over SR 520 at NE 40th and 148th Avenue NE, a SR 520 slip ramp from 148th Avenue NE to 152nd Avenue NE, and improved transit access ramps and stops at the NE 40th Street and SR 520 interchange. Continued close coordination with WSDOT will be key to the success of these projects. <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
Growth Targets		
11. What is the basis for the proposed growth target update? (Querry, May 27)	<p><u>Staff Recommendation and Reasoning</u></p> <p>In general, the basis for the growth target update is amended neighborhood plans for Downtown and Overlake and updated information on recent and pending development activity in several areas in the City. Specific differences include:</p> <p>1) In North Redmond, the completed project information and new development proposals indicated that residential development in the neighborhood is occurring at slightly higher densities than had been assumed in the 2002 land use capacity analysis that informed the adopted 2022 growth targets. Based on this new information, a slight increase in residential development is projected for the North Redmond neighborhood through 2022.</p> <p>2) In SE Redmond, the 2008 land use capacity analysis projects more retail, office and multi-family development and less single-family and industrial development than the 2002 land use capacity analysis. A primary reason for the increase in retail and office and decrease in industrial is the type of</p>	

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	<p>development that is slated to occur on the Taylor property. The increase in multi-family and decrease in single-family in this neighborhood balance out.</p> <p>3) In Downtown, development trends for each zoning district were analyzed. The analysis shows that there has been a strong residential development trend in the East Hill and Anderson Park districts; a commercial development trend in the Bear Creek, Town Center and Sammamish Trail districts; and a mixed-use development trend in the River Bend, Old Town and Town Square districts. Mixed-use developments, both those constructed and those proposed, generally have more residential than commercial uses. These trends resulted in more multi-family projected for Downtown in 2022 as compared to the existing 2022 growth targets. The mixed-use development underway in River Bend also accounts for a loss of light industrial activity in Downtown.</p> <p>4) In Overlake, the update of the neighborhood plan had a significant impact on the land use capacity analysis. The 2030 Overlake land use projections used for modeling during the neighborhood plan update process were modified down to 2022. In addition, the 2008 land use capacity analysis assumes an increase in commercial development over time, whereas the existing 2022 growth target is based on the continuance of the 2012 BROTS cap. These assumptions led to an increase in residential, retail and office development projected for the neighborhood and a decrease in industrial development compared to the 2002 land use capacity analysis.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
<p>12. What are the risks with the recommended growth target update given the economy? (Querry, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u> Staff track the amount of growth in the City and the pace of growth relative to Redmond’s 2022 growth target. The City, however, is not required to achieve a certain growth target. Growth targets are established to help the City and other entities plan for the services and facilities needed to support</p>	

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	<p>the projected growth. Staff believes there is greater risk to planning for future facilities and services if the City were to not update Redmond's growth target to reflect the best information available regarding recent and pending development activity and recently updated neighborhood plans.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	
General Issues		
<p>13. What public outreach has staff undertaken for this update? (Chandorkar, May 27)</p>	<p><u>Staff Recommendation and Reasoning</u></p> <p>Staff has sought public comment on the proposed updates to the Transportation Master Plan through many efforts during the past few years. In summary, these have included:</p> <ul style="list-style-type: none"> • Downtown East-West Corridor Improvements: Community meetings, meetings with businesses and other stakeholders in the corridor, and other outreach such as press releases and web. • W. Lake Sammamish Parkway Corridor Improvements: Community and neighborhood meetings and other outreach such as press releases and web. • Overlake transportation improvements: Neighborhood meetings, meetings with businesses and other stakeholders in the corridor, and other outreach such as press releases, email and web. More recently, staff are seeking public opinion specifically on proposed improvements to the NE 40th Corridor. • In addition, staff met with members of the Greater Redmond Chamber of Commerce at the Government Affairs Committee meeting on April 21, 2009 and the Chamber's Board of Trustees on April 30, 2009 to seek comments on the proposed updates to the TFP. Staff also contacted other 	

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	<p>major stakeholders in the community regarding the proposed amendment.</p> <p><u>Planning Commission Discussion</u></p> <p><u>Public Comments (if any)</u></p>	

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