

NON-CODE

**CITY OF REDMOND  
ORDINANCE NO. 2851**

AN ORDINANCE OF THE CITY OF REDMOND,  
WASHINGTON, AMENDING THE REDMOND  
TRANSPORTATION MASTER PLAN AND DIRECTING THE  
ADMINISTRATION TO PREPARE A PROPOSED MUNICIPAL  
CODE AMENDMENT, PROVIDING FOR SEVERABILITY,  
AND ESTABLISHING AN EFFECTIVE DATE

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WHEREAS, the City of Redmond addresses certain Growth Management Act requirements for Comprehensive Plans in functional plans; and

WHEREAS, the Transportation Master Plan is Redmond's functional plan that addresses certain Growth Management Act requirements for transportation planning; and

WHEREAS, this amendment will move three transportation projects from the Unfunded Buildout Plan chapter of the Transportation Master Plan to the Transportation Facilities Plan chapter of the Transportation Master Plan; and

WHEREAS, this amendment will ensure that construction of the aforementioned projects contributes to transportation system capacity as accounted for by the City of Redmond's state-required transportation concurrency system; and

WHEREAS, this amendment will ensure that all funded transportation system improvements are listed in the fiscally-constrained Transportation Facilities Plan chapter of the Transportation Master Plan; and

WHEREAS, this amendment will allow developments that construct portions of the aforementioned projects to claim credit against their transportation impact fees; and

WHEREAS, this amendment will necessitate a revision to transportation impact fees, exclusive of annual indexing for inflation, which will be presented to the City Council as a separate ordinance in December 2016; and

WHEREAS, the Transportation Facilities Plan is scheduled for a comprehensive review and revision by 2020, which will result in a recalculation of transportation impact fee rates at that time; and

WHEREAS, the City issued a State Environmental Policy Act (SEPA) Determination of Non-Significance for this amendment on June 24, 2016; and

WHEREAS, the Planning Commission held a public hearing on the plan on July 13, 2016; and

WHEREAS, the Planning Commission voted 7-0 to recommend this amendment on August 10, 2016; and

WHEREAS, the City Council studied the amendment during a committee meeting, business meeting, and study session between September 2016 and October 2016; and

WHEREAS, in consideration of the foregoing the City Council desires to amend Transportation Master Plan as shown in

Exhibit 1 and incorporated herein by this reference as if set forth in full.

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

Section 1.        Transportation Master Plan Amended.        The Transportation Master Plan is amended as shown in Exhibit 1.

Section 2.        Findings and Conclusions.        The findings and conclusions of the Planning Commission in its report dated August 10, 2016 are adopted.

Section 3.        Amendments to the Redmond Municipal Code.        The Administration is directed to develop a proposed Municipal Code amendment for consideration by the City Council that will implement the revisions to transportation impact fee rates that are necessitated by the addition of transportation projects to the 18-Year Transportation Facilities Plan chapter of the Transportation Master Plan.

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 or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 5.      Effective Date.      This ordinance shall become effective five days after its publication, or publication of a summary thereof, in the city's official newspaper, or as otherwise provided by law.

ADOPTED by the Redmond City Council this 15<sup>th</sup> day of November, 2016.

CITY OF REDMOND


  
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JOHN MARCHIONE, MAYOR

ATTEST:

  
\_\_\_\_\_  
MICHELLE M. HART, MMC, CITY CLERK

(SEAL)

APPROVED AS TO FORM:

  
\_\_\_\_\_  
JAMES HANEY, CITY ATTORNEY

FILED WITH THE CITY CLERK:      November 1, 2016  
PASSED BY THE CITY COUNCIL:      November 15, 2016  
SIGNED BY THE MAYOR:      November 18, 2016  
PUBLISHED:      November 21, 2016  
EFFECTIVE DATE:      November 25, 2016  
ORDINANCE NO. 2851

YES: BIRNEY, CARSON, MARGESON, MYERS, SHUTZ, STILIN

Table 1. TFP Revenue Forecast 2013-2030.

Revenue Source	C Forecast (\$Millions) 2013-2030	%	Description of Source
General Fund Transfer	41.9	10%14%	Council appropriation from City general fund
Pavement Management General Fund	5.4	1%	Council appropriation from City general fund
Real Estate Excise Tax	34.2	8%9%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	7.0	2%	State transportation funds to Redmond
Other Jurisdictions	2.7	1%	Cost participation by other agencies in Redmond projects
Federal and State Grants	28.2	7%	Cost participation grants for specific projects
Business Tax	40.8	10%	Employment based tax - Redmond employers
Impact Fees	132.2	31%34%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	88.854.3	21%14%	Value of developer payments or construction for specific projects; not impact fee credited
Miscellaneous Sources	23.4	6%6%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Miscellaneous Carryovers	18.9	4%5%	Funds brought forward; net of debt payments, non-tfp projects and overhead

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424	
<b>389.0</b>	100%

Comment [PM1]: Chart values updated

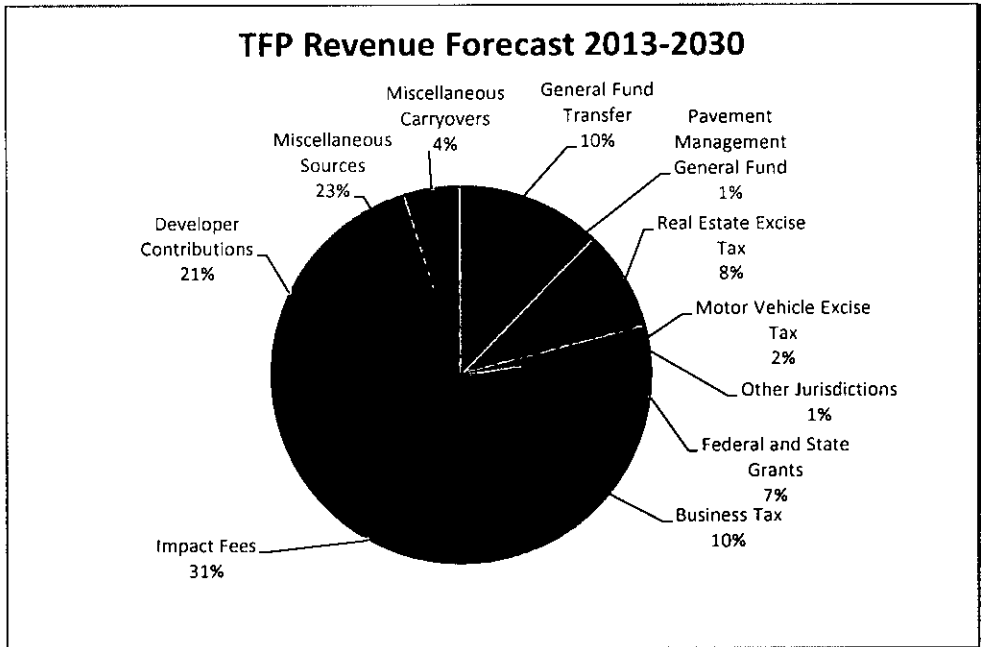


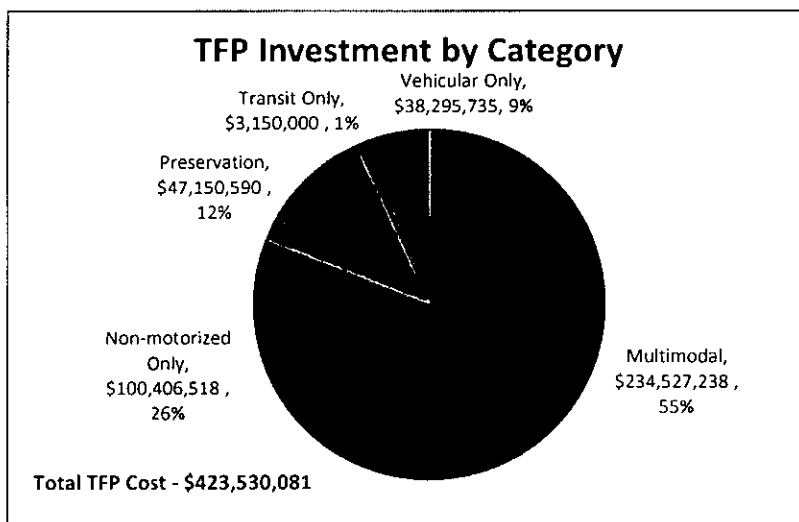
Figure 2. TFP Revenue Forecast, 2013-2030.

Individual revenue sources are described in more detail below:

- **General Fund** – This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives 55 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 55 percent of the 5 percent General Fund transfer to Transportation.
- **Pavement Management General Fund Transfer** – By policy, \$300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of \$300,000 per year.
- **Real Estate Excise Tax (REET)** – REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation also currently receives 55 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 55 percent of REET collected in the city. REET declined by approximately 50 percent from its historical base during 2009-2010 and only slightly grew in 2011-2012, resulting in a lower baseline for forecasting.
- **Motor Vehicle Fuel Tax (Gas Tax)** – In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to

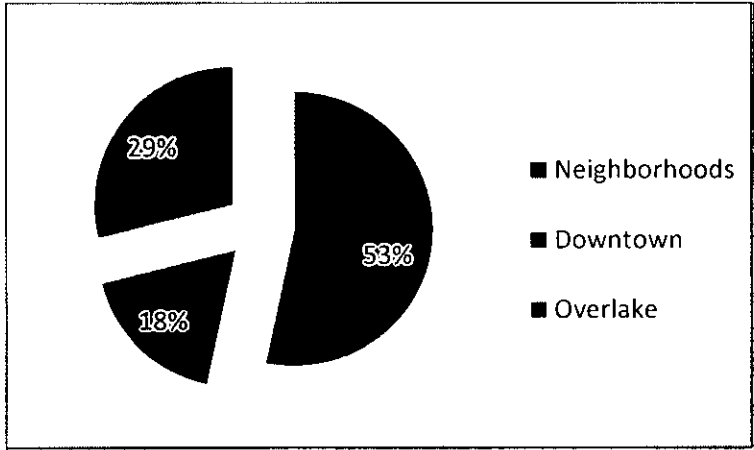
improvements at critical locations are included to relieve congestion and support freight mobility. Redmond makes a small investment about transit in the TFP. However, the region is making a huge transit investment that will connect Downtown Redmond with Bellevue and Seattle through the East Link light rail.

Second, the TFP is not just about building or providing new capital improvements. It has dedicated funding to preserve key infrastructure, including pavement and bridges. Twelve percent of the TFP funding is for preservation in the formats of both projects and programs (Figure 3). Third, the TFP is balanced across urban centers and neighborhoods. Slightly more than half of all TFP projects are located in neighborhoods outside of urban centers (Figure 4).



Comment [PM2]: Chart values updated

Figure 3. TFP Investment by category.



Comment [PM3]: Chart replaced

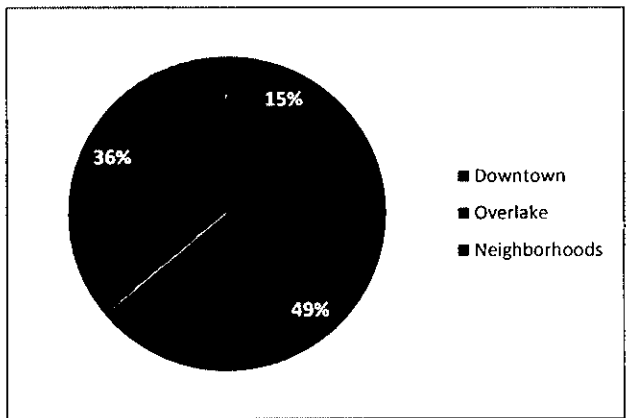


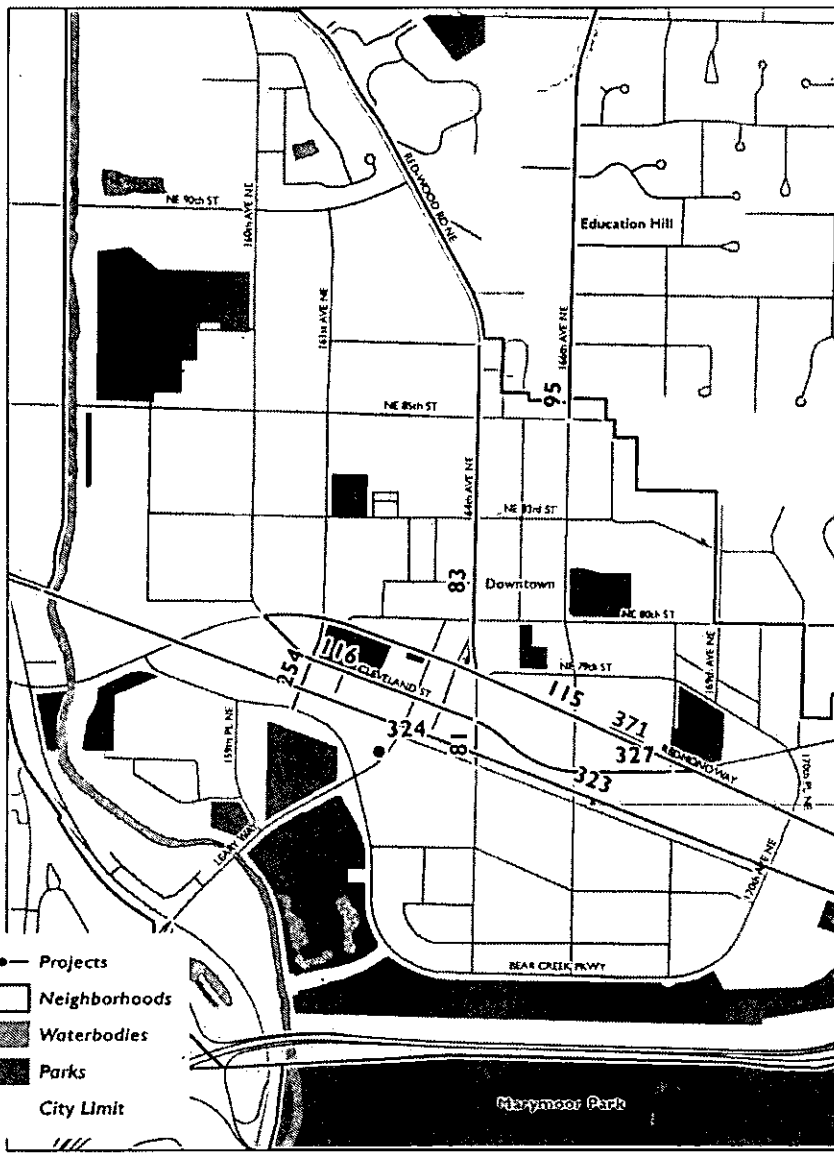
Figure 4. TFP project distribution by area

## Projects and Programs

TFP capital investments are arranged into two types: projects and programs. Projects and programs have distinct characteristics, and they are designed to complement each other.

Projects are standalone efforts that have a beginning and an end, are location specific, have a clear project scope, address multiple issues, and have set cost estimates and funding sources. An example of a project is a bridge replacement or the construction of a segment of sidewalk. Projects usually originate with a problem identified by staff or a set of comments from the community collected during a set period of time.





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Figure 5. Downtown Transportation Facilities Plan projects.

DOWNTOWN						
ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
327	Cleveland Street Sidewalk Rehabilitation	Replace sidewalks between 164th Avenue NE and 168th Avenue NE.	Near-Term	3, 1, 4	\$271,000	Staff and community input
<u>371</u>	<u>Redmond Way Widening</u>	<u>Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 164th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements</u>	<u>Near-Term</u>	<u>1,3,4,5</u>	<u>\$4,624,421</u>	<u>Downtown East-West Corridor Study</u>

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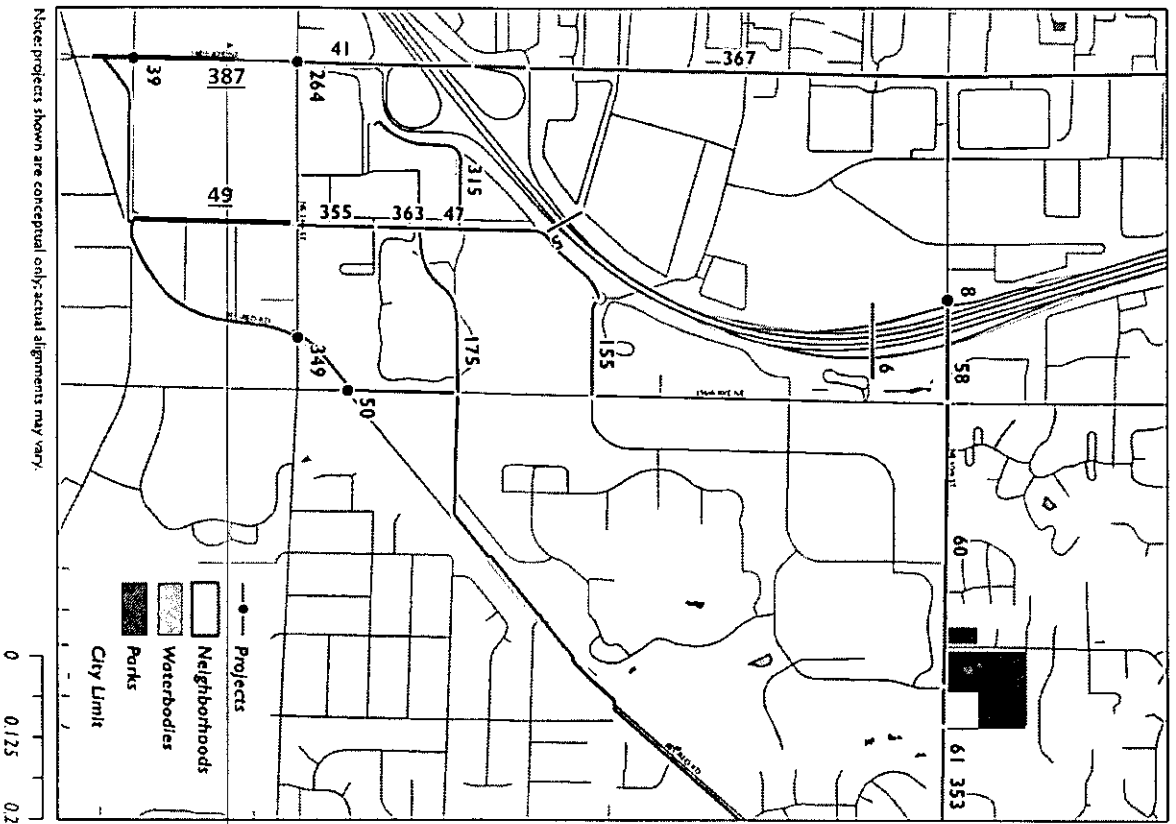
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\$

Downtown TFP Project Cost \$45,746,185

41,121,764



Note: projects shown are conceptual only; actual alignments may vary.

Figure 6. Overlake Transportation Facilities Plan projects.

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OVERLAKE

ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
39, 41, 264	148th Corridor From NE 20th Street to SR 520	Improve intersections on 148th Avenue NE at NE 20th Street and NE 24th Street; Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 westbound on-ramp	Long-Term	1, 2, 3, 5	\$9,007,000	39 & 41: previous TFP, 264: Overlake Residential Area neighborhood plan, Overlake Master Plan
47	152nd Ave. NE Main Street - Phase 1 (East)	Main Street improvements between NE 26th Street and NE 31st Street (half street improvements)	Middle-Term	1, 2, 3, 4	\$7,100,000	Previous TFP updated by Ordinance No. 2575, Overlake Master Plan
49	<u>152th Ave NE Main Street South of NE 24th Street</u>	<u>Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities.</u>	Middle-Term	<u>1, 3, 4</u>	<u>\$19,902,837</u>	<u>Overlake Master Plan</u>

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OVERLAKE

ID	Name	Description	Expected Implementation Time Period	Significant Support For These Strategies	Cost Estimate	Source
355, 363	152nd Avenue NE Main Street - Phase 2 (PSBP and Between 24th and 31st)	Main Street improvements between NE 26th Street and NE 31st Street (half street improvements) and between NE 24th Street and NE 26th Street	Long-Term	1, 2, 3, 4	\$14,000,000	Overlake Residential Area neighborhood plan, Overlake Master Plan
367	148th Avenue NE Arterial Pavement Reconstruction	Reconstruct portions of and provide overlay of 148th Avenue from SR 520 to Redmond Way . Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.	Middle-Term	1, 2, 3, 4, 5	\$2,873,000	Pavement Management Program
<u>387</u>	<u>148th Ave NE Northbound Through Lane</u>	<u>Add northbound through lane on 148th Ave NE between Bel-Red Road and NE 26th St.</u>	<u>Middle-Term</u>	<u>1, 3, 4, 5</u>	<u>\$10,002,823</u>	<u>Unfunded Buildout Plan</u>

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 Overlake TFP  
 Project Cost \$146,775,660  
116,870,000

**CITYWIDE PROGRAMS**

<i>ID</i>	<i>Name</i>	<i>Description</i>	<i>Expected Implementation Time Period</i>	<i>Significant Support For These Strategies</i>	<i>Cost Estimate</i>	<i>Source</i>
110	Undergrounding Program	Provide funding to complete undergrounding of overhead utilities according to the Redmond Comprehensive Plan, Zoning Code, and Transportation Master Plan to improve reliability, safety, and aesthetics.	Long-Term	1	\$1,800,000	Started in 2001

Total TFP Program Cost \$121,313,100

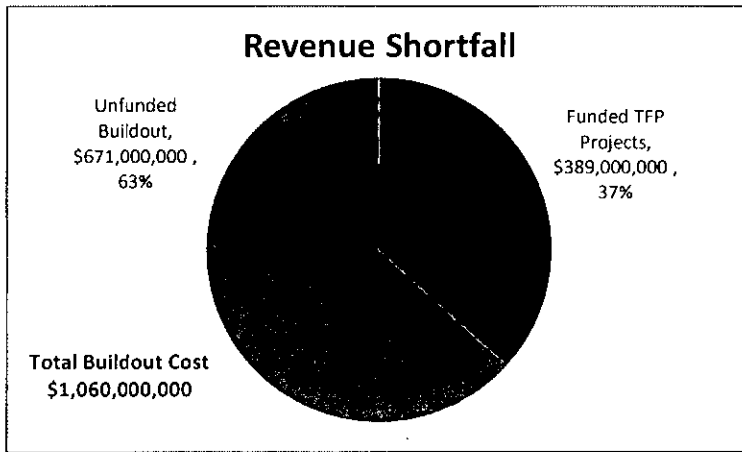
Total TFP Project Cost \$303,116,981 267,686,900

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Total TFP Cost Including Projects and Programs \$ 424,430,081  
389,000,000

## Funded Portion of Buildout Plan

To fully fund all of the needed projects in the Buildout Plan requires more revenue than is forecast for the financially constrained 18-year TFP (Figure 8). The estimated cost to build all projects within the Buildout Plan based on current cost estimates is \$1,060,000,000 and the available revenues for the 18-year TFP are \$389 million or about 37 percent of the Buildout Plan. The total cost of the Buildout Plan may vary as cost estimates are revised with more up-to-date information.



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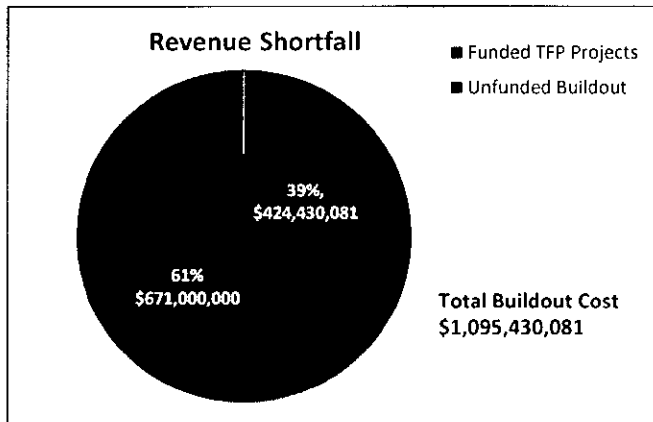


Figure 8. Funded portion of Buildout Plan.

### Stability of Revenue Sources:

- Gas tax revenue is based on consumption; gasoline tax revenues will decrease as drivers change to other modes of travel and choose vehicles that are more fuel efficient.

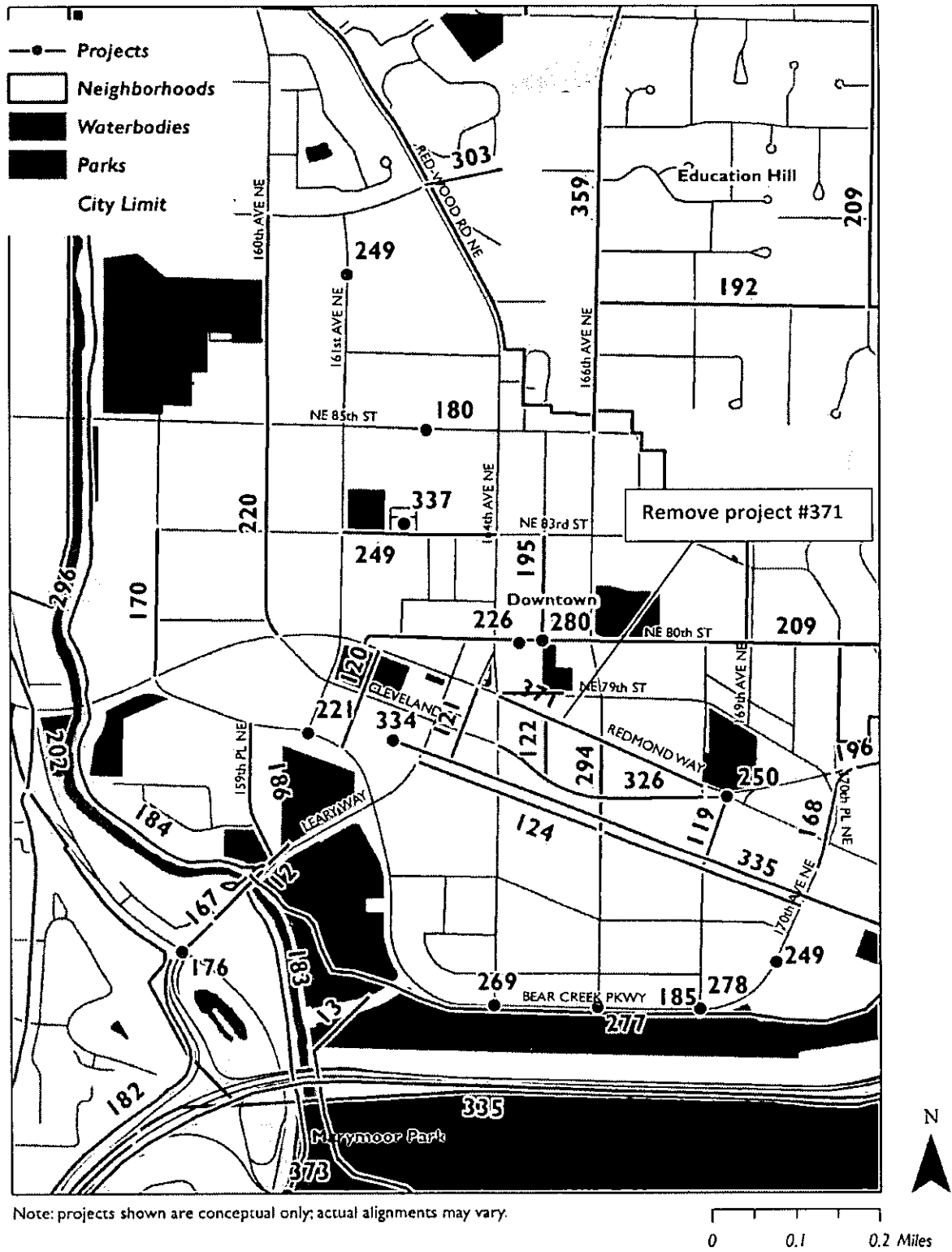


Figure 1. Unfunded Buildout Plan - Downtown.



**DOWNTOWN PROJECTS**

<b>Project ID</b>	<b>Project Title</b>	<b>Location</b>	<b>Project Limits: From</b>	<b>Project Limits: To</b>	<b>Description</b>
359	166th Avenue NE Streetscape	166th Avenue NE	NE 85th Street	NE 104th Street	Improve 166th Avenue NE to a pedestrian-friendly street. Improvements include widened sidewalk and one through lane in each direction, center left turn lane and bike lanes, pedestrian amenities, transit amenities, utilities, street lights, stormwater, and LID. Add pedestrian crossings coordinated with bus stops.
371	Redmond Way Widening	Redmond Way	168th Avenue NE	164th Avenue NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 164th Avenue. Project would include one travel lane, on-street parking, sidewalk, right of way, utilities and streetscape improvements
372	Phases 1 & 2 SR 520 Active Traffic Management	SR 202	1405		Add variable speed limits and variable message signs.
373	SR 520/West Lake Sammamish Parkway - Eastbound off	West Lake Sammamish Parkway	Eastbound off ramp		Construct either a multilane roundabout or exclusive right turn lane at the ramp

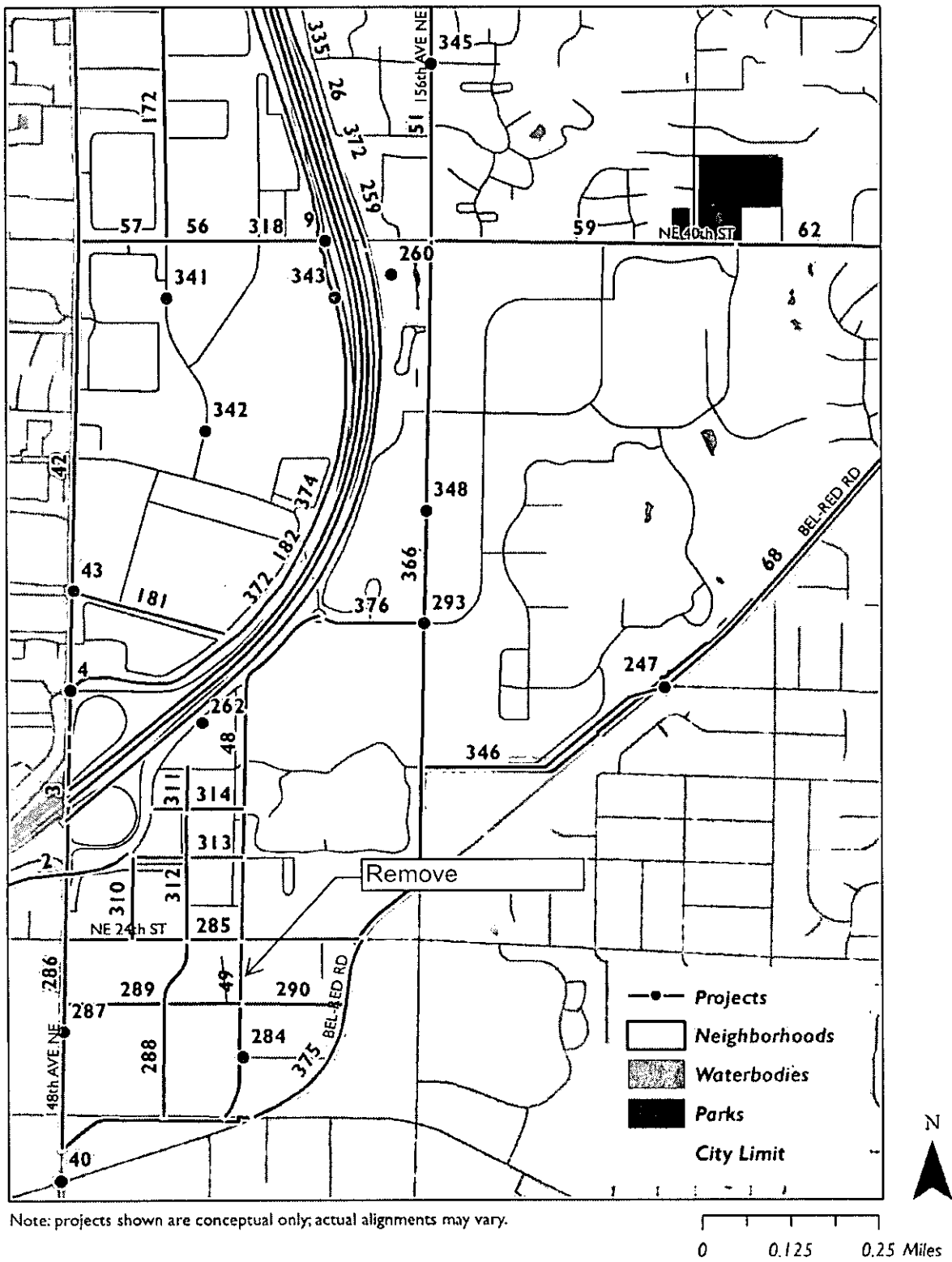


Figure 2. Unfunded Buildout Plan - Overlake.

**OVERLAKE PROJECTS**

<b>Project ID</b>	<b>Project Title</b>	<b>Location</b>	<b>Project Limits: From</b>	<b>Project Limits: To</b>	<b>Description</b>
26	520 BRT	SR 520	NE 40th Street	SR 202/Redmond Way	In advance of the future light rail alignment to SE Redmond from the Overlake Transit Center Station, develop an alignment or a bus rapid transit corridor with needed right-of-way acquisition and roadway construction. This BRT corridor alignment needs to be compatible with the future light rail infrastructure. Construct layover facilities in Downtown Redmond.
40	Bel-Red Road & 148th Ave NE Turn Lanes	Bel-Red Road at 148th Avenue NE	-	-	Work with the City of Bellevue to add additional capacity in the vicinity of this intersection by creating eastbound and westbound dual left turn lanes at Bel-Red Road and 148th Avenue NE, adding a third northbound through lane on 148th Avenue NE starting south of Bel-Red Road and adding a northbound right-turn lane at Bel-Red Road and 148th Avenue NE.

**OVERLAKE PROJECTS**

<b>Project ID</b>	<b>Project Title</b>	<b>Location</b>	<b>Project Limits: From</b>	<b>Project Limits: To</b>	<b>Description</b>
<del>49</del>	<del>152th Ave NE Main Street South of NE 24th Street</del>	<del>152nd Avenue NE</del>	<del>NE 20th Street</del>	<del>NE 24th Street</del>	<del>Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities.</del>
51	156th Ave NE Multiuse Trail	156th Avenue NE Multi-use Trail	NE 40th St	NE 51st St	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. Coordinate construction with Project 366.