

City of Redmond



Agenda

Tuesday, January 12, 2021

4:30 PM

**Remote Viewing: [Redmond.gov/rctlive](https://redmond.gov/rctlive), Facebook (@CityofRedmond),
Comcast Channel 21, Ziply Channel 34, or listen at 510-335-7371**

Committee of the Whole - Planning and Public Works

Committee Members

David Carson, Presiding Officer

Jeralae Anderson

Steve Fields

Jessica Forsythe

Varisha Khan

Vanessa Kritzer

Tanika Kumar Padhye

AGENDA

1. King County Growth Targets [CM 21-015](#)
[Agenda Memo](#)
[Attachment A: Presentation](#)
(Requested by: Planning and Community Development) - 10 minutes
2. NE 70th Street Right-of-Way Vacation [CM 21-016](#)
[Agenda Memo](#)
[Attachment A: Supplemental Information](#)
[Attachment B: Petition](#)
(Requested by: Planning and Community Development) - 10 minutes
3. Transportation Master Plan Update: Outreach Summary and Policy Considerations [CM 21-017](#)
[Agenda Memo](#)
[Attachment A: Draft Vision, Principles, and Strategies](#)
[Attachment B: Draft Policy Considerations](#)
[Attachment C: Public Outreach Summary](#)
(Requested by: Planning and Community Development) - 10 minutes
4. Approval of Supplemental Agreement No. 3 with Integrity Structural Engineering, PLLC in the amount of \$196,425 for Bridge Engineering On-Call Consultant Support for the Overlake Village Station and Redmond Technology Station Pedestrian Bridges [CM 21-018](#)
[Agenda Memo](#)
[Attachment A: Additional Background Information](#)
[Attachment B: Supplement Agreement No. 3](#)
(Requested by: Public Works) - 5 minutes
5. Flexible Spending Account (FSA) Plan Change Recommendations in Response to the Consolidated Appropriations Act [CM 21-019](#)
[Agenda Memo](#)
[Attachment A: Recommended Changes to the FSA Plan](#)
(Requested by: Human Resources) - 5 minutes

6. Committee Work Plan Updates for 2021

[CM 21-020](#)

[2020 Committee Work Plan](#)

(Requested by: Committee) - 5 minutes



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-015

Type: Committee Memo

TO: Members of the City Council

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Beverly Mesa-Zendt	Deputy Director
Planning and Community Development	Caroline Chapman	Senior Planner

TITLE:

King County Growth Targets

OVERVIEW STATEMENT:

Under the Growth Management Act, King County, in consultation with cities, is responsible for ensuring that cities plan for accommodating their share of the region's population and employment growth. To support the periodic review of the Comprehensive Plan (Redmond 2050), King County the Countywide Planning Policies, which include local housing and employment growth targets, is expected to be updated in 2021. Staff will provide an overview of the county process, staff recommendations, and the timeline for setting and adopting the local growth targets.

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information**

☐ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan and all implementing functional and strategic plans, Redmond Zoning Code, Transportation Master Plan
- **Required:**
RCW 36.70A.115 <<http://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.115>> Growth Management Act, Vision 2050 Regional Growth Strategy Policies; King County Countywide Planning Policies
- **Council Request:**
N/A
- **Other Key Facts:**
The Growth Management Act requires counties and cities, at a minimum, to provide capacity to accommodate 20-year projected growth targets. Growth capacity is the amount of housing and jobs

that could be allowed under adopted zoning. The Vision 2050 Regional Growth Strategy calls for the 16 Core Cities, which includes Redmond, to accommodate 28% of the region's population growth and 35% of its employment growth by the year 2050.

OUTCOMES:**PSRC Certification**

In its review of comprehensive plans for certification, PSRC looks for substantial consistency of the plan's land use growth assumptions with adopted countywide growth targets. In addition to assessing that the land use growth assumptions are consistent with the growth targets and implementing the Regional Growth Strategy, PSRC will review actions and measures taken in local comprehensive plans to achieve the regional growth targets. Certification is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program. PSRC maintains a report of the certification status of each jurisdiction

City of Redmond

Redmond will use growth targets to inform planning for land use, transportation, and capital facilities. Recommendations about where to allocate growth, within Redmond, will be based on final growth targets, consultant modeling and analysis, community feedback, and conformance with the Regional Growth Strategy.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**

March 2021: The King County draft growth targets will be available for public comment as part of the proposed Countywide Planning Policies (CPPs).

- **Outreach Methods and Results:** The CPPs will be available for public comment after the Growth Management Planning Council (GMPC) approves the release of the Public Review Draft, expected in March, when feedback and comments will be invited and then considered in the final draft presented to the GMPC in June. The GMPC also maintains a list of interested parties to whom the draft CPPs will be distributed. The GMPC is formal body of elected officials from jurisdictions throughout the county charged with overseeing the preparation of the Countywide Planning Policies

- **Feedback Summary:**

Staff will apprise the Council of public input and resulting changes to the drafts as we become aware of those.

BUDGET IMPACT:**Total Cost:**

N/A

Approved in current biennial budget:

☐ Yes

☐ No

☒ N/A

Budget Offer Number:

N/A

Budget Priority:

N/A

Other budget impacts or additional costs:

☒ Yes

☐ No

☐ N/A

If yes, explain:

Growth targets will have budgetary impacts associated with comprehensive plan updates, functional plan updates, and zoning implementation. Contracts associated with the Redmond 2050 periodic review have review and incorporation of growth targets and related updates as part of that scope of work.

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Provide Direction

Time Constraints:

The GMPC will consider approval of the CPPs in June 2021 and will forward the CPPs to the King County Council for approval in the second half of 2021. In 3Q-4Q 2021, King County member jurisdictions will consider the CPPs for ratification.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not seeking approval at this time.

ATTACHMENTS:

Attachment A -King County Growth Target Presentation



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-015

Type: Committee Memo

TO: Members of the City Council

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Beverly Mesa-Zendt	Deputy Director
Planning and Community Development	Caroline Chapman	Senior Planner

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REQUEST RATIONALE:

- **Relevant Plans/Policies:**
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OUTCOMES:

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City of Redmond

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Staff will apprise the Council of public input and resulting changes to the drafts as we become aware of those.

BUDGET IMPACT:

Total Cost:

N/A

Approved in current biennial budget:

☐ Yes

☐ No

☒ N/A

Budget Offer Number:

N/A

Budget Priority:

N/A

Other budget impacts or additional costs:

☒ Yes

☐ No

☐ N/A

If yes, explain:

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Funding source(s):

N/A

Budget/Funding Constraints:

N/A

☐ **Additional budget details attached**

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Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
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Time Constraints:

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ANTICIPATED RESULT IF NOT APPROVED:

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ATTACHMENTS:

Attachment A -King County Growth Target Presentation



King County Growth Targets

January 19, 2020

Beverly Mesa-Zendt AICP

King County Growth Targets

- What are Growth Targets?
- Why are Growth Targets important?
- How are they determined?
- How has Redmond performed to date?
- Target Ranges
- Staff considerations and recommendations
- What is the timeline/process for adoption and ratification?

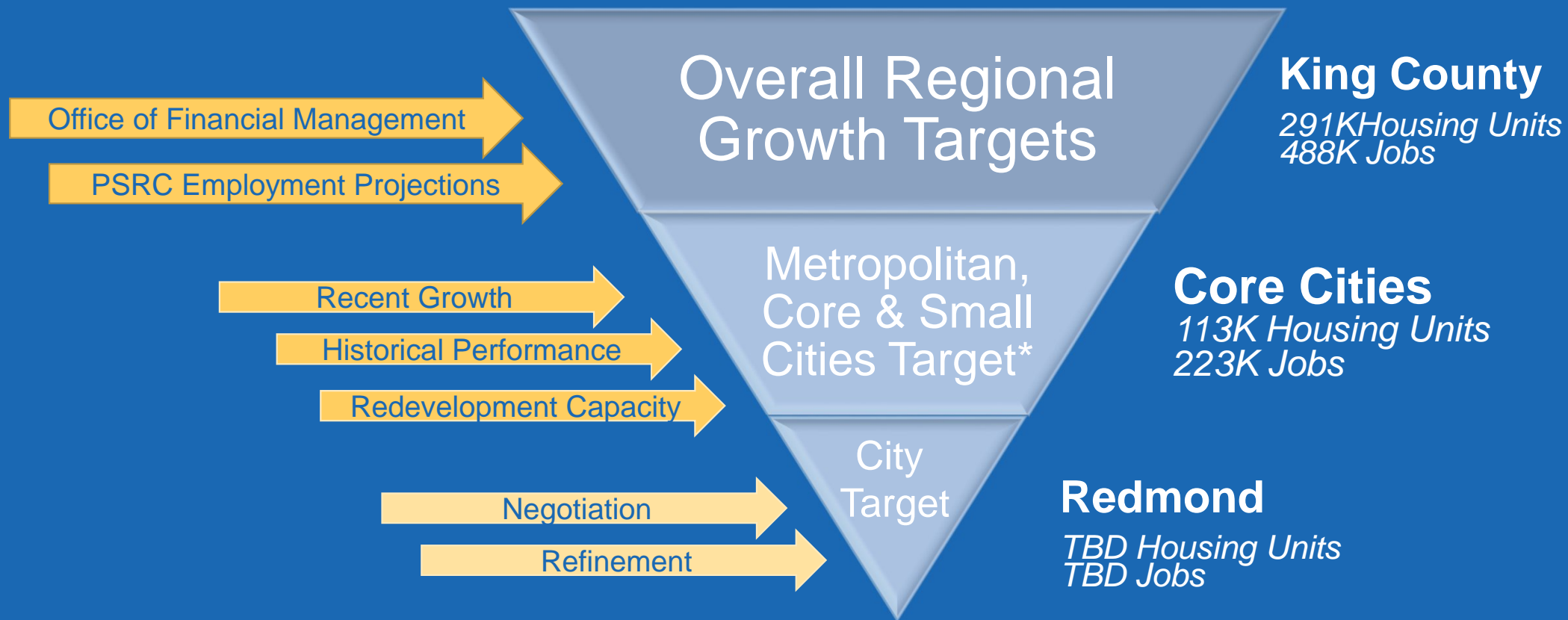
What Are Growth Targets?

- A policy statement about the amount of housing and jobs each jurisdiction will plan for in 2024 comprehensive plans
- Part of the Countywide Planning Policies
- For the urban area only
- For at least a 20-year period
- Created collaboratively by all cities and King County

Why are growth targets important?

- Compliance with GMA
- Compliance with CPPs
- PSRC Certification
 - ✓ Certification is a requirement to be eligible for PSRC funding and for projects submitted into the Regional Transportation Improvement Program.
 - ✓ PSRC maintains a report of the certification status of each jurisdiction
 - ✓ Jurisdictions use growth targets to **inform planning** for land use, transportation, and capital facilities

How are Growth Targets Determined





Some Internal Metrics

- **What is *our current capacity*?**
 - How much is vacant or underdeveloped?
 - Where are infrastructure investments or constraints?
 - Development vs. planned density
- **What does *our recent performance* tell us?**
 - Performance against previous target
 - Recent trends
 - How do we compare to our neighbors
- **How does this *impact our plans*?**
 - Redmond's jobs to housing split
 - Housing goals
 - Sustainability goals

2006 -2031 Housing Targets – How is Redmond doing?

Burien	57%
Federal Way	65%
Auburn	68%
Kirkland	75%
Bellevue	79%
Renton	93%
Kent	96%
Redmond	101%
Bothell	121%

Tukwila	6%
SeaTac	20%

Seattle	154%
Issaquah	185%

Negative Growth - 50%	50% - 150%	150% - 200%
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41% of the planning period completed

Redmond has **achieved 101%** of expected growth expected as this point in the planning period

2006-2031 Jobs Targets – How is Redmond doing?

41% of the planning period completed

Redmond has **achieved 108%** of expected growth expected as this point in the planning period

		Auburn	59%				
		Renton	91%				
		Bellevue	89%				
		Issaquah	93%				
Federal Way	-8%	Redmond	108%				
Burien	-1%	Kirkland	126%				
Tukwila	7%	Kent	142%	Seattle	175%	Bothell	209%
SeaTac	41%						
Negative Growth - 50%		50% - 150%		150% - 200%		>200%	



Redmond 20 Year Target Preliminary Ranges

Housing Unit Target Range

11,667 - 21,764

Current Capacity

17,117 Housing Units

Recent Trends

2014-2019

Average of 764 HU/ year

Jobs Target Range

15,372- 42,964

Current Capacity

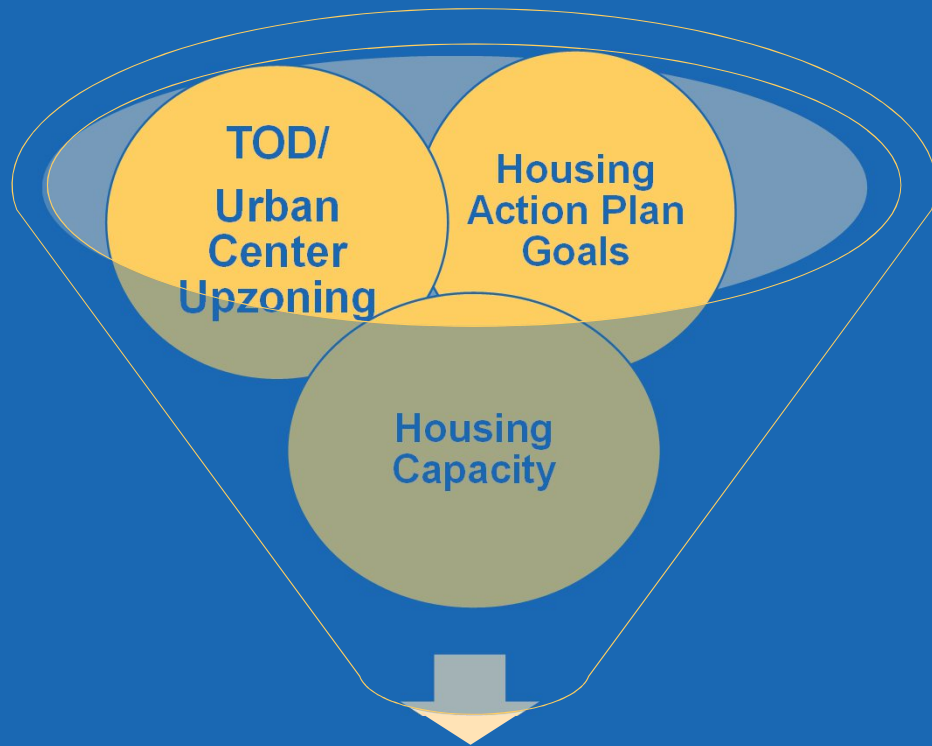
15,372 Jobs

Recent Trends

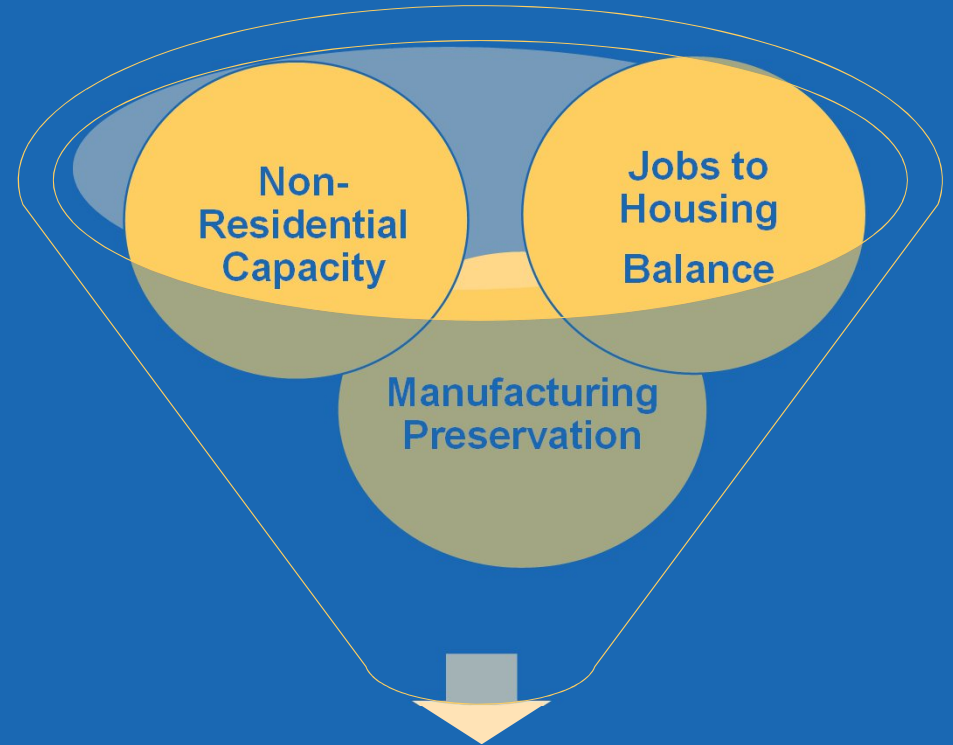
2010- 2019

Average of 2,123 jobs/ year

Next Steps | Core Regional Caucus Deliberations



Housing Target



Job Target

SCHEDULE



17



Thank You

Any Questions?
Beverly Mesa-Zendt AICP





Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-016

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
Finance	Kelly Cochran	425-556-2748

DEPARTMENT STAFF:

Planning and Community Development	Don Cairns	Transportation Planning and Engineering Manager
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Finance	Terry Marpert	Real Property Specialist

TITLE:

NE 70th Street Right-of-Way Vacation

OVERVIEW STATEMENT:

As part of the Downtown Redmond Link Extension (DRLE), Sound Transit has petitioned the City to vacate a portion of NE 70th Street in Marymoor Village for the purpose of constructing the Southeast Redmond light rail station. Sound Transit will realign and reconstruct NE 70th Street in front of the station as part of DRLE and dedicate it to the City at the end of the DRLE project. Consistent with state law, the proposed process is:

- January 12, 2021: Committee of the Whole briefing
- January 19, 2021: Council adopts resolution setting public hearing date
- February 16, 2021: Council holds public hearing and considers vacation ordinance after the public hearing is concluded.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information**

☐ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Marymoor Subarea Infrastructure Plan (2017); Comprehensive Plan Policies TR-10 and TR-11
- **Required:**
Pursuant to chapter 35.79 RCW the City Council must hold a public hearing and is the decision maker for this

petition.

- **Council Request:**
N/A

- **Other Key Facts:**

The approach for vacating the existing street right-of-way and subsequently dedicating new street right-of-way is detailed in Letter of Concurrence 22 between the City and Sound Transit. The letter is incorporated into the DRLE Development Agreement executed on August 21, 2019.

OUTCOMES:

Vacating a portion of the existing NE 70th Street right-of-way will enable Sound Transit to construct the light rail station in Marymoor Village.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Staff proposes that the City Council hold a public hearing on the right-of-way vacation on February 16, 2021 and consider approval after the hearing is closed.
- **Outreach Methods and Results:**
The City must post notice of the public hearing at three conspicuous locations and at the subject location (RCW 35.79.020). Sound Transit has communicated extensively with all affected property owners during its property acquisition process.
- **Feedback Summary:**
Key concerns among affected owners are maintenance of property and business access and provision of utility services during construction. Sound Transit has developed plans to maintain access and utility services during construction.

BUDGET IMPACT:

Total Cost:

The right-of-way vacation has no cost to the City. Sound Transit is compensating the City by reconstructing NE 70th Street in front of the light rail station and dedicating that new right-of-way to the City at the end of the DRLE project.

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:

N/A

Budget Priority:

N/A

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:

N/A

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
11/17/2020	Business Meeting	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Approve
2/16/2021	Business Meeting	Approve

Time Constraints:

Sound Transit must take possession of the portion of NE 70th Street right-of-way to be vacated in order to complete construction, which is scheduled to begin within the next two months.

ANTICIPATED RESULT IF NOT APPROVED:

Construction of the Southeast Redmond station parking garage begins in winter 2021. If the City Council does not approve the right-of-way vacation, the light rail station in Marymoor Village will need to be redesigned, significantly impacting both the project cost and schedule.

ATTACHMENTS:

Attachment A: NE 70th Street Right-of-Way Vacation Supplemental Information

Attachment B: NE 70th Street Right-of-Way Vacation Petition



Memorandum

Date: 1/12/2021
Meeting of: City Council

File No. AM No. 21-A024
Type: Consent Item

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
Finance	Kelly Cochran	425-556-2748

DEPARTMENT STAFF:

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Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:

N/A

Budget Priority:

N/A

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:

N/A

Funding source(s):

N/A

Budget/Funding Constraints:
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☐ **Additional budget details attached**

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Attachment B: NE 70th Street Right-of-Way Vacation Petition

Attachment A: NE 70th Street Right-of-Way Vacation Supplemental Materials

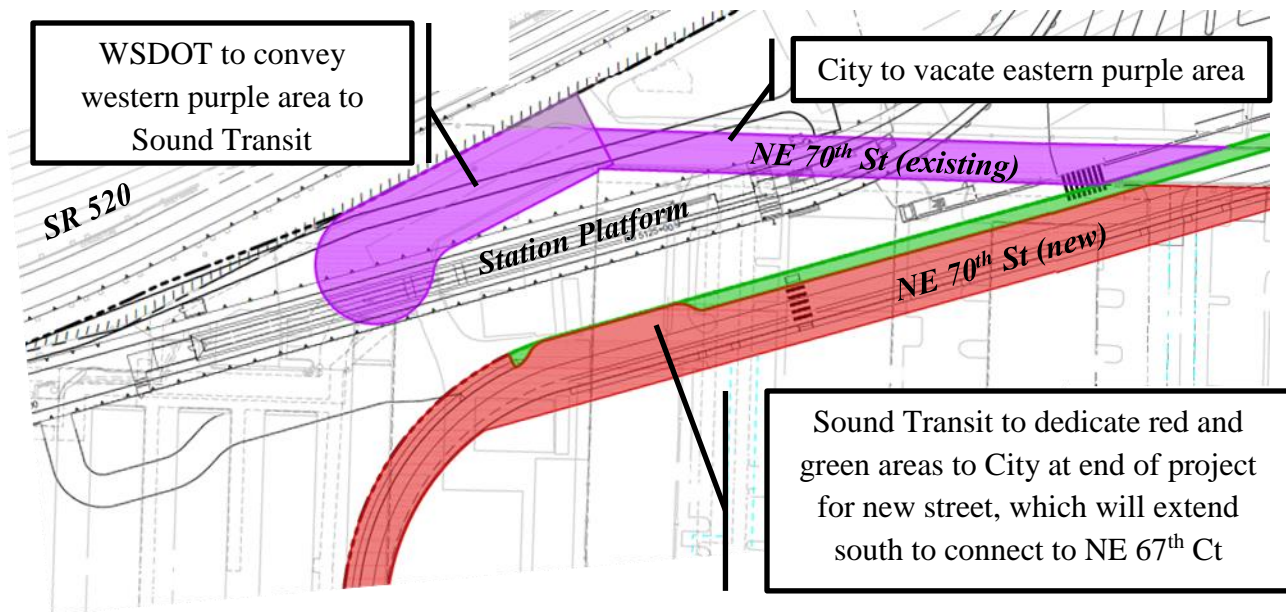
Background

Sound Transit is extending light rail 3.4 miles from the future Redmond Technology Station in Overlake to Downtown Redmond. The extension has two stations: one in the Marymoor Village area of Southeast Redmond with an associated 1,400-stall parking structure, and a terminus station in Downtown Redmond.

As part of the extension, Sound Transit will realign a portion of NE 70th Street in Marymoor Village to accommodate the Southeast Redmond Station and parking structure. One of the required steps in realigning the street is for the City to vacate a portion of the existing ROW.

NE 70th Street Vacation, Temporary Rights, and Future Street Dedication

As part of the Downtown Redmond Link Extension (DRLE), Sound Transit will realign NE 70th Street and extend a new street to the south, 173rd Avenue NE, to facilitate construction of the Southeast Redmond Station and improve circulation in Marymoor Village. The areas of street vacation and dedication are shown in the graphic below.



The vacation of a portion of NE 70th Street ROW is the first in a series of property rights transactions that will ultimately result in Sound Transit dedicating a new segment of NE 70th Street fronting the Southeast Redmond Station. The general sequence of events follows and is further detailed in project Letter of Concurrence (LOC) 22, incorporated by reference into the DRLE Development Agreement approved by the City Council.

1. City vacates portion of NE 70th Street ROW
2. Sound Transit grants temporary utility and public access rights in the existing NE 70th Street alignment to ensure continued provision of utility services and property access during construction
3. Sound Transit grants temporary utility and public access rights in the new NE 70th Street alignment when the new alignment of NE 70th Street and associated utilities are ready for public use

4. Sound Transit deeds the new alignment of NE 70th Street to the City as ROW

The western end of NE 70th Street is operated by the City as a public street but is owned by the Washington State Department of Transportation (WSDOT). Therefore, WSDOT will convey its portion of NE 70th Street to Sound Transit separately. As part of LOC 22, City staff have agreed to send a letter to WSDOT indicating that the City no longer needs the cul-de-sac for public street purposes.

Right-of-Way Vacation Process

Chapter 35.79 RCW requires a municipality's legislative body to make decisions on ROW vacations. The summary process for a ROW vacation is as follows:

1. Adjacent property owners petition the City to vacate the ROW
2. City Council sets hearing date by resolution
3. City provides notice of public hearing
4. City Council holds public hearing
5. City Council acts on vacation ordinance

Sound Transit submitted a petition to vacate a portion of NE 70th Street ROW on May 19, 2020. The petition contains the signatures of more than two-thirds of the adjacent owners as measured in lineal feet. In fact, Sound Transit has acquired property rights for 100 percent of the abutting land. Because the petition meets the two-thirds threshold, under state law, the City Council must, at a future business meeting, adopt a resolution setting a date for a public hearing to consider the petition.

Compensation

State law provides that the City may require adjacent owners to compensate the City in an amount not to exceed one-half of the appraised value of the vacated area. In this instance, Sound Transit will be replacing the existing street ROW with a new, larger street ROW, and improving the ROW according to City standards. Therefore, staff recommends that the new street ROW and improvements be considered compensation for the ROW vacation.

Right-of-Way Vacation Ordinance

The City Council can expect to see the following elements in the NE 70th Street right-of-way vacation ordinance:

- Authorization for the Mayor to vacate the subject right-of-way
- Requirement for Sound Transit to dedicate temporary utility and public access rights
- Statement that the City will accept the new NE 70th Street right-of-way and improvements as compensation
- Authorization for the Finance Department to record the ordinance and quit claim deed
- Setting an effective date tied to the resolution of the eminent domain action for one of the abutting properties

Next Steps

The proposed timeline for the right-of-way vacation is as follows:

- January 12, 2021: Committee of the Whole briefing
- January 19, 2021: Council adopts resolution setting public hearing date
- February 16, 2021: Council holds public hearing

The Council may decide on the right-of-way vacation as soon as the public hearing concludes.

Petition to Vacate a Street, Alley, or Public Easement

Developed for and to be used only for the proposed vacation of a portion of NE 70th St in Southeast Redmond

Contact Information

Name of person filing petition (agent):	Central Puget Sound Regional Transit Authority
Address:	Rhonda Thomsen, Real Property Project Manager Real Property Division 401 S. Jackson Street Seattle, WA 98104
Email address:	rhonda.thomsen@soundtransit.org
Phone:	206-398-5455
Staff reports, City Council meeting agendas, and the notice of final decision should be provided by (check one):	<input type="checkbox"/> Email <input type="checkbox"/> Mail <input type="checkbox"/> Both

Vacation Information

Legal description of street, alley, or public easement to be vacated (attached separately if needed):	See Exhibit "A," attached
Tax parcel number(s):	There is no tax parcel assigned to the subject property. Abutting Tax Parcel Nos: 122505-9193, 122505-9183, and 122505-TRCT
Does the street, alley, public easement or part thereof abut any body of water (check one): <i>If yes, please describe:</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the vacation result in any parcel of land being denied direct access (check one)? <i>If yes, please identify which parcel(s) and explain continuous maintenance of access:</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Assessor's Tax Parcel Nos.: 122505-9042, 122505-9187, 122505-9183, and 122505-TRCT, 122505-9260 and 122505-9101 Sound Transit will acquire property for a relocated NE 70th Street and a new 173rd Avenue NE, which will be transferred to the City at the end of construction. Simultaneous with this vacation, Sound Transit will grant temporary rights of public access so the existing NE 70th Street alignment can continue to be used for property access during the construction period. These temporary rights will remain in effect until new access rights are created in the new 70th Street alignment.
How is the vacation in the public interest?	Petitioners are requesting the vacation of a portion of NE 70th Street to clear the way for construction of Sound Transit's Downtown Redmond Link Extension (DRLE). Vacation of the property to allow for expansion of the light rail system is consistent with the transit needs of the region. Utilizing former road right-of-way for transit is a transportation purpose and consistent with road right-of-way uses. Vacation of the property will be compensated by the creation of a relocated road right-of-way for public use.
Size of street, alley, public easement, or part thereof to be vacated, in square feet:	12,721 square feet

Petition to Vacate a Street, Alley, or Public Easement

We, the owners of two-thirds of the real property abutting the street, alley, or part thereof, or underlying the public easement, or part thereof, legally described on page 1 of this Petition (or attached), petition the City Council of the City of Redmond, Washington to vacate this street, alley, public easement, or part thereof.

Name	Address	Legal description
Central Puget Sound Regional Transit Authority	17520 NE 70TH ST REDMOND, WA 98052	APN 122505-9193. That portion of the south half of the northeast quarter of Section 12, Township 25 North, Range 5 East, W.M., in King County, Washington, lying south of the south line of the Northern Pacific Railroad Company right of way; Except that portion lying northwesterly of the southeasterly margin of State Highway SR 520 as condemned in King County Superior Court Cause No 757133.
By: _____ _____ (Print Name)		
Its: _____		

EXHIBIT A

PARTIAL STREET VACATION ①
NE 70TH STREET
RL-167

BEING A PORTION OF NE 70TH STREET (30.00 FEET WIDE) LYING WITHIN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M. IN KING COUNTY, WASHINGTON AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SECTION 12, FROM WHICH POINT THE CALCULATED CENTER OF SECTION 12 BEARS NORTH 88°35'20" WEST, 2648.62 FEET; THENCE ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 12, NORTH 88°35'20" WEST, 1718.70 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF NE 70TH STREET AND **THE TRUE POINT OF BEGINNING**;

THENCE CONTINUING ALONG SAID NORTH QUARTER SECTION LINE AND SAID NORTH LINE OF NE 70TH STREET, NORTH 88°35'20" WEST, 479.65 FEET TO A POINT ON THE EAST LINE OF A PORTION OF NE 70TH STREET CURRENTLY OR FORMERLY OWNED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION;

THENCE ALONG THE EAST AND SOUTH LINES OF SAID WASHINGTON STATE DEPARTMENT OF TRANSPORTATION OWNED PORTION OF NE 70TH STREET;

SOUTH 27°44'30" EAST, 30.00 FEET;

THENCE SOUTH 62°15'30" WEST, 7.80 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF NE 70TH STREET;

THENCE ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 88°35'20" EAST, 376.24 FEET;

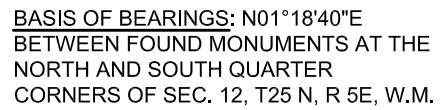
THENCE NORTH 73°59'25" EAST, 100.20 FEET TO THE NORTH RIGHT OF WAY LINE OF NE 70TH STREET AND **THE TRUE POINT OF BEGINNING** OF THIS DESCRIPTION AND THERE TERMINATING.

SITUATE IN THE CITY OF REDMOND, KING COUNTY, WASHINGTON.

AREA CONTAINS 12,721 SQUARE FEET, MORE OR LESS.



2-4-2020





Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-017

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Beverly Mesa-Zendt	Deputy Director
Planning and Community Development	Don Cairns	Transportation Planning and Engineering Manager
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Tam Kutzmark	Senior Planner

TITLE:

Transportation Master Plan Update: Outreach Summary and Policy Considerations

OVERVIEW STATEMENT:

The initial round of public engagement on the Transportation Master Plan (TMP) Update project has concluded, yielding rich feedback on the vision, principles, and strategies for the TMP update, as well as over 100 project ideas. This public engagement also generated several policy considerations related to transportation and mobility in the City's future. Staff will share these results and seek Council direction on policy considerations as the TMP Update moves into the travel demand modeling, project evaluation and plan drafting phase in 2021.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information**

☐ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan, Transportation Master Plan.
- **Required:**
RCW 36.70A.040 requires Redmond to complete a periodic update and review of its comprehensive plan, of which the TMP is a part, by June 30, 2024.
- **Council Request:**
N/A
- **Other Key Facts:**

The City Council authorized TMP Update funding in the 2021-22 biennial budget as part of Phase 1 of the Redmond 2050 effort.

OUTCOMES:

The updated Transportation Master Plan will guide City decisions concerning mobility in a manner that supports the overall vision for the community as described in the Redmond Comprehensive Plan.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
 - **Nov 2020-Jan 2021:** public involvement is centering on vision, principles, strategies, and project ideas; stakeholder outreach is centering on existing conditions and policy considerations
 - **Q3 2021:** public involvement and stakeholder outreach will focus on draft plan updates and draft funding-constrained 20-year investment plan
 - **Q1-Q2 2022:** public involvement and stakeholder outreach will focus on final draft documents for adoption
- **Outreach Methods and Results:**

City staff are obtaining public input via virtual community workshops, small-group community workshops, online questionnaires, map-based project idea solicitation, and the Redmond 2050 Community Advisory Committee. In addition, staff are engaging with the Pedestrian/Bicycle Advisory Committee and Planning Commission.
- **Feedback Summary:**

Those providing input to date have expressed support for the overall vision, principles, and strategies and offered feedback on improving these elements. See Attachment A for details.

BUDGET IMPACT:

Total Cost:

\$250,000 for travel demand modeling and project cost estimating (\$200,000 appropriation in 2019-20 and \$50,000 appropriation in 2021-22).

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:

000343 Mobility of People and Goods

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☒ **Yes** ☐ **No** ☐ **N/A**

If yes, explain:

The TMP Update includes updating the Transportation Facilities Plan (20-year funding-constrained investment plan) and transportation impact fees, which will impact both future revenues and future costs.

Funding source(s):

Impact fees.

Budget/Funding Constraints:

RCW 82.02.050 limits impact fee expenditures to those that finance system improvements to serve growth.

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
11/17/2020	Business Meeting	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
2/2/2021	Business Meeting	Receive Information
2/9/2021	Study Session	Provide Direction

Time Constraints:

City Council input on policy considerations in the first quarter is critical to maintaining the overall project schedule, which is to complete the TMP Update by the end of 2022.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not seeking approval at this time.

ATTACHMENTS:

Attachment A: Draft Vision, Principles, and Strategies

Attachment B: Draft Policy Considerations

Attachment C: Public Outreach Summary



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-017

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
------------------------------------	---------------	--------------

DEPARTMENT STAFF:

Planning and Community Development	Beverly Mesa-Zendt	Deputy Director
Planning and Community Development	Don Cairns	Transportation Planning and Engineering Manager
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Tam Kutzmark	Senior Planner

TITLE:

Transportation Master Plan Update: Outreach Summary and Policy Considerations

OVERVIEW STATEMENT:

The initial round of public engagement on the Transportation Master Plan (TMP) Update project has concluded, yielding rich feedback on the vision, principles, and strategies for the TMP update, as well as over 100 project ideas. This public engagement also generated several policy considerations related to transportation and mobility in the City's future. Staff will share these results and seek Council direction on policy considerations as the TMP Update moves into the travel demand modeling, project evaluation and plan drafting phase in 2021.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information**

☐ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan, Transportation Master Plan.
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- **Council Request:**
N/A
- **Other Key Facts:**

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OUTCOMES:

The updated Transportation Master Plan will guide City decisions concerning mobility in a manner that supports the overall vision for the community as described in the Redmond Comprehensive Plan.

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- **Timeline (previous or planned):**
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- **Feedback Summary:**

Those providing input to date have expressed support for the overall vision, principles, and strategies and offered feedback on improving these elements. See Attachment A for details.

BUDGET IMPACT:

Total Cost:

\$250,000 for travel demand modeling and project cost estimating (\$200,000 appropriation in 2019-20 and \$50,000 appropriation in 2021-22).

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

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Budget Priority:

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RCW 82.02.050 limits impact fee expenditures to those that finance system improvements to serve growth.

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COUNCIL REVIEW:

Previous Contact(s)

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ANTICIPATED RESULT IF NOT APPROVED:

Staff is not seeking approval at this time.

ATTACHMENTS:

Attachment A: Draft Vision, Principles, and Strategies

Attachment B: Draft Policy Considerations

Attachment C: Public Outreach Summary

Attachment A: Vision, Principles, and Strategies

As part of fall 2020 public involvement, staff sought input on the draft vision, principles, and strategies that should guide the TMP Update.

Vision

The vision statement below is from the 2013 TMP. It describes the mobility system that Redmond aspires to create over the life of the TMP. Staff solicited input on potential changes to the vision statement to be made as part of this TMP update as part of fall 2020 outreach.

“Redmond’s 2030 transportation system supports Redmond’s vision for vibrant urban centers in Downtown and Overlake, connected neighborhoods and a sustainable community. Movement of people, goods, and freight both locally and regionally is provided by street, light rail, transit, pedestrian, and bicycle systems that are complete and fully integrated.” (TMP Chapter 1)

Principles

TMP Update guiding principles will influence all aspects of the updated TMP document. The TMP Update is guided by the same principles that are being used for the broader Redmond 2050 effort, with the addition of safety as a principle being applied to the TMP Update.

Principle	Definition as applied to transportation
Equity and Inclusion	<i>The transportation system is designed, built, operated, and maintained so that all people in Redmond can fully and effectively access safe and affordable mobility options.</i>
Sustainability	<i>The transportation system meets today’s economic, environmental, and social needs and creates the foundation for meeting future needs.</i>
Resilience	<i>The transportation system has the capacity to adapt and grow in response to chronic or acute pressures and can adjust when unexpected problems or events occur.</i>
Technology Forward	<i>Information and data gathered from the transportation system and the people who use it is leveraged to ensure the system functions for the benefit of the whole community.</i>
Safety	<i>The transportation system is designed, built, operated, and maintained to protect human health.</i>

Strategies

The strategies describe how Redmond will achieve the vision described above. The draft strategies are:

Strategy	Key Components of the Strategy
Orient around Light Rail	<ul style="list-style-type: none">• Promote transit that connects people to light rail• Prioritize development and investment that improves access to light rail• Reform parking regulations to support housing and employment near light rail
Maintain Transportation Infrastructure	<ul style="list-style-type: none">• Design and build resilient infrastructure• Maintain the system through cost-effective spending• Identify level-of-service requirements and funding needed for long-term maintenance and operations

Strategy	Key Components of the Strategy
Improve Travel Choices and Mobility	<ul style="list-style-type: none">• <i>Invest in bus transit speed, access, and reliability</i>• <i>Improve bike and pedestrian connections within and between neighborhoods and other key destinations</i>• <i>Manage limited right-of-way and curb space to achieve community goals</i>
Enhance Freight and Service Mobility	<ul style="list-style-type: none">• <i>Complete the network of freight infrastructure needed to support the delivery of goods and services</i>• <i>Monitor freight and service delivery patterns and adjust transportation system operations if necessary</i>

Attachment B: Draft Policy Considerations

Draft policy considerations are grounded in the guiding principles and organized according to the draft strategies (Attachment A). Staff has also included policy considerations for transportation impact fees based on Council discussion in late 2020. Staff will revise the draft policy considerations based on public input (Attachment C) and direction from Council.

Policy Considerations: General

- **Sustainability:** Achieving climate action goals requires transportation investments that encourage a shift from driving alone by providing convenient, safe, and accessible options.
- **Equity & Inclusion:** Creating an equitable and inclusive transportation system calls for actions that support mobility, connectivity, and access. It calls for decisions to prioritize an affordable and effective public transportation network that links people to employment, education, and health and social services.
- **Tech Forward:** Technological innovations are evolving quickly and will likely transform our transportation systems. Forward-thinking planning will enhance our City's resiliency and allow for innovations ranging from shared and on-demand mobility, to more accurate real-time travel information, to a reduced reliance on personal vehicles. Technology may also impact freight delivery systems, fleet management, and the use and management of curb space.
- **Resiliency:** Transportation is the backbone of our economy, connecting people, freight, jobs, and services. Resilient, multimodal planning will support a smooth transition to alternatives when unexpected events impact one or more travel modes. Building resilient infrastructure will also accelerate recovery after catastrophic events. Revenue should come from multiple streams and mechanisms, including user-based fees, to manage and improve the transportation system even during times of economic uncertainty or shifts in development trends.
- **Safety:** Design standards and operating principles should prioritize safety for all users. Consistent with the principle of equity and inclusion, safety analyses should prioritize the health and safety of the most vulnerable users of the transportation system because systems that are safe for the most vulnerable are safe for everyone.

Policy Considerations: Orient Around Light Rail

Deploy transit service to connect people to light rail. When light rail service begins in 2023 (Overlake) and 2024 (Downtown and Southeast Redmond), it will be the spine of Redmond's public transportation system. Concurrent with the Redmond 2050 effort, City staff should continue working with Metro, Sound Transit, and the community to develop changes to bus transit that best serve the Redmond community going forward.

Prioritize investments that improve access to light rail. To best leverage the region's investment in high capacity transit, Redmond should consider prioritizing mobility investments that improve access to light rail and the mobility it affords.

These two policy considerations support *sustainability* by encouraging transit use; they support *equity and inclusion* by making more opportunities available to more people; they support *resiliency* by increasing the number of ways that people can get around Redmond; and they support *safety* by encouraging use of modes other than driving.

Encourage transit-oriented development in light rail station areas. To achieve the community’s vision for focusing growth in urban centers, and to best leverage the region’s investment in high-capacity transit, Redmond should encourage transit-oriented development, including and opportunities for affordable housing, in light rail station areas. This policy consideration supports *sustainability* by encouraging lower carbon footprint lifestyles; it supports *equity and inclusion* by locating more affordable housing closer to public transit and the mobility it affords.

Reform parking regulations around light rail stations to maximize desired uses like housing and employment. The combination of new light rail service and redeployed bus service will enable more households to choose to own fewer vehicles or no vehicles. The desire to accommodate most of Redmond’s growth in urban centers also argues for balancing the need for parking with the need to accommodate housing and jobs. Therefore, Redmond should reform parking regulations around light rail stations to maximize desired uses like housing and employment. This policy consideration supports *sustainability* by encouraging use of travel modes other than driving; it supports *equity and inclusion* by increasing the affordability of housing near transit; it can also be supported by a *technology forward* approach, which can help people find available parking faster.

Policy Considerations: Maintain Transportation Infrastructure

Identify level-of-service requirements and funding for long-term maintenance and operations of infrastructure. Currently, the City of Redmond is not keeping up with the transportation maintenance needs of the system particularly in the areas of pavement management and accessible pedestrian facilities. Redmond needs to formalize a system for identifying and budgeting for the long-term maintenance and operations of transportation infrastructure. This closely aligns with the principle of *sustainability*; it also promotes *equity and safety*.

Maximize the cost-effectiveness of transportation system maintenance expenditures. Maintaining the existing system will become an increasing financial challenge as Redmond’s infrastructure ages. Part of meeting that challenge will be investing wisely in system maintenance. This policy aligns with the principle of *technology forward*, to the degree that advances in technology can be used to maximize the impacts of strategic investments. It also supports the principle of *safety*, because investments in maintenance result in a safer transportation system.

Design and build infrastructure that is resilient and can be efficiently maintained. *Resiliency* and the ability to efficiently maintain a system are the result of thoughtful planning and design. Redmond needs to better plan for, design, and build transportation infrastructure considering resiliency – both in terms of travel mode diversification and the ability to withstand and recover from catastrophic events – and efficient maintenance. This policy consideration closely aligns with the principle of *sustainability*; it also aligns with *technology forward* as information is applied to improve efficiency in maintenance.

Policy Considerations: Improve Travel Choices and Mobility

Complete modal networks. Redmond has adopted vehicle, bicycle, freight, and transit modal networks. Continuing this policy to complete the modal networks supports *equity and inclusion* by making more mobility choices available to more people; it supports *resiliency* by diversifying the transportation system; it supports *sustainability* by making mobility less reliant on fossil fuels; it supports *safety* by eliminating network gaps.

Two policy considerations are elements of completing modal networks and support the same principles described above:

- **Improve pedestrian and bicycling connections within and between neighborhoods, and**
- **Invest in bus transit speed, access, and reliability.**

Maximize the use of transportation infrastructure through transportation demand management programs. Making the most of the existing transportation systems maximizes the value of past capital investments while making more mobility choices available to more travelers. This policy consideration supports the principles of *technology forward*, as data is harnessed to improve the efficient use of infrastructure; and *sustainability*, as travelers make choices that have less negative environmental impacts.

Manage limited right-of-way and curb space to achieve community goals. Improving travel choices and mobility will require Redmond to make thoughtful decisions in how limited right-of-way is allocated to various uses. These decisions should be guided by community goals for land use, economic vitality, mobility, and more, and should align with the principles of *sustainability*, *equity and inclusion*, *technology forward*, *resiliency*, and *safety*.

Policy Considerations: Enhance Freight and Service Mobility

Complete the freight modal network. The freight modal network provides for the movement of goods and services to and through Redmond. This policy consideration aligns especially with the principle of *resiliency*, as the network is critical to economic well-being.

Monitor freight and service delivery patterns and adjust transportation system operations if warranted. This policy consideration calls for continued monitoring of travel patterns in an era of change in how goods and services are delivered. This consideration supports the principles of *technology forward* – using information and technology to inform decisions and respond to system failures, and *resiliency* insofar as Redmond makes adjustments that make the system more resilient.

Policy Considerations: Impact Fees

Consider waiving or reducing transportation impact fees for affordable housing. State law allows cities to exempt or reduce transportation impact fees for housing affordable to those earning up to 80 percent of area median income. For reductions exceeding 80 percent, the City must pay the remainder of the impact fee that would otherwise be due from another non-impact fee account. The City should consider whether to allow reductions or exemptions, and if so, the criteria by which exemptions would be granted.

Consider waiving transportation impact fees for uses with a broad public purpose. State law allows cities to exempt uses with a broad public purpose from transportation impact fees. The City must pay the impact fee that would otherwise be due from another non-impact fee account. The City should consider whether to allow exemptions, and if so, the criteria for evaluating and approving exemption requests.

The two impact fee policy considerations align with the principle of *equity and inclusion* in that they could decrease the cost of providing affordable housing or other uses with a broad public purpose; they

align with the principle of *resiliency* in that they could result in a more diverse mix of uses serving a broad public purpose that would buffer the community from the impacts of acute or chronic stressors.

Attachment C: Public Outreach Summary

Vision

Questionnaire respondents (108 total) believe the **vision** is generally sound but provided useful suggestions to better align the vision with the respondents' desired future. The most frequently suggested changes related to:

- Safe and well-maintained infrastructure;
- Sustainability;
- Prioritizing non-single-occupancy-vehicle modes;
- Street operations and traffic congestion;
- Concerns about growth;
- Connecting Redmond to the region with transit; and,
- Access to mobility.

Principles

- Equity and inclusion, safety, and sustainability were the principles most often rated as “very important”. At the same time, most respondents rated all principles as important or very important.
- About one third of respondents believe the principles should be revised to provide improved clarity and direction to guide transportation decisions.

Strategies

Most respondents (78 percent) believe the proposed strategies support the vision either “very well” or “somewhat well”. The most frequently suggested changes related to:

- Traffic congestion and car capacity;
- Improving mobility (not mode specific);
- Emphasizing public transit and other modes; and
- Safety.

Policy Considerations

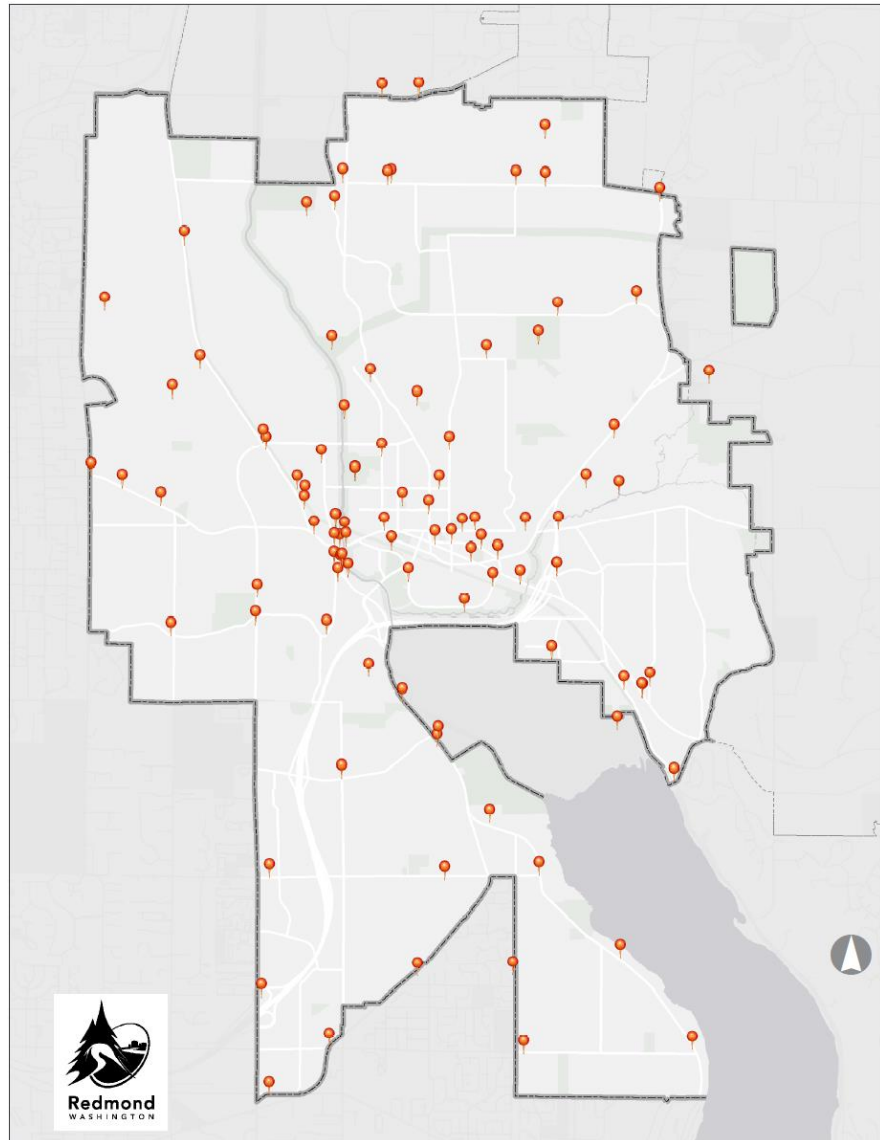
Public input on the vision, principles, and strategies will inform updates to policy considerations (Attachment B). Outreach is ongoing and so this section will be updated.

Project Ideas

The information below is based on a preliminary analysis of the project ideas submitted during the November-December outreach period. This section will be updated.

Participants submitted 106 ideas, assigning each idea to one or more categories. Since each idea can belong to multiple categories, the numbers below add-up to more than 106. Staff will include these ideas in the capital project evaluation phase that will occur in the first half of 2021.

Project Type	Number of Ideas
Safety	44
Sidewalk	31
Bicycle	30
Trail	26
Accessibility	16
Roadway	15
Transit	12
Environmental	9
Other	5
Technology	4
Freight	2
Maintenance	2
Parking	1





Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-018

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Public Works	David Juarez	425-556-2733
--------------	--------------	--------------

DEPARTMENT STAFF:

Public Works	Mike Paul	Senior Engineer
Public Works	Jon Spangler	Engineering Manager
Planning and Community Development	Don Cairns	Engineering Manager

TITLE:

Approval of Supplemental Agreement No. 3 with Integrity Structural Engineering, PLLC in the amount of \$196,425 for Bridge Engineering On-Call Consultant Support for the Overlake Village Station and Redmond Technology Station Pedestrian Bridges

OVERVIEW STATEMENT:

This Supplemental Agreement provides for additional bridge engineering services needed to provide continued construction support for two new pedestrian bridges in the Overlake Neighborhood. The Overlake Village Station (OVS) Pedestrian Bridge is being delivered by Sound Transit under their E360 design-build contract. The Redmond Technology Station (RTS) Pedestrian Bridge is being delivered by Microsoft under a separate design-build contract. Both bridges will be conveyed to the City after they are completed. Additional costs are funded from existing project budgets.

Additional funds are needed for the OVS Pedestrian Bridge because the construction duration is longer than originally planned and level of effort required to respond to changes and address non-conforming work is greater than anticipated.

For the RTS Pedestrian Bridge the level of the support needed during construction is greater than anticipated due to the complexity of the project, construction challenges, large number of design changes, need to address non-conforming work, and nature of the design-build process. In addition, the construction duration is longer than originally anticipated.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**

N/A

- **Required:**
Revised Code of Washington 39.80 and City Purchasing Policies and Procedures requires Council authorization for the Mayor to sign the contract.
- **Council Request:**
N/A
- **Other Key Facts:**

Integrity Structural Engineering Contract Summary

- *Consultant Agreement on 7/19/16*
 - Amount - \$300,000
 - Original agreement, 12/31/19 completion date
- *Supplement #1 on 11/19/19*
 - Amount - \$150,000
 - Added RTS Ped Bridge construction phase, completion date extended to 12/31/2022
- *Supplement# 2 on 8/7/20*
 - Amount - \$50,000
 - Additional construction support for both bridges. This supplement was a stopgap measure until the cost through completion could be accurately estimated
- *Supplement #3 (Pending Council Approval)*
 - Amount - \$196,425
 - Additional construction support
 - \$9,000 for OVS Ped Bridge
 - \$146,425 for RTS Ped Bridge
- **Total Cost for All - \$696,425**

OUTCOMES:

These pedestrian bridges will improve mobility, safety, and accessibility in the Overlake neighborhood by providing new east-west trail connections across SR 520 for pedestrians and bicyclists to access the light rail stations, SR520 bike trail, and other destinations. This supplemental agreement provides for the specialized structural engineering services needed to support the City during the design and construction of the two bridges.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:

\$696,425

Approved in current biennial budget:

☒ Yes

☐ No

☐ N/A

Budget Offer Number:

CIP

Other - Microsoft/City of Redmond Construction Agreement

Budget Priority:

CIP

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:

N/A

Funding source(s):

CIP: \$340,145

Microsoft: \$356,280 (Construction Agreement for the RTS Ped bridge)

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
6/16/2020	Business Meeting	Receive information
9/15/2020	Business Meeting	Receive information
11/17/2020	Business Meeting	Receive information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Approve

Time Constraints:

Timely approval of this Supplemental Agreement is important to provide continued, uninterrupted structural engineering support during construction. The existing consultant agreement is expected to be fully expended by February 2021.

ANTICIPATED RESULT IF NOT APPROVED:

The City will not have access to the specialized technical expertise needed to represent the City's interests with respect to quality, function, operations, and long-term maintenance.

ATTACHMENTS:

Attachment A: Additional Background Information

Attachment B: Supplement Agreement No. 3



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-018

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Public Works	David Juarez	425-556-2733
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DEPARTMENT STAFF:

Public Works	Mike Paul	Senior Engineer
Public Works	Jon Spangler	Engineering Manager
Planning and Community Development	Don Cairns	Engineering Manager

TITLE:

Approval of Supplemental Agreement No. 3 with Integrity Structural Engineering, PLLC in the amount of \$196,425 for Bridge Engineering On-Call Consultant Support for the Overlake Village Station and Redmond Technology Station Pedestrian Bridges

OVERVIEW STATEMENT:

This Supplemental Agreement provides for additional bridge engineering services needed to provide continued construction support for two new pedestrian bridges in the Overlake Neighborhood. The Overlake Village Station (OVS) Pedestrian Bridge is being delivered by Sound Transit under their E360 design-build contract. The Redmond Technology Station (RTS) Pedestrian Bridge is being delivered by Microsoft under a separate design-build contract. Both bridges will be conveyed to the City after they are completed. Additional costs are funded from existing project budgets.

Additional funds are needed for the OVS Pedestrian Bridge because the construction duration is longer than originally planned and level of effort required to respond to changes and address non-conforming work is greater than anticipated.

For the RTS Pedestrian Bridge the level of the support needed during construction is greater than anticipated due to the complexity of the project, construction challenges, large number of design changes, need to address non-conforming work, and nature of the design-build process. In addition, the construction duration is longer than originally anticipated.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
N/A

- **Required:**
Revised Code of Washington 39.80 and City Purchasing Policies and Procedures requires Council authorization for the Mayor to sign the contract.
- **Council Request:**
N/A
- **Other Key Facts:**

Integrity Structural Engineering Contract Summary

- *Consultant Agreement on 7/19/16*
 - Amount - \$300,000
 - Original agreement, 12/31/19 completion date
- *Supplement #1 on 11/19/19*
 - Amount - \$150,000
 - Added RTS Ped Bridge construction phase, completion date extended to 12/31/2022
- *Supplement# 2 on 8/7/20*
 - Amount - \$50,000
 - Additional construction support for both bridges. This supplement was a stopgap measure until the cost through completion could be accurately estimated
- *Supplement #3 (Pending Council Approval)*
 - Amount - \$196,425
 - Additional construction support
 - \$9,000 for OVS Ped Bridge
 - \$146,425 for RTS Ped Bridge
- **Total Cost for All - \$696,425**

OUTCOMES:

These pedestrian bridges will improve mobility, safety, and accessibility in the Overlake neighborhood by providing new east-west trail connections across SR 520 for pedestrians and bicyclists to access the light rail stations, SR520 bike trail, and other destinations. This supplemental agreement provides for the specialized structural engineering services needed to support the City during the design and construction of the two bridges.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:

\$696,425

Approved in current biennial budget:

☒ Yes

☐ No

☐ N/A

Budget Offer Number:

CIP

Other - Microsoft/City of Redmond Construction Agreement

Budget Priority:
CIP

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A
If yes, explain:
N/A

Funding source(s):
CIP: \$340,145
Microsoft: \$356,280 (Construction Agreement for the RTS Ped bridge)

Budget/Funding Constraints:
N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
6/16/2020	Business Meeting	Receive information
9/15/2020	Business Meeting	Receive information
11/17/2020	Business Meeting	Receive information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Approve

Time Constraints:

Timely approval of this Supplemental Agreement is important to provide continued, uninterrupted structural engineering support during construction. The existing consultant agreement is expected to be fully expended by February 2021.

ANTICIPATED RESULT IF NOT APPROVED:

The City will not have access to the specialized technical expertise needed to represent the City's interests with respect to quality, function, operations, and long-term maintenance.

ATTACHMENTS:

Attachment A: Additional Background Information
Attachment B: Supplement Agreement No. 3

Attachment A: Additional Background information

Integrity Structural Engineering Supplemental Agreement No. 3

Background Information

The Overlake Village Station (OVS) and Redmond Technology Station (RTS) pedestrian bridges were originally part of Sound Transit's E360 design-build contract, which was scheduled to be completed in 2019. In 2016 the City selected Integrity Structural Engineering to provide bridge engineering support services for both bridges during design and construction. At this time the OVS pedestrian bridge is still under construction and expected to be completed in 2021.

In late 2016 Microsoft developed a new design concept for the RTS Pedestrian Bridge and removed it from the E360 contract. The new design shifted the alignment south to connect into Microsoft's redevelopment plans for East Campus, increased the width from 14' to 30'-50', increased the length to approximately 1,200' and significantly increased the scope, scale, and complexity of the bridge. The RTS bridge is currently being delivered by Microsoft under a separate design-build contract and scheduled to be completed in 2022. Both bridges will be conveyed to the City after they are completed.

This supplemental agreement provides for continued structural engineering support services through construction completion of the bridges and was identified as an anticipated Council action in the Sound Transit Light Rail Quarterly Updates presented to Council on 6/16/20, 9/15/20, and 11/17/20. Additional services are needed for the reasons described below. Additional costs will be paid for from current project budgets.

- OVS Pedestrian Bridge (Figure 1)
 - Although nearing completion, the bridge is still under construction and the construction duration is approximately 15 months longer originally anticipated
 - The level of effort required to review and respond to design changes and address non-conforming work is greater than originally anticipated.
 - Funding: CIP, \$9,000
- RTS Pedestrian Bridge (Figure 2)
 - The level of the support needed during the construction phase is greater than anticipated due to the complexity of the project, construction challenges, large number of design changes, need to address non-conforming work, and nature of the design-build process.
 - The construction duration for the bridge is longer than originally anticipated
 - Funding: Microsoft: \$187,425 (funded by an existing Construction Agreement with the City)

Integrity Structural Engineering Contract Summary

7/19/16	Consultant Agreement	\$300,000	Original agreement, 12/31/19 completion date
1/19/19	Supplement 1	\$150,000	Added RTS Ped Bridge construction phase, completion date extended to 12/31/2022
8/7/20	Supplement 2	\$50,000	Additional construction support for both bridges. This supplement was a stopgap measure until the cost through completion could be accurately estimated.
1/19/21	Supplement 3	\$196,425	Additional construction support, primarily for the RTS Ped Bridge, pending Council approval
	Total	\$696,425	

Funding

	OVS Bridge	RTS Bridge	Total
CIP	\$194,519.22	\$145,625.78	\$340,145.00
Microsoft Construction Agreement		\$356,280.00	\$356,280.00
			\$696,425.00

Figure1 - OVS Pedestrian Bridge (looking west)



Figure 2 - RTS Pedestrian Bridge (looking west)





Supplemental Agreement Number _____		Organization and Address	
Original Agreement Number		Phone:	
Project Number	Execution Date	Completion Date	
Project Title	New Maximum Amount Payable \$		
Description of Work			

The Local Agency of _____
desires to supplement the agreement entered into with _____
and executed on _____ and identified as Agreement No. _____

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: _____

III

Section V, PAYMENT, shall be amended as follows:

as set forth in the attached Exhibits, and by this reference made a part of this supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

By: _____

By: _____

Consultant Signature

Approving Authority Signature

Date

Exhibit A

Supplemental Agreement No. 3

Integrity Structural Engineering, PLLC

December 16, 2020

Scope of Work

Technical support and effort required for OVS Pedestrian Bridge (Task 3) is extended by duration and NCRs. Significantly greater added construction support for RTS Pedestrian Bridge (Task 4) due to Plan revisions and NCRs that were not possible to have been anticipated. RTS is presently at Notice of Design Change No. 048 and Non-Conformance Report (NCR) No. 061 each of which routinely includes a calculation package, revised Plan sheets, discussion of changes, added meetings, and independent work to review, comment, and validate. Changes are occurring due to the complexity of the project, but many are quality issues, and many occur because the designer-builder frequently proposes changes to previously approved plans. The additional structural engineering services included:

- Review and providing recommendations to address on-going quality issues and Non-Conformance Reports (NCR)
- Additional review required for Notice of Design Changes (NDC), Field Design Changes (FDC), and Design Requests for Information (DRFI) with short turn-around.
- Review for multiple rounds and resubmittal for shop drawings and Contractor's partitioning of submittals such as lower pier cap, intermediate cap, and (upper cap) end diaphragm pour.
- Added technical support for mis-located rebar, revised structural system, or quality questions.
- On-going support for DP024 Canopy Design through IFC and shop drawings.
- Work demand has been tied to the Contractor's Project Activity Schedule, which in quantity of work appears to critically accelerate further in 2021 to complete works by February 2022. Added subcontractor complications and may extended/continue schedule through July 2022.

Fee Estimate - Task 4 Additional Structural Engineering Services

Subtask	Description	Est. Hours
3B&C	Added Punchlist and Technical NDC Reviews	60 hrs
4C	Shop Drawing, FDC, NDC, and DP024 Review	826 hrs
4D	Construction Meetings and Special Inspection Support	408 hrs
Total Hours		1294 hrs
Billing Rate		\$151.50/hr
Labor		\$196,041.00
Reimbursables	Added Reproduction	\$384.00
Total		\$196,425.00

Contract Summary

	Original Agreement:	Supplement 1: Add Task 4 RTS Construction	Supplement 2: Added Task 3 & Task 4 Constr.	Supplement 3: Added Task 3 & Task 4 Constr.	Total
Billing Salary Cost	\$297,625.00	\$147,800.00	\$49,995.00	\$196,041.00	\$691,461.00
Direct Non-Salary Costs	\$2,375.00	\$2,200.00	\$5.00	\$384.00	\$4,964.00
Total	\$300,000.00	\$150,000.00	\$50,000.00	\$196,425.00	\$696,425.00



INTEGRITY
STRUCTURAL
ENGINEERING
PLLC

PROJECT:	City of Redmond OVS & RTS Bridge	JOB #	16-007	DATE:	Dec., 2020
SUBJECT:	Anticipated Budget Requirement	BY:	KMW	SHEET #	

- Assumptions:**
- Required Support Matches Contractor Construction Activity Schedule
 - Utilization will Follow Similar to Current
 - Current Maximum RTS Monthly Expenditure is \$15,000
 - Approximate RTS Remaining Budget from January 1, 2021 = \$15,500
 - RTS Pedestrian Bridge Complete in July 2022

RTS Pedestrian Bridge Construction Support To Completion

2021											
1/1-1/31	2/1-2/28	3/1-3/31	4/1-4/30	5/1-5/31	6/1-6/30	7/1-7/31	8/1-8/31	9/1-9/30	10/1-10/31	11/1-11/30	12/1-12/31
\$ 13,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00

2022							Anticipated	Existing Budget	RTS TOTAL
1/1-1/31	2/1-2/28	3/1-3/31	4/1-4/30	5/1-5/31	6/1-6/30	7/1-7/31	SubTotal	Contingency	Remaining
\$ 10,000.00	\$ 9,000.00	\$ 8,000.00	\$ 8,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 193,000.00	\$ 10,000.00	\$ 15,500.00
									ADDED EXPENDITURE
									\$ 187,500.00
									Approx. 1,230 hrs Added

- Assumptions:**
- OVS Pedestrian Bridge Complete in January 2021 with Added Budget Starting October 2020
 - Approximate OVS Remaining Budget Starting October 1, 2020 = \$13.00

OVS Pedestrian Bridge Construction Support To Completion

2020			2021	Anticipated			OVS TOTAL
10/1-10/31	11/1-11/30	12/1-12/31	1/1-1/31	SubTotal	Contingency	ADDED EXPENDITURE	
\$ 2,500.00	\$ 1,500.00	\$ 2,000.00	\$ 2,000.00	\$ 8,000.00	\$ 1,000.00	\$ 9,000.00	
							Approx. 60hrs Added



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-019

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Human Resources	Cathryn Laird	425-556-2125
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DEPARTMENT STAFF:

Human Resources	Nicole Bruce	Sr. Human Resources Analyst/ Benefits Plan Administrator
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TITLE:

Flexible Spending Account (FSA) Plan Change Recommendations in Response to the Consolidated Appropriations Act

OVERVIEW STATEMENT:

Human Resources is recommending changes in Attachment A to the Flexible Spending Account Plan that are made allowable under the Consolidated Appropriations Act (CAA); and authorize and direct the Mayor to implement these changes including the execution of any contracts and agreements to do so.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information**

☐ **Provide Direction**

☒ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
The FSA Plan Document will need to be amended.
- **Required:**
The City of Redmond Personnel Manual, Section 1.40, requires Council approval of changes in the medical plan that increase benefits to employees.
- **Council Request:**
N/A
- **Other Key Facts:**
The third-party administrator (Navia) is requiring notification of our decision on what provisions we wish to implement by January 20, 2021.

OUTCOMES:

The President signed the Consolidated Appropriations Act (CAA) on December 27, 2020, which contains several FSA-related relief provisions for participants. The provisions are intended to help employees access unused FSA balances to health care and/or day care FSA from 2020 and 2021, and who were unable to utilize eligible services or care during the COVID outbreak. While the relief provisions listed on Attachment A are optional, Navia is recommending that employers adopt these provisions to provide maximum relief to FSA plan participants. Human Resources agrees with Navia's recommendations.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
The Employee Benefits Advisory Committee (EBAC) was emailed on 1/6/2021 and feedback was requested.
- **Outreach Methods and Results:**
EBAC meetings are typically held on a monthly basis, but email was used as this timeline has been compressed due to the passing of the law (12/27/2020) and when decisions are required by Navia (1/20/2021).
- **Feedback Summary:**
Feedback from this outreach will occur through an online vote on recommendations. This vote is requested by January 13, 2021 and the resulting recommendations will be included on Attachment A.

BUDGET IMPACT:

Total Cost:

N/A

Approved in current biennial budget:

☐ Yes

☐ No

☒ N/A

Budget Offer Number:

N/A

Budget Priority:

Responsible Government

Other budget impacts or additional costs:

☒ Yes

☐ No

☐ N/A

If yes, explain:

The plan changes are anticipated to be cost-neutral as they are employee only contributions.

Funding source(s):

Medical Self-Insurance Fund (511)

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Approve

Time Constraints:

In order for Plan Changes to be implemented we must make our plan selections by January 20, 2021 so that Navia can properly calculate and display FSA carryover balances to participants by January 25, 2021.

ANTICIPATED RESULT IF NOT APPROVED:

We would not be able to provide FSA-related relief for employees as allowable under the Consolidated Appropriations Act.

ATTACHMENTS:

Attachment A: Recommended Changes to the FSA Plan



Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-019

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Human Resources	Cathryn Laird	425-556-2125
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DEPARTMENT STAFF:

Human Resources	Nicole Bruce	Sr. Human Resources Analyst/ Benefits Plan Administrator
-----------------	--------------	---

TITLE:

Flexible Spending Account (FSA) Plan Change Recommendations in Response to the Consolidated Appropriations Act

OVERVIEW STATEMENT:

Human Resources is recommending changes in Attachment A to the Flexible Spending Account Plan that are made allowable under the Consolidated Appropriations Act (CAA); and authorize and direct the Mayor to implement these changes including the execution of any contracts and agreements to do so.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ Receive Information ☐ Provide Direction ☒ Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
The FSA Plan Document will need to be amended.
- **Required:**
The City of Redmond Personnel Manual, Section 1.40, requires Council approval of changes in the medical plan that increase benefits to employees.
- **Council Request:**
N/A
- **Other Key Facts:**
The third-party administrator (Navia) is requiring notification of our decision on what provisions we wish to implement by January 20, 2021.

OUTCOMES:

The President signed the Consolidated Appropriations Act (CAA) on December 27, 2020, which contains several FSA-

related relief provisions for participants. The provisions are intended to help employees access unused FSA balances to health care and/or day care FSA from 2020 and 2021, and who were unable to utilize eligible services or care during the COVID outbreak. While the relief provisions listed on Attachment A are optional, Navia is recommending that employers adopt these provisions to provide maximum relief to FSA plan participants. Human Resources agrees with Navia's recommendations.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
The Employee Benefits Advisory Committee (EBAC) was emailed on 1/6/2021 and feedback was requested.
- **Outreach Methods and Results:**
EBAC meetings are typically held on a monthly basis, but email was used as this timeline has been compressed due to the passing of the law (12/27/2020) and when decisions are required by Navia (1/20/2021).
- **Feedback Summary:**
Feedback from this outreach will occur through an online vote on recommendations. This vote is requested by January 13, 2021 and the resulting recommendations will be included on Attachment A.

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:
N/A

Budget Priority:
Responsible Government

Other budget impacts or additional costs: ☒ Yes ☐ No ☐ N/A

If yes, explain:

The plan changes are anticipated to be cost-neutral as they are employee only contributions.

Funding source(s):
Medical Self-Insurance Fund (511)

Budget/Funding Constraints:
N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date: 1/12/2021

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 21-019

Type: Committee Memo

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/19/2021	Business Meeting	Approve

Time Constraints:

In order for Plan Changes to be implemented we must make our plan selections by January 20, 2021 so that Navia can properly calculate and display FSA carryover balances to participants by January 25, 2021.

ANTICIPATED RESULT IF NOT APPROVED:

We would not be able to provide FSA-related relief for employees as allowable under the Consolidated Appropriations Act.

ATTACHMENTS:

Attachment A: Recommended Changes to the FSA Plan

**Summary of Benefit Recommendations/Modifications
Proposed for Flexible Spending Account Plan**

Source	Type of Change	Effective Date	Description	Purpose	Cost Impact	EBAC Recommendation	HR Recommendation
Gallagher/Navia - Legal Change	Legal Change	Applies to plan years ending 2020 & 2021.	Unrestricted Carryover of unused FSA funds through 2022. This would eliminate the \$550 carryover maximum.	This legal change is temporarily allowable per the Consolidated Appropriations Act. The provisions are intended to help employees access unused FSA balances who made decisions to participate and contribute to a health care or day care FSA prior to 2020, but have been unable to utilize eligible services or care during COVID outbreak.	No actuarial impact.	TBD	Yes
Gallagher/Navia - Legal Change	Legal Change	Applies to plan years ending 2020 & 2021.	Allowances for Terminated Employees	This legal change is temporarily allowable per the Consolidated Appropriations Act. Health FSA participants who terminate their employment during the 2020 or 2021 plan year can spend down their unused balances for expenses incurred through the end of the plan year in which the termination occurred as opposed to the last day of the month following their separation date.	No actuarial impact.	TBD	Yes
Gallagher/Navia - Legal Change	Legal Change	Applies to plan year ending in 2021.	Election Changes without Qualifying Status Events	This legal change is temporarily allowable per the Consolidated Appropriations Act. Employers can permit prospective changes in election amounts for health and dependent care FSAs for plan years ending in 2021 without a corresponding change in status event.	No actuarial impact.	TBD	Yes



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 1/12/2021

Meeting of: Committee of the Whole - Parks and Human Services

File No. CM 21-020

Type: Committee Memo

Committee Work Plan Updates for 2021



Planning and Public Works Committee 2020 Work Plan

First Quarter

Sound Transit Update
Private Development Update
Microsoft Refresh Update
40th Street Full Closure for 520 Trail Grade Separation Project
Tourism Event Grants
ARCH Housing Trust Fund Recommendation
Bike & Scooter Share Pilot Project Review
Comprehensive Plan Docket
Redmond 2050 Kick-Off
Downtown Parking Management Strategic Plan
70th Street Right-of-Way Vacation
Fire Station 16
156th Shared Use Path
Authorization of Professional Contracts

Second Quarter

Sound Transit Update
Private Development Update
Microsoft Refresh Staffing Agreement
Capital Improvement Program Update
Authorization for Professional Contracts
Woodside Master Plan & Development Agreement
King County Lake Hills Project interagency agreement
Redmond 2050
NE Regional Transfer Station
NE 40th Shared Use Path Operation & Maintenance Agreement
Redmond Zoning Code Amendment Work Program
OneRedmond Annual Report
Adoption of International Codes
40th Street Undercrossing Operations & Maintenance Agreement

Third Quarter

Sound Transit Update
Private Development Update
Capital Improvement Program Update
Sound Transit Funding Agreement-156th Ave Cycle Track
Authorization of Professional Contracts
Redmond 2050 & Transportation Master Plan
ARCH Annual Work Program and Budget
Housing Choices
Comprehensive Plan Docketing Process
Revisions Kick-Off
Impact Fees
Permit Fees
King County Community Development Block Grant 2021 Funding Allocation Plan
On-call Groundwater Monitoring Contract
Planning Commission Joint Meeting

Fourth Quarter

Sound Transit Update
Capital Improvement Program Update
Tourism Annual Update
Transportation Improvement Program
Authorization of Professional Contracts
Comprehensive Plan Docketing Process
Housing Choices

Schedule To be Determined

- Facilities Evaluation Report
- Senior Center Plan
- Transportation Facilities Plan
- North South Corridor Study
- Sidewalk Access and Management