

ORDINANCE NO. 2217

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON RELATING TO TRANSPORTATION, AMENDING VARIOUS SUBSECTIONS OF SECTIONS 20D.130.10 AND 20D.210.15 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO REVISE REQUIREMENTS FOR TRANSPORTATION MANAGEMENT PROGRAMS; AMENDING VARIOUS SUBSECTIONS OF SECTION 20D.210.20 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO REVISE THE CITY'S STREET STANDARDS; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Department of Community Development has recommended various changes in the City's requirements for Transportation Management Programs in order to provide clarity, establish performance levels, and ensure effective programs, and

WHEREAS, the Public Works Department has recommended various changes in the City's street and access standards in order to clarify and update requirements, and

WHEREAS, the Planning Commission held a public hearing on the proposed changes that commenced on February 25, 2004 and that was completed on March 10, 2004, after which the Planning Commission voted unanimously to recommend passage of amendments set forth in this ordinance, now, therefore,

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

Section 1. Transportation Management Programs. Those subsections of Sections 20D.130.10 and 20D.210.15 of the Redmond Municipal Code and Community

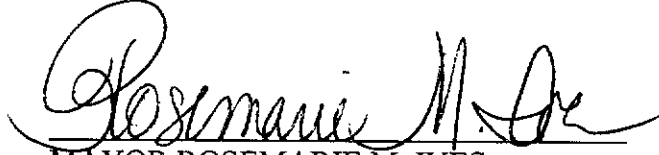
Development Guide set forth on Attachment A attached hereto and incorporated herein by this reference as if set forth in full are hereby amended to read as set forth on said attachment.

Section 2. Street and Access Standards. Those subsections of Section 20D.210.20 of the Redmond Municipal Code and Community Development Guide set forth on Attachment B attached hereto and incorporated herein by this reference as if set forth in full are hereby amended to read as set forth on said attachment.

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance or the code amendments adopted hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this ordinance or the code amendments adopted hereby.

Section 4. Effective Date. This ordinance, being an administrative action, is not subject to referendum, and shall take effect and be in full force five-days after its passage and publication of a summary as provided by law.

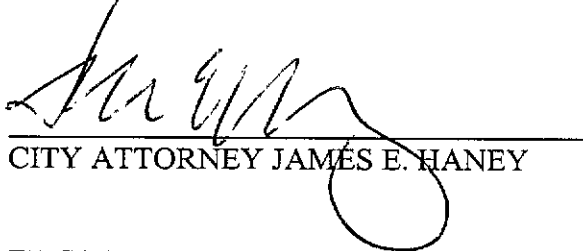
APPROVED:


MAYOR ROSEMARIE M. IVES

ATTEST/AUTHENTICATED:


CITY CLERK BONNIE MATTSON

APPROVED AS TO FORM:



CITY ATTORNEY JAMES E. HANEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
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May 27, 2004
June 1, 2004
June 7, 2004
June 12, 2004

SUMMARY OF CHANGES PROPOSED TO THE REDMOND DEVELOPMENT GUIDELINES AFFECTING TRANSPORTATION MANAGEMENT PROGRAMS (May 18, 2004)

(NOTE: These changes reflect only proposed deletions or additions to the existing Development Guide language. If a change is not specifically identified, the current language in the Development Guide remains in place.)

20D.130.10-010 (4) When a pre-existing building, which does not have sufficient parking, is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking. In such event that the land use is changed, the minimum level of parking required consistent with the new land use effected by the change must be met, or an approved TMP must be implemented for the site.

20D.130.10-010 (5) When additional parking is requested in excess of the minimum required parking for a pre-existing building, the Technical Committee may require that an approved Transportation Management Program be implemented. Approval of additional parking is not guaranteed and may be granted subject to additional requirements that mitigate the transportation impacts related to the request for additional parking.

20D.130.10-040 General Parking Requirements (3) Alternatives to Parking. The Technical Committee may ~~reduce the requirements of this chapter if the applicant provides some of the following programs: vanpools, ridematch, fleet ride, subscription bus service, regular transit subsidy or service extension, and parking management programs such as carpooling, flex time, and preferential parking for carpools.~~ permit reductions in parking below the minimum if an approved TMP is recorded with the property that effectively reduces parking demand.

20D.130.10-050 Interim Parking Regulations for the Property Zoned Overlake Business and Advanced Technology Previously Zoned EH-A, EH-B, EH-C or EH-D. (3) (vi) The applicant submits and agrees to implement a Transportation Management Program program of Traffic Impact Management approved by the Technical Committee. The Technical Committee may approve the program only if it demonstrates the likelihood of achieving a target percentage of employees commuting to work by means other than single occupant vehicles. The target percentage shall be established by the Technical Committee based upon a review of all circumstances relevant to determining the percentage utilization of non-single occupant transportation that is reasonably feasible.

~~The program of Traffic Impact Management may involve a combination of the following activities:~~

~~Vanpool
Ridematch
Fleotride
Subscription Bus
Regular Transit
Flex Time
Parking Management
Promotion~~

20D.210.15-010 Requirement This program is required of all commercial/industrial development applications that warrant transportation mitigation. For purposes of the Transportation Management Program, transportation mitigation is warranted when development generates 30 or more new trips and have at least 25 employees arriving at the site during either or both peak periods.

20D.210.15-030 A program performance level shall be determined by the City of Redmond (as represented by the Technical Committee) and shall be defined in terms of a not to exceed percentage reduction in of single occupancy vehicle (SOV use) during combined AM and PM

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peak (commuter) periods. The program performance level shall be no greater than 70% single occupancy vehicles for program approval (i.e., for every 100 commuters arriving to the worksite during peak commute periods, a maximum of 70 would be in single occupancy vehicles).

20D.210.15-040 Upon determination of the City of Redmond Technical Committee, the building owner will provide for ~~at a minimum be required to~~ implementation of these program elements or their equivalent for program approval:

(1) Administration. A transportation management program designed to achieve the City's program performance level.

(2) Employee Survey. ~~When building occupancy is known, a pre-occupancy commuter survey (approved by the City of Redmond) shall be performed. Within six months of substantial occupancy, a survey of tenant employees will be conducted to determine commute modes, needs and preferences. An annual survey (approved by the City of Redmond) to assess program performance shall be performed. Examples of acceptable survey methods include Commute Trip Reduction surveys, drive-way surveys or survey sampling methods that can be demonstrated to be statistically equivalent to these methods. Upon meeting the program performance level, a survey shall be conducted every two years.~~

(3) Transportation Coordinator. Appoint a transportation coordinator prior to building occupancy permit approval. The Transportation Coordinator should maintain records related to program implementation which would be annually submitted to the Technical Committee to monitor progress toward meeting a target goal. ~~The transportation coordinator will serve as a representative to the Transportation Management Association (if established) in the vicinity of the development.~~

(4) Promotion (4) (a) ~~There shall be an annual distribution of METRO ridematch forms for an established ridematch system and transit/commuter information packets~~ transportation information resources to all employers at the site for distribution to employees.

(6) Transportation Information Centers, ~~For all buildings occupied by at least 25 employees, transportation and commute information will be sited to encourage visibility. interior transportation centers will be constructed in the main employee entrance of major buildings and an exterior center will be constructed in prime viewing area of the site for each development that has 100 or more parking spaces.~~

(8) ~~The property owner will provide for joining and maintaining membership in a Transportation Management Association (if established) in the vicinity of the development. The transportation coordinator will serve as a representative to the Transportation Management Association.~~

20D.210.15-050 Recommended Program Activities

~~(1) Conduct a startup survey of tenant employees to determine commuting needs and preferences.~~

~~(2) Flextime. Provide a flextime program, scheduling work hours that reduce peak period travel, and maintain and encourage participation in the program. Any reduction in trip generation during both a.m. and p.m. peak periods due to flextime applications shall contribute to successful evaluation of program goals.~~

~~3) Ridematch. Require tenants that have 50 or more regular employees to offer in-house ridematching services. All projects that include multiple tenants should form a transportation management association from each tenant and any interested outside employers (within a proximity) to expand the ridematch base and increase the program's potential for SOV reduction.~~

~~(4) Incentives. Financial incentives such as subsidized bus passes, carpool mileage, and subscription custom bus operation as well as direct pay bonuses for employer contribution to~~

~~program success are acceptable and effective methods of reaching target goals (Ord. 1954. Formerly L (IV))~~

20D.210.15 – 060 Program Review Following Implementation of the program, the Technical Committee shall periodically review progress towards meeting Transportation objectives and program effectiveness with the intent that new and innovative program activities (including Required Program Elements) may be initiated and less effective program activities revised or omitted. The Technical Committee will review the annual transportation management plan report and determine a successful achievement for that period. (Ord. 1954. Formerly Appx. L (V))

20D.210.15-070 Program Implementation By entering into a Transportation Management Program, the property owner recognizes that the terms and conditions of an approved TMP are binding upon the property for the lifetime of the development. Any changes or revisions to a TMP requested due to change of ownership must at least comply with the minimum requirements in effect at the time the change or revision is requested and are subject to approval of the City.

Failure to implement the TMP may result in the imposition of penalties as provided for by Chapter 1.14 of the Redmond Municipal Code.

20D.210.20-010 Purpose. (EIGHTH REVISION 5/24/04)

The purpose of this section is to establish street and access standards to implement RCDG Title 20B, Goals, Policies and Plans. (Formerly 20C.20.240(05))

20D.210.20-020 Scope.

The requirements of this section shall apply to all development in the City processed by RCDG Title 20E, Building and Construction Codes, and RCDG Title 20F, Administration and Procedures. No permit shall be issued nor approval granted without compliance with this section. (Formerly 20C.20.240(10))

20D.210.20-030 Street Classification.

Streets and rights-of-way are classified as follows:

- (1) Freeways/expressways are divided arterial highways with full control of access and do not provide direct property access. Their function is traffic service.
- (2) Principal arterials provide for traffic movement between major traffic generators and may connect with freeway/expressway systems and are subject to regulations for the control of parking, turning movements and access to adjoining property. Their function is traffic service.
- (3) Minor arterials provide for traffic movement within developed areas and between major arterial streets and collector and local access streets. They carry traffic between neighborhoods. Their function is a combination of traffic service and property access (if no other access is available).
- (4) Collector streets collect and distribute traffic between arterial streets and local access streets. They serve neighborhood traffic and provide direct access to abutting property. Their function is a combination of traffic service and property access.
- (5) Local access streets provide direct access to abutting property with connections to collector and arterial streets. Their function is property access.
- (6) Alleys are public passages that provide a secondary means of vehicular access to abutting lots and are not intended for general traffic circulation. Their function is property access. (Formerly 20C.20.240(15))

20D.210.20-040 Street Plan.

Streets shall be designated and located to conform to the Arterial Street Plan, the Transportation Facility Plan, the Neighborhood and City Center Plans, and the Land Use Plan. Where not part of an adopted plan, streets shall be designed to provide for the appropriate continuation of existing streets in surrounding areas. Where topography or other natural conditions make such continuation impractical, street design shall conform to a system approved by the Technical Committee. (Formerly 20C.20.240(20))

20D.210.20-050 Right-of-Way and/or Easement Dedication.

Where a planned street right-of-way or roadway, sidewalk, slope or utility easement, as indicated by RCDG 20D.210.20-040 or as is necessary to complete a public City street, lies within a proposed development, it shall be required to be dedicated to the City as a condition of approval under RCDG Title 20F, Final Application Approval. (Formerly 20C.20.240(25)). Prior to acceptance of the right-of-way and/or easement by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated.

20D.210.20-060 Local Access Streets.

Local access streets serving less than ten single-family homes may be private, subject to the approval of the Technical Committee. (Formerly 20C.20.240(30))

20D.210.20-070 Construction Specifications and Design Standards.

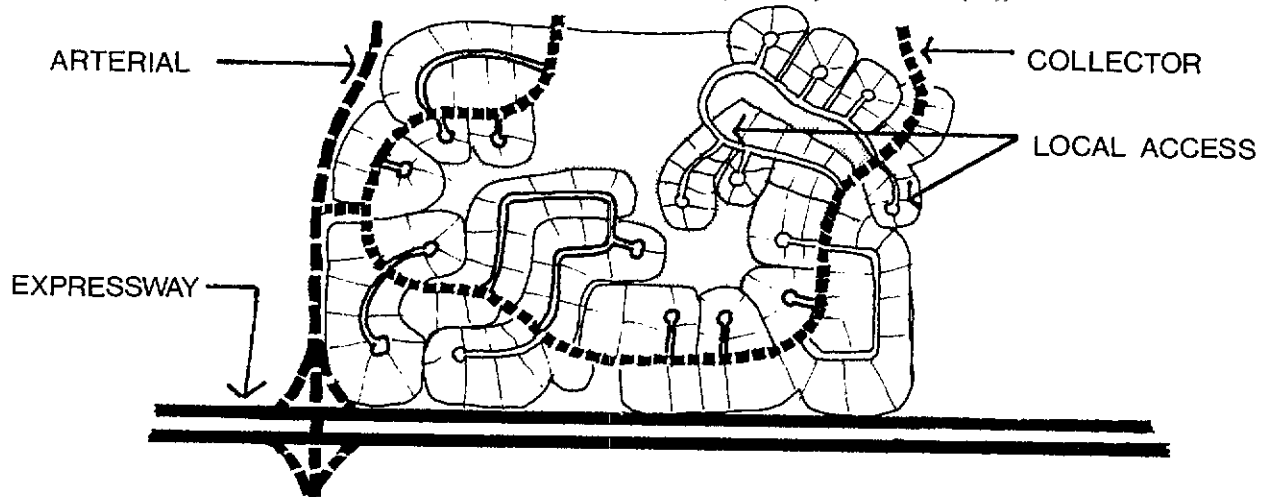
Street and right-of-way improvement construction specifications, standardized details, and design standards shall be prepared by the Director of Public Works. The specifications shall include, but are not limited to, the following: street widths, curve radii, alignments, street layout, block size, grades, sidewalk placement and standards, length of cul-de-sacs, intersection design, sight distance and clearance, and driveway location. Amendments to these standards may be made as conditions warrant. The specifications and any amendments shall be made available to the public and become an appendix to the Development Guide. (Formerly 20C.20.240(35))

20D.210.20-080 Access.

(1) Lot Access. All lots shall have access to a public right-of-way via direct access to the right-of-way, an easement recorded with King County ; or a private drive or road. The specific design of property access shall be based on standards and guidelines established by the City of Redmond and the Institute of Transportation Engineers (ITE).

Where feasible access is available from a property to more than one public right-of-way, the property shall access the lower classification street as defined in RCDG 20D.210.20-030.

(2) Waterfront Access. Rights-of-way may be required to be extended to water bodies and/or the center of watercourses as land is developed to provide public access. (Formerly 20C.20.240(40))



The street system provides for various levels of traffic service and property access.



Traffic Control, Safety Devices and Street Lights.

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As a condition of development approval, the Director of Public Works may require that all or any portion of the needed traffic control and safety markings, signs, signals, street lights, turn lanes and other devices be installed or funded. The requirement for these items shall be based on warrants and guidelines established by the City of Redmond, the Washington State Department of Transportation (WSDOT), the American Association of State Highway and Transportation Officials (AASHTO), and the Manual on Uniform Traffic Control Devices (MUTCD). Such devices shall only be required when it is clearly demonstrated that the development itself or in conjunction with other developments is causing the need for the improvement. (Formerly 20C.20.240(45))

20D.210.20-100 Optional Street Standards.

Alternative street designs may be approved by the City Council to encourage innovative designs or reduce disturbance to the natural setting if it finds that the alternative meets the intent of this section. (Formerly 20C.20.240(50))

20D.210.20-110 Other Improvements in Rights-of-Way.

Other improvements within rights-of-way may be required by the Development Guide as part of street improvements for development. These may include, but are limited to, sidewalks, landscaping, street trees, pedestrian and equestrian paths, curb ramps, safety railings, guard rails, and transit and bicycle facilities. (Formerly 20C.20.240(55))

20D.210.20-120 Private Street Dedication.

If agreed to by the City, private streets may be dedicated to the City but only upon meeting the requirements of 20D.210.20-150 -Required Off-Site Street Improvements. (Formerly 20C.20.240(60))

20D.210.20-130 Performance Assurance.

To ensure compliance with this section the provisions of RCDG 20F.20.60-060, Performance Assurance, shall be met. (Formerly 20C.20.240(65))

20D.210.20-140 Street Naming and Numbering.

Per RCDG 20E.100.10-040(4), the Fire Marshal shall name and number City streets based on the King County Street Grid System. The Fire Marshal may modify the King County System to fit special circumstances, or as requested by the Technical Committee. (Formerly 20C.20.240(70))

20D.210.20-150 Required Off-Site Street Improvements.

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It shall be a condition of approval for development permits that off-site street improvements including paving, curbs, sidewalk, storm drainage, street lights and underground utilities conforming to the standards adopted by the Technical Committee shall be installed by the applicant prior to final approval or occupancy as follows:

- (1) This section shall apply to:
 - (a) New commercial, industrial or residential construction (except for Accessory Dwelling Units).
 - (b) Subdivisions.
 - (c) Dedication of Private Streets.
 - (d) Remodeling or additions to existing commercial, industrial, or residential buildings or conversions to these uses that increase gross floor area by 20 percent or greater, or any alterations or repairs which exceed 50 percent of the value of the previously existing structure.
- (2) Street improvements shall as a minimum include half the street abutting the property, but may extend to full-street improvements to ensure safe movement of vehicles, bicyclists or pedestrians. Additional construction may also be required beyond the property frontage to the minimum extent to ensure safe movement of vehicles, bicyclists or pedestrians and to connect with nearby improvements within 350 feet. These may include, but are not limited to, the construction of asphalt tapers, sidewalks, curb, gutters, driveway aprons, and signs and markings. To the extent possible, improvements should be designed to fit within existing right-of-way and easements, provided that safety is not compromised. The applicant shall be eligible to apply for a latecomers agreement to be reimbursed for any permanent improvements installed beyond their normal half-street frontage.
- (3) The Technical Committee may allow an exception to these requirements if the applicant demonstrates to the Technical Committee that any of the following conditions are present:
 - (a) The impacts of the development do not contribute to the need for the required improvement or dedication; or
 - (b) The required improvement or dedication is not roughly proportional to the impact from the development. The applicant shall show that the required improvement or dedication is not related either in nature or extent to impact of the proposed development; or
 - (c) If constructed, the use or operation of the improvements would decrease traffic safety; or
 - (d) The street is planned to be improved as a whole through a Capital Improvement Project programmed by the City, County or State.

If an exception is made for a development, the Technical Committee may still require the applicant to furnish an interim street plan to bring the roadway up to the existing character of surrounding streets and pedestrian facilities. This plan may include, but is not limited to, widening or installation of the asphalt street surface, sidewalks, gravel shoulders, temporary drainage facilities, walkways and/or bikeways. (Ord. 1875. Formerly 20C.20.240(75)). An interim street plan may also include the payment of fees in-lieu of construction, a covenant consenting to formation of a local improvement district, or recording of a concomitant agreement requiring the future construction or funding of the street frontage improvements by the applicant.

20D.210.20-160 Streets Designated in Transportation or Capital Improvement Program.

Where a street has been designated in the Transportation or Capital Improvement Program, improvements may be waived provided all of the following conditions are met:

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- (1) An adequate interim street plan shall be provided as determined to be necessary by the Technical Committee.
- (2) A contribution shall be made to an in-lieu street construction fund. The fee shall be calculated by the Director of Public Works based on traffic impact on a fully improved street. Street construction funds contributed shall offset future assessments on the property resulting from a local improvement district.
- (3) An LID covenant shall be recorded. (Formerly 20C.20.240(80))