CityofRedmond
WASHINGTON

AM No. 13-023 (C4)

MEMO TO: City Council

FROM: John Marchione, Mayor

DATE: February 5, 2013

SUBJECT: **ORDINANCE: AMENDING THE URBAN CENTERS ELEMENT OF THE COMPREHENSIVE PLAN AND CHAPTER 21.10 OF THE REDMOND ZONING CODE TO DESIGNATE DOWNTOWN REDMOND AS A GROWTH AND TRANSPORTATION EFFICIENCY CENTER; AMENDING THE CITY'S DOWNTOWN ZONING REGULATIONS AND MAPS TO MODIFY THE BOUNDARIES OF THE TOWN SQUARE ZONE, TO PROVIDE GREATER LAND USE FLEXIBILITY WITH REGARD TO ALLOWING STREET LEVEL RESIDENTIAL SPACE VS. COMMERCIAL STORE FRONTS, TO ADD A MINIMUM RETAIL SQUARE FOOTAGE REQUIREMENT TO THE TOWN CENTER ZONE, TO MODIFY REQUIREMENTS FOR PEDESTRIAN CONNECTIONS, AND TO MODIFY THE DOWNTOWN HEIGHT LIMIT OVERLAYS MAP; RZC L120342.**

I. RECOMMENDED ACTION

Adopt the ordinance in Attachment A, as recommended by the Planning Commission, to amend the Urban Centers Element of the Comprehensive Plan to: 1) designate Downtown as a Growth and Transportation Efficiency Center (GTEC); and amend Chapter 21.10 of the Redmond Zoning Code to: 2) expand the Town Square zoning boundary to facilitate future development in a manner that is more dense, compact, and compatible with surrounding uses; 3) modify the land use regulations to provide more flexibility regarding the allowed locations for ground floor residential uses (versus ground floor commercial space); 4) bring a comprehensive plan policy for Town Center into the zoning regulations to better implement that policy; 5) modify the Downtown Pedestrian System map to make it more consistent with the Downtown East-West Corridor Study (DEWCS); and 6) modify the Downtown Height Limits Overlays Map to reflect the zoning boundary change of the Town Square zone.

II. DEPARTMENT CONTACT PERSONS

Rob Odle, Director, Planning and Community Development, 425-556-2417
Judd Black, Development Review Manager 425-556-2426
Gary Lee, Senior Planner, 425-556-2418

III. DESCRIPTION/BACKGROUND

In order to fine tune and update the Downtown zoning regulations and the Urban Centers Element of the Comprehensive Plan, the Technical Committee recommended: 1) Expanding the Town Square zone north, to include four additional parcels of land; 2) Amending the Downtown Pedestrian System Map to delete a Type VII vehicular lane and path from the zoning revision area; 3) Modifying the land use regulations to provide greater flexibility regarding the locations where ground floor residential uses are allowed; 4) Adding a minimum retail square footage requirement to the Town Center zone (bringing a Comprehensive Plan policy forward); 5) Designating Downtown as a Growth and Transportation Efficiency Center (GTEC); 6)Modifying the Downtown Height Limits Overlays map to correspond to the recommend zoning boundary change of the Town Square Zone.

The Planning Commission reviewed the Technical Committee's proposal and voted to recommend the adoption of the proposed amendments discussed above, with a larger expansion of the Town Square Zone (to include the Mira Bella Shopping Center on the north side of NE 87th Street), and with the conversion of the Type VII vehicular lane and path (which was recommended to be deleted) to a Type IX pedestrian path. The Planning Commission Report was presented to the City Council on January 8, 2013, during a study session.

At their study session on January 22, 2013, the City Council further considered the proposed east-west Type IX pedestrian path linking 160th and 161st Avenues NE as part of their review of a proposal for affordable senior housing on the City-owned site on 160th. The City Council asked about the reasoning for the Planning Commission's recommendation. As part of the discussion, Council noted that a path in this location was duplicative of the existing pedestrian linkage system path that is approximately 150 feet to the south. In addition, they expressed concern that the proposed pedestrian path would encourage users of the path to cross 160th Avenue NE there instead of within designated crosswalks nearby, posing a serious safety hazard. There are currently two crosswalks on 160th in the vicinity of the pedestrian path: 1) at the existing pedestrian linkage system to the south and 2) at the northeast edge of the municipal campus across from Bella Bottega Shopping Center. The City Council determined that the proposed Type IX pedestrian path linking 160th and 161st at the identified location was unnecessary, could negatively affect pedestrian safety, and should be removed from the proposed updates to the Downtown Pedestrian System Map.

IV. IMPACT

A. Service Delivery

The adoption of this proposed ordinance will improve service delivery. The minor amendments to the existing land use regulations and Comprehensive Plan element

will provide greater clarity to applicants, and to City staff who administer the regulations.

B. Fiscal:
No significant impact is anticipated. The expansion of the Town Square zone might result in positive fiscal impacts in the future as it may facilitate future redevelopment by allowing greater development potential.

V. ALTERNATIVES TO STAFF RECOMMENDATION

A. Do not adopt the ordinance.
By not adopting the ordinance, the current regulations in the RZC and Comprehensive Plan would remain unchanged and in effect.

B. Adopt the ordinance.
The ordinance contains the amendments to the RZC and Comprehensive Plan as recommended by the Planning Commission.

C. Modify the proposed ordinance:
City Council could choose to modify the attached ordinance.

D. Remand the proposed amendment:
The City Council could remand the proposal to the Planning Commission for further deliberations consistent with City Council directions.

VI. TIME CONSTRAINTS

None.

VII. LIST OF ATTACHMENTS

Attachment A: Ordinance amending the Urban Centers element of the Comprehensive Plan and section 21.10 of the Redmond Zoning Code.

Exhibit A: Proposed Zoning Map
Exhibit B: Proposed Pedestrian System
Exhibit C: Proposed Use Tables
Exhibit D: Town Center Standards Table
Exhibit E: Comprehensive Plan Proposed GTEC
Exhibit F: Map 10.2 – Height Limit Overlay

Robert G. Odle, Director, Planning & Community Development — Date: 1/28/13

Approved for Council Agenda: John Marchione, Mayor — Date: 1/29/13

ATTACHMENT A

CODE ORDINANCE

CITY OF REDMOND
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING THE 2012 DOWNTOWN ZONING AND COMPREHENSIVE PLAN UPDATE, CITY FILE NO L120342; AMENDING THE URBAN CENTERS ELEMENT OF THE REDMOND COMPREHENSIVE PLAN TO DESIGNATE DOWNTOWN REDMOND AS A GROWTH AND TRANSPORTATION EFFICIENCY CENTER; AMENDING THE CITY'S DOWNTOWN ZONING REGULATIONS AND MAPS TO MODIFY THE BOUNDARIES OF THE TOWN SQUARE ZONE, TO PROVIDE GREATER LAND USE FLEXIBILITY WITH REGARD TO ALLOWING STREET LEVEL RESIDENTIAL SPACE VS. COMMERCIAL STORE FRONTS, AND TO MODIFY REQUIREMENTS FOR PEDESTRIAN CONNECTIONS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN IMMEDIATE EFFECTIVE DATE.

WHEREAS, on July 31, 2012, the Redmond City Council adopted Ordinance No. 2659, which established the general scope and schedule for Redmond's 2012-2013 Comprehensive Plan annual update; and

WHEREAS, one of the Comprehensive Plan amendments proposed for consideration under Ordinance No. 2659 is designating Downtown Redmond as a Growth and Transportation Efficiency Center (GTEC); and

WHEREAS, City staff prepared the specified amendment to the Urban Centers Element of the Comprehensive Plan, together with other related amendments to the Downtown zoning regulations and maps, for consideration by the Redmond Planning Commission; and

WHEREAS, the Redmond Planning Commission held a public hearing on the proposed amendments on November 14, 2012; and

WHEREAS, upon completion of the public hearing, the Redmond Planning Commission issued its findings, conclusions, and recommendation in a report to the Redmond City Council dated November 28, 2012; and

WHEREAS, the Redmond City Council has considered the recommendation of the Redmond Planning Commission and has determined to adopt the amendments set forth in this ordinance.

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

Section 1. Classification. This ordinance is of a general and permanent nature and the provisions and map set forth on Exhibits A, B, C, D, and F hereto shall become a part of the Redmond Zoning Code. The provisions set forth on Exhibit E hereto shall become a part of the Redmond Comprehensive Plan.

Section 2. Findings and Conclusions. In support of the amendments to the Redmond Comprehensive Plan and the Downtown zoning regulations and maps made by this ordinance, the City Council hereby adopts the findings and conclusions contained in the Planning Commission report dated November 28, 2012.

Section 3. RZC Map 10.1, Downtown Zones. Map 10.1, Downtown Zones, as adopted by RZC 21.10.020, is hereby amended

to read as set forth on Exhibit A attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 4. RZC Map 10.3, Downtown Pedestrian System. Map 10.3, Downtown Pedestrian System, as adopted by RZC 21.10.150, is hereby amended to read as set forth on Exhibit B attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 5. RZC 21.10, Allowed Uses in Downtown Zones. The Allowed Uses tables in RZC 21.10.040(D), 21.10.030(D), 21.10.070(D), 21.10.080(D), 21.10.090(D), and 20.10.100(D) are each hereby amended to read as set forth on Exhibit C attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 6. RZC 21.10.050, Base FAR in the Town Center (TNWC) Zone. The Base FAR provision in RZC Table 21.10.050(B) is hereby amended to read as set forth on Exhibit D attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 7. Urban Centers Element of Redmond Comprehensive Plan. The Urban Centers Element of the Redmond Comprehensive Plan is hereby amended to read as set forth on Exhibit E attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 8. RZC Map 10.2, Downtown Height Limit Overlays. Map 10.2, as adopted by RZC 21.10.110, is hereby amended to read as set forth on Exhibit F attached to this ordinance and incorporated herein by this reference as if set forth in full.

Section 9. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 10. Effective Date. This ordinance shall become effective five days after its publication, or publication of a summary thereof, in the City's official newspaper, or as otherwise provided by law.

ADOPTED by the Redmond City Council this _____ day of _____, 2013.

CITY OF REDMOND

_____
JOHN MARCHIONE, MAYOR

ATTEST:

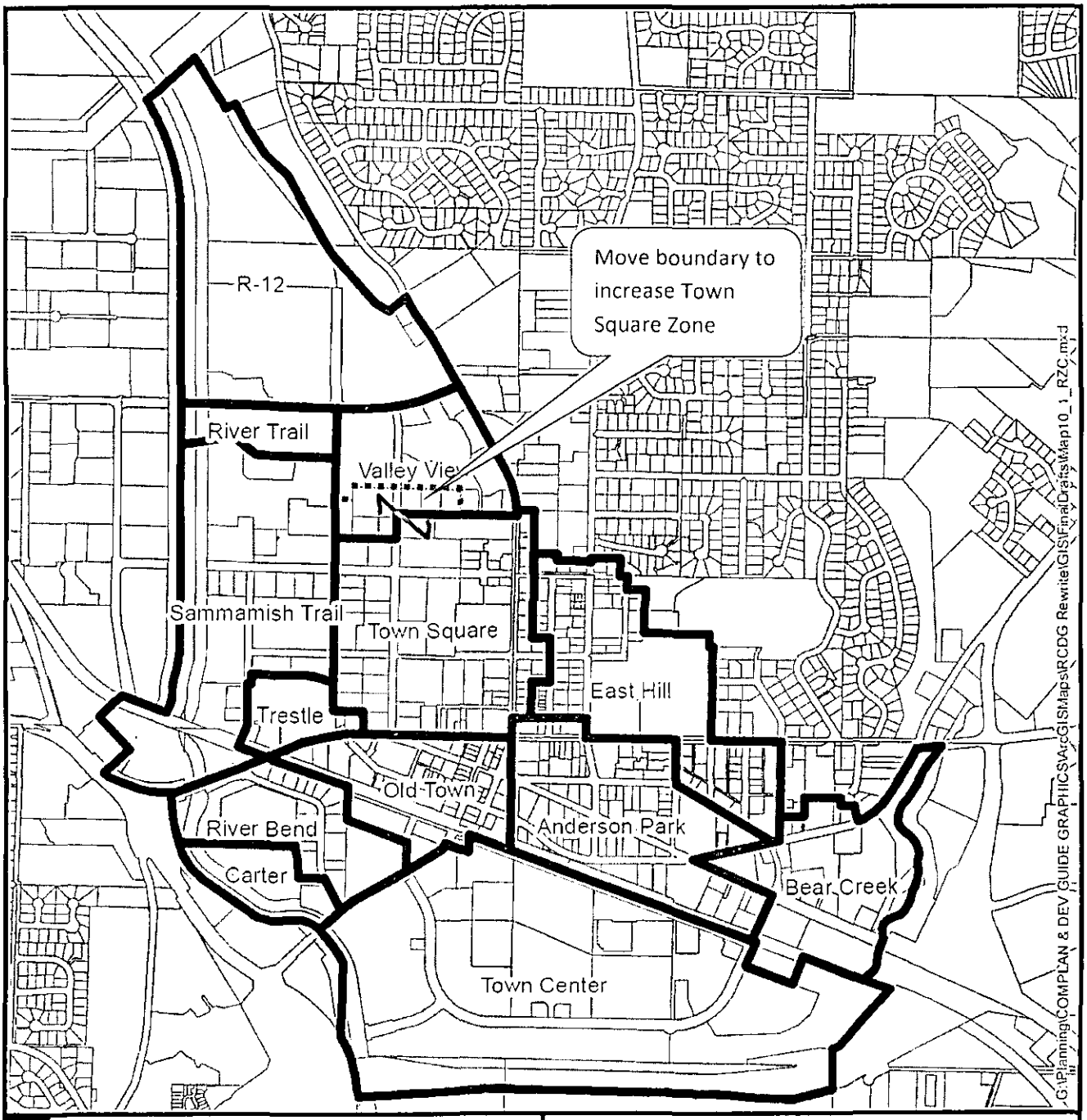
_____ (SEAL)
MICHELLE M. MCGEHEE, MMC, CITY CLERK

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

_____
JAMES HANEY, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
SIGNED BY THE MAYOR:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

Exhibit A



Legend

Downtown Zone

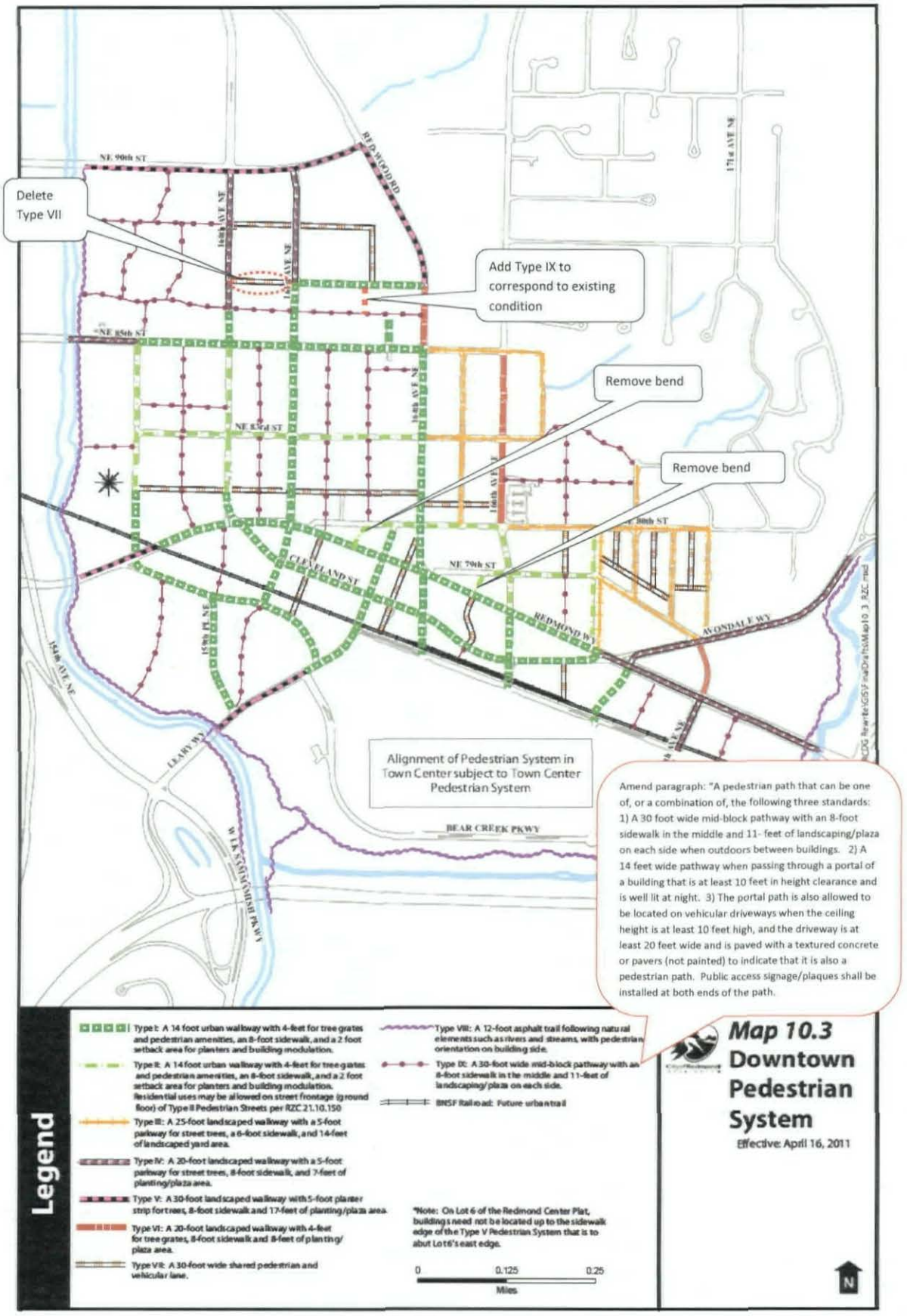
Map 10.1
Downtown Zones
Effective: July 2, 2011

0 0.25 0.5
Miles

N

Revised 12/6/2011

Exhibit B



Amend paragraph: "A pedestrian path that can be one of, or a combination of, the following three standards: 1) A 30 foot wide mid-block pathway with an 8-foot sidewalk in the middle and 11- feet of landscaping/plaza on each side when outdoors between buildings. 2) A 14 feet wide pathway when passing through a portal of a building that is at least 10 feet in height clearance and is well lit at night. 3) The portal path is also allowed to be located on vehicular driveways when the ceiling height is at least 10 feet high, and the driveway is at least 20 feet wide and is paved with a textured concrete or pavers (not painted) to indicate that it is also a pedestrian path. Public access signage/plaques shall be installed at both ends of the path.

21.10.040 Anderson Park (AP) Zone

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
			Residential
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets~~, but not within the shorter distance of 100 feet or one-quarter block length from a street intersection.~~ 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.030 Old Town (OT) Zone

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
		Residential	
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of ~~100~~ 50 feet or one-quarter block length from a street intersection. 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.060 Bear Creek, Valley View, and Trestle Zones

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
		Residential	
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of ~~100~~-50feet or one-quarter block length from a street intersection. 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.070 Sammamish Trail (SMT) Zone

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
		Residential	
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of ~~100~~ 50feet or one-quarter block length from a street intersection. 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.080 Town Square (TSQ) Zone

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
			Residential
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of ~~100~~ 50 feet or one-quarter block length from a street intersection. 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.090 River Bend (RVBD) Zone

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Type II does not exist in this zone.

Section	Use	Parking ratio: unit of	measure (min. required)
			Residential
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). ~~Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), Ground Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of 100 feet or one quarter block length from a street intersection.~~ 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.100 River Trail (RVT), Carter (CTR), and East Hill (EH) Zones

(D) Allowed Uses and Basic Development Standards.

The following table contains the basic zoning regulations that apply to uses. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC 21.76.020, Overview of the Development Process, for more information. Uses not listed are not permitted.

Section	Use	Parking ratio: unit of	measure (min. required)
			Residential
1	Multifamily Structure, Mixed-Use Residential	Dwelling Unit (1.0, 2.25) Plus one guest space per four units for projects with six units or more. Curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.	1. Maximum density per lot dependent upon size and width of lot, per RZC 21.10.130(B), Downtown Residential Densities Chart. 2. Not permitted on ground floor street fronts of Type I pedestrian streets (see Map 10.3, Downtown Pedestrian System Map), or where ground floor residences may be negatively impacted by nearby nonresidential uses, except through establishment of an Administrative Design Flexibility per RZC 21.76.070(C). Residential uses may be allowed on ground floor streets fronts of Type II Pedestrian Streets per RZC 21.62.020(F)(5), ~~Ground-Floor Residential Uses on Type II Pedestrian Streets, but not within the shorter distance of 100 feet or one-quarter block length from a street intersection.~~ 3. Affordable Housing requirements apply to developments of 10 units or more. See RZC 21.20.020.
2	Dormitory	Bed(0.5, 1.0)	
3	SRO		
4	Housing Services for the Elderly	See Special Regulations	Parking requirements are as follows: 1. Multifamily housing for senior citizens: Unit (0.5, 2.0). 2. Nursing home or long-term care facility: 4 patient beds (1.0, 1.0). 3. Retirement residence with no skilled nursing facility: Unit (1.0, 1.0). 4. Retirement residence with skilled nursing facility. Worker on largest shift (1.25, 1.25) 5. A traffic mitigation plan is required. The plan shall address traffic control, parking management (including mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

21.10.050 Town Center (TWNC) Zone

Table 21.10.050B Regulations Common to All Uses		
Other Regulations		
Other Standards		
Base FAR Without TDRs	Varies	1. A minimum of 600,000 square feet of gross leasable area shall be maintained as retail use. The maximum gross leasable area of allowed commercial space without TDRs is 1.49 million square feet. The 1.49 million square feet limit may be increased to a maximum of 1.80 million square feet through the acquisition and use of TDRs or the GBP, provided that TDRs or the GBP may not be used to increase the height of the full service hotel/conference center above eight stories/100 feet, and that a minimum of 140,000 square feet be reserved for a full service hotel/conference center with banquet and meeting facilities to accommodate groups of at least 300 people. The additional square footage allowed may be used for infill retail and general service uses that are part of mixed-use residential developments or infill developments. Floor area for residential uses is exempt from TDR requirements and maximum commercial floor area limitations.

Transportation

The community's preference is for a variety of mobility choices to significantly increase access to, from, and within the Downtown. While there will be continued reliance on vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit or bicycling between stores, work, residences, parks, and other attractions.

DT-21 Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian, and bicycle routes to and from the Downtown by:

- Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses;
- Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation that limit congestion and parking demand;
- Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside, and the region;
- Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service;
- Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;
- Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown;
- Implementing shared-street connections to provide access, circulation and active spaces for adjacent properties in Downtown focusing on nonmotorized transportation; and
- Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.

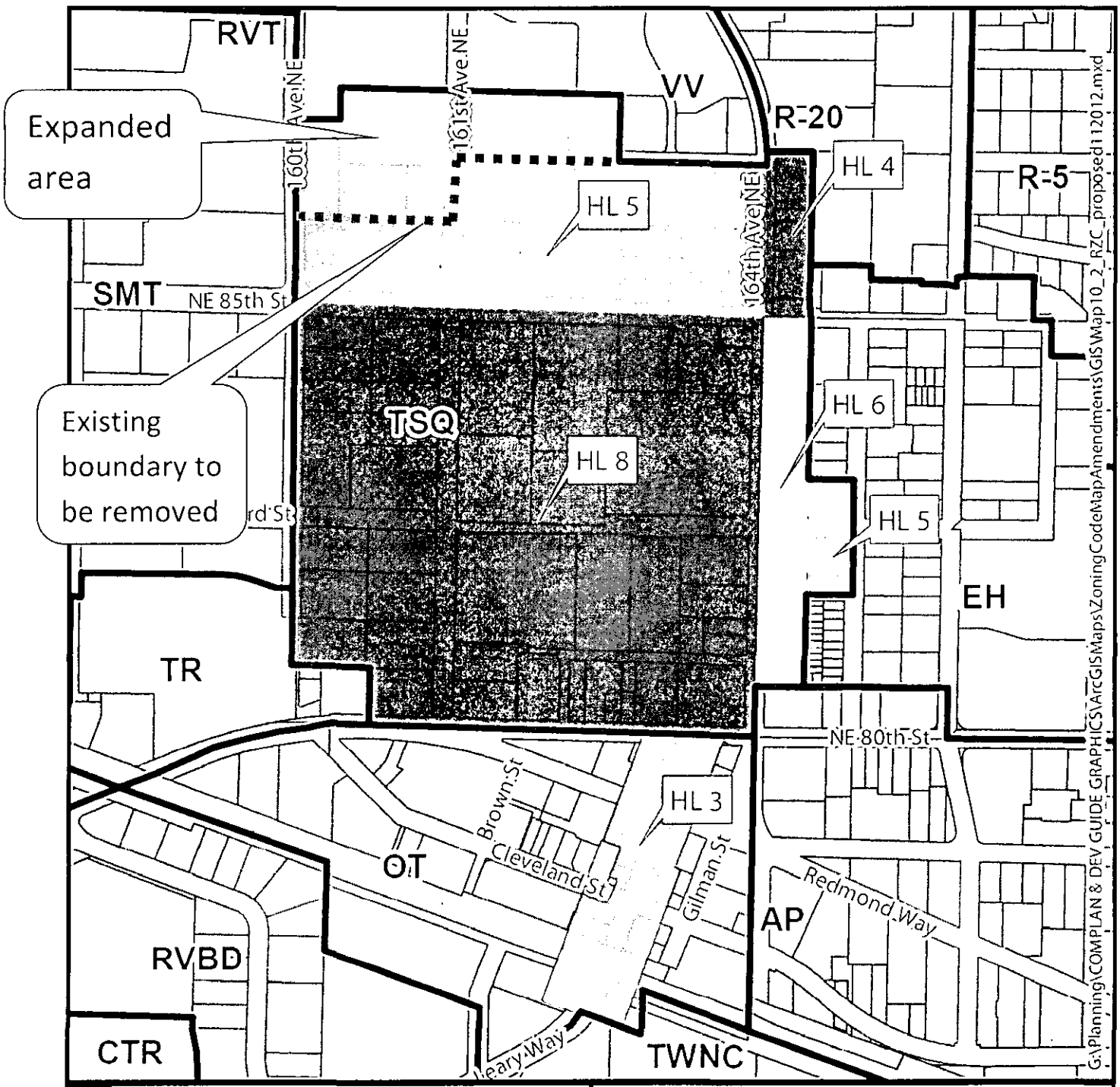
Downtown's designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington's Commute Trip Reduction program and has enabled areas to receive

additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

DT 21.1 Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond.

DT-22 Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown's aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping, and lighting. Ensure that these treatments are implemented as part of public and private development.

Exhibit F



Legend

Zones

AP	Anderson Park
CTR	Carter
EH	East Hill
R-20	R-20
R-5	R-5
RVBD	Riverbend
SMT	Sammamish Trail
TR	Trestle
TSQ	Town Square
VV	Valley View

HL #

HL *Height Limit*
\# *number of stories*

Map 10.2
Downtown Height Limit Overlays
PROPOSED AMENDMENT

0 500 1,000
Feet

N