

Seritage Master Plan and Development Agreement (LAND-2017-00546/547)

Comment Response Matrix – General Comments / Updated 6/26/18

Project Comments Submitted via E-mail to Staff			
Issue	Summary & Response	Number of Persons Who Commented	Status
1. Party of interest request	<p><u>Subject</u> Request to be a party of interest</p> <p><u>Summary of Comments</u> N/A</p> <p><u>Response</u> Added requested parties to party of interest list.</p> <p>Number of Persons who commented: 18</p>	18	Replied
2. Housing & Density Support	<p><u>Subject</u> Support for more housing and density</p> <p><u>Summary of Comments</u> “I am writing to you tonight to give my support for this project that's slated to come up soon over the Sears site. This is an excellent project because it is supplying much needed housing to abate our regional housing shortage, near what I understand to be a future Link station. I wish only that the scope of it may be increased with additional height with more units, some affordable housing, and reduced parking, since every new spot of parking incentives people to drive more onto already congested streets, and since every new parking spot draws in more cars that reduce local livability. We're turning this site into a real urban center, which I find to be truly exciting”</p> <p>“I can't attend the meeting tonight, but I'd like to express support for this project. I live just a few blocks north and I think that having more amenities within walking distance will be a net positive for my family. I'm also happy to see us add more housing within walking distance of our new light rail station.</p> <p>One thing I'd like to see: as part of this project, please consider installing bike lanes or at least widening the sidewalk along 20th and 24th. I commute to Seattle by bike using these roads and it's the scariest part of my commute. I ride downhill on 20th and even though I'm going about 25MPH, that's far too slow for some drivers. I ride uphill on 24th and the traffic is too fast for me to feel safe on the road, so I ride on the sidewalk.</p>	5	Replied

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	<p>This sidewalk is very narrow and has a lot of curb cuts with obstructed views. I've had some close calls.</p> <p>I'd also be in support of less parking if that's an option: this is going to be a couple of blocks from a light rail station, and the surrounding roads are already at capacity for long stretches in the afternoon. I don't want the on-ramps for 520 to be backed up as bad as the on-ramp for Mercer in Seattle.”</p> <p>“While it's great to see more projects like Seritage with a mix of residential and shopping, I'd really like to see such projects push further into the future needs of our community and address the needs of the next generation of residents, not just our current population.</p> <p>I have worked in Redmond for 23 years and lived here for 14. I work with a number of people coming out of college that write off Redmond as a community for them because (1) it doesn't offer the density of services (retail/entertainment) (2) it is too expensive or doesn't have enough small-scale housing options for them at their price point and (3) doesn't have transit solutions that work for them as many are car-free.</p> <p>I'd like to see us use projects like Seritage to challenge the norms and push further into providing higher-density options that will attract new people to Redmond and diversify our community beyond the single-home, car-owning/commuting population we have today.”</p> <p>“I have lived in Redmond in the Overlake area (51st st) for nearly 14 years. I am really excited to see these projects taking shape. I would, however, like to express my disappointment at the small scale and limited residential unit development in this project. With great access to transit, shopping, and Microsoft campus, our city should be looking for higher density development in these areas.</p> <p>With so much real estate dedicated to single family homes, we should balance our development with increased density in our urban cores. I don't understand why Redmond continues to limit heights to 6-9 stories and insists on such high ratios of parking to residential units.</p>		

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	<p>There are a limited number of locations where we have the opportunity to offer such easy walking, biking, and transit commutes and we should take full advantage.”</p> <p><u>Response</u> Acknowledgement of receipt and added as party of interest. Please see biking and walkability below for further response.</p>		
3. Town Hall Meetings	<p><u>Subject</u> Town Hall Meetings</p> <p><u>Summary of Comments</u> Inquiry regarding additional town hall meetings regarding the project</p> <p><u>Response</u> The town hall meetings referenced are likely this: http://www.redmond.gov/Government/CityCouncil/conversations</p> <p>These town hall meetings are independent from the Seritage project, in that they are not specifically about the Seritage project. That is why they are not listed on the Seritage project page. I believe these town hall conversation type meetings are of a general nature and a way to conversate with your elected officials.</p>	1	Replied
4. Current LOS & Traffic Forecast Models	<p><u>Subject</u> Current LOS & Traffic Forecast Models</p> <p><u>Summary of Comments</u> Current traffic conditions are based off of 4-year old studies and should not be used for traffic projections to 2023.</p> <p><u>Response</u> Current traffic conditions were shown in the transportation study. The existing conditions and the method for figuring out the 2023 conditions are independent of each other. The existing conditions are updated from the</p>	2	Replied

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	2013 counts with a 2% annual growth rate, which is an industry standard. This is not used to determine the 2023 projected counts. The 2023 forecasted counts uses a traffic model forecast, which is forecast of future volumes with things such as pipeline development projects, light rail, the new 520 on/off ramp, etc. that better accounts for traffic volumes rather than a simple growth rate. The existing conditions do not have bearings on the findings or mitigation measures as once the project begins construction, those conditions no longer exist.		
5. Future alignment of Seritage Streets	<p><u>Subject</u> Future alignment of Seritage Streets</p> <p><u>Summary of Comments</u> The future alignment of the streets on the Seritage site (particularly Lumiere & Da Vinci) will affect access and future internal streets of the Panos property and their ability to redevelop.</p> <p><u>Response</u> The City of Redmond has since launched a new transportation study in regards to this issue. The study looks at whether or not a proposed off-ramp from the new (but yet to be constructed) 520 offramp roundabout is necessary through the Panos property. Additionally the study looks at the future realignment of Da Vinci, and whether or not a realignment of Da Vinci would occur south of 24th Ave NE would be more suitable location.</p>	1	Replied
6. SEPA Approach	<p><u>Subject</u> SEPA Approach is Incorrect</p> <p><u>Summary of Comments</u> The use of an addendum is incorrect as there are new impacts that have been identified through the addendum.</p> <p><u>Response</u></p>	1	Replied

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	The use of the addendum process was and is the correct method of utilizing the existing SEPA documents. The materials provided as part of the addendum identified that no new impacts were being created as a result of this project than was previously studied under the original FSEIS. <u>ALL</u> impacts fell below the thresholds identified in the FSEIS and can be mitigated through previously identified mitigation. As such, the City has elected to determine this project covered under the Planned Action SEPA.		
7. Parking	<p><u>Subject</u> Parking allocation & location</p> <p><u>Summary of Comments</u> Do office spaces, hotel, and residences all have their own parking?</p> <p><u>Response</u> The parking required for all uses will be provided for onsite and underground. They will be responsible for the following ratios:</p> <p>Retail: 2.5 spaces per 1,000sqft of retail space Commercial: 2.5 spaces per 1,000sqft of commercial space Restaurant: 9 spaces per 1,000sqft of restaurant space Residential: 1.25 spaces per dwelling unit Hotel: 1 space per room Office: 2 spaces per 1,000sqft of office space</p> <p>The final number of spaces and verification of spaces will occur during the site plan entitlement phase.</p>	2	Replied
8. Sears Displacement	<p><u>Subject</u> Sears Displacement</p> <p><u>Summary of Comments</u> Why is Sears being displaced?</p>	2	Replied

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	<p><u>Response</u> Sears, in general across the country, are shutting down their retail stores. They are redeveloping their properties in different formats.</p>		
9. Park Size and Reforestation	<p><u>Subject</u> Expanding the park size and create a reforested area.</p> <p><u>Summary of Comments</u> The park should be tripled in size and have reforested conditions.</p> <p><u>Response</u> The park as proposed is being built on top of a regional storm water facility. The top of the regional storm water facility is currently being used as a parking lot. Both sides of the park are being improved and developed as right-of-way, and therefore the size of the park is limited to what is proposed. In terms of the reforestation on-site, although an intriguing idea, the depth of soils needed to support native evergreens and larger trees in general is not feasible due to the regional stormwater detention system. The park will undergo and Parks Master Planning process to determine appropriate programming and landscaping.</p>	2	Replied

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General Overlake and City Comments (non-project specific)			
Issue	Summary & Response	Number of Persons Who Commented	Status
1. Heights	<p><u>Subject</u> Heights within Redmond</p> <p><u>Summary of Comments</u> Redmond has historically kept building heights to 2-5 floors. Why are buildings allowed to go to 6-stories? Is it to increase the tax base?</p> <p><u>Response</u> The Overlake neighborhood has generally had code allowances of up to 9-stories if certain code requirements were met since at least 2011. The Overlake Neighborhood has been designated as an urban area (as well as Downtown Redmond), which envisions denser developments as the one you’re seeing. An important thing to consider is that the City does not control what private property owners apply for and does not own the property, and therefore could not arbitrarily develop a property to increase the tax base.</p>	1	Replied
2. General Transportation Concerns	<p><u>Subject</u> General Transportation Concerns</p> <p><u>Summary of Comments</u> An area already suffering from traffic congestion cannot sustain more development.</p> <p><u>Response</u> The City operates on a plan based concurrency, and builds transportation capacity in a way that supports the community’s vision. Plan based concurrency ensures that funding of construction infrastructure projects, program and provision of services occur in proportion to the needs of the City and the pace of growth. The plan based concurrency system meets the requirements of the Washington State Growth Management Act (GMA) and also helps aid the City’s development review process by identifying needed transportation improvements. Such things as the Transportation Facilities Plan, which identifies specific transportation facility improvements included in the City’s Transportation Master Plan supports the City’s plan based concurrency model, responds to existing growth trends and prepares for future growth in the city’s two urban centers while continuing to address transportation within established neighborhoods. However, it is vitally</p>	16	Replied

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	<p>important to remember that transportation does not only pertain to vehicles, but also a multi-modal mobility approach that includes mass transit, pedestrians, and bicycles that are foundational to a people-oriented urban environment. The Redmond Transportation Master Plan (TMP) is an element of the City's Comprehensive Plan, and is the document that guides Redmond's transportation investment and activities. It was first adopted in 2005, and last updated in August of 2013.</p> <p>As development occurs, a developer would be responsible for its share of improvements based on the impacts it creates and location of the project.</p> <p>To identify and mitigate impacts, City staff and the applicant's transportation team (TENW) worked together to define a project review scope. The review scope was defined to 17 intersections in and around the project site where there may have been anticipated impacts. The project scope was in line with prior project scopes that were used for both the Group Health/Esterra Park Master Plan and the KCCL (Limited Edition) Master Plan approved in previous years. The transportation study is based on a 6-year horizon (2023). Additionally, 2023 is the assumed year that transportation improvements will be in place. The transportation study was broken down into four scenarios:</p> <ol style="list-style-type: none">1) 2023 Baseline without the project2) 2023 With Proposed Project At Full Buildout3) 2023 With Proposed Project At Full Buildout With a Signal at Lumiere & 24TH4) 2023 With Phase-1 Proposed Project <p>The 2007 Overlake FEIS found that many intersections within Overlake already functioned at an LOS F without the construction of future developments and associated improvements (also known as No Action Alternative). Under the Action Alternative (which is the build out of the developments and improvements that were anticipated) the number of LOS F intersections were reduced. In summary, the 2007 transportation study associated with the 2007 Overlake FEIS concluded with the following:</p> <ul style="list-style-type: none">• 12 intersections in Overlake would operate at LOS F under the No Action Alternative whereas 7 intersections would operate at LOS F under the Action Alternative.• 19 intersections would operate with less delay under the Action Alternative than the No Action Alternative in 2030. 16 intersections would operate with increased delay (ranging from approximately 1.6 seconds to approximately 27 seconds) in the Action Alternative than the No Action Alternative.		
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	<ul style="list-style-type: none">• 12 intersections would shorten delays by more than 10 seconds under the Action Alternative, compared with the No Action Alternative. However, nine intersections would increase delay under the Action Alternative than the No Action by more than 10 seconds.• Eight intersections where the LOS would be F under the No Action would become LOS E or better under the Action Alternative. These intersections include:<ul style="list-style-type: none">- 148th Avenue NE and NE 24th Street- 148th Avenue NE and Bellevue-Redmond Road- 148th Avenue NE and NE 20th Street- 148th Avenue NE and NE 40th Street- West Lake Sammamish Parkway and NE 51st Street- Bellevue-Redmond Road and West Lake Sammamish Parkway- Bellevue-Redmond Road and NE 40th Street- 148th Avenue NE and NE 36th Street• The following four intersections would be more congested, with a LOS F and longer average delays under the Action Alternative than the No Action Alternative:<ul style="list-style-type: none">- 140th Avenue NE and Bellevue-Redmond Road- 140th Avenue NE and NE 20th Street- 156th Avenue NE and NE 40th Street- 156th Avenue NE and NE 36th Street <p>To fully understand and compare the impacts of this project compared against what was studied in the original transportation study, a LOS and queue analysis was conducted at the 17 study intersections mentioned earlier. This study identified what right-of-way improvements were required in order to support this project.</p> <p>In summary, eight of the 17 study intersections included in the Seritage Overlake Plaza Master Plan Traffic Study were included as study intersections in the 2007 Overlake FEIS (the remaining nine intersections are either new intersections created by new roadways not specifically identified in the Overlake FEIS or are existing intersections that were not included in the scope of the Overlake FEIS). The overall results showed that the intersections common to both studies are expected to operate at the same or better LOS in the PM peak hour in 2023 with the Seritage Master Plan (without mitigation) when compared to the 2030 Action Alternative results from the 2007 Overlake FEIS, with exception to 148th Ave NE/NE 20th Street. To mitigate impacts at 148th Ave NE/NE 20th Street, the Seritage Overlake Plaza Master Plan project will be required to provide mitigation (northbound right-turn lane) for development exceeding 335 net new AM peak hour trips.</p>		
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	<p>This improvement is a portion of a larger improvement project already planned by the City of Redmond and City of Bellevue to address congestion at 148th/20th.</p> <p>In addition to 148th Ave NE/NE 20th Street improvements, other mitigation measures that will be provided by the Seritage Overlake Plaza Master Plan include:</p> <ul style="list-style-type: none">• <u>148th Ave NE/NE Alhazen Street</u>: The City of Bellevue and City of Redmond have a planned improvement at this intersection that includes an additional northbound through lane. As mitigation, Seritage will widen 148th Ave NE to accommodate the additional northbound through lane by converting the northbound right-turn lane to a through lane and eliminating the island south of Alhazen and the curb bulb north of Alhazen.• <u>148th Ave NE/NE 24th Street</u>. The City of Bellevue and City of Redmond have planned improvements at this intersection including an additional northbound through lane and eastbound/westbound dual left turn lanes (these dual left turn lanes are included in the 2007 ONP SEIS). Seritage will dedicate right-of-way and set the ultimate curbs on 148th and NE 24th Street to accommodate these future improvements.• <u>Lumiere Ave NE/NE 24th Street</u>. For any development beyond Phase 1, Seritage will conduct observations and an analysis to determine if the southbound left-turn lane queue storage on 148th Ave NE at NE Alhazen Street will be exceeded. If the queue exceeds storage and if desired by the City, Seritage will stripe an interim westbound left turn lane on NE 24th Street at Lumiere Avenue while maintaining eastbound left turns to the Safeway property at the traffic signal at 151st Avenue NE. In addition, future signalization is planned by the City at Lumiere Ave NE/NE 24th Street to accommodate a future pedestrian crossing on NE 24th Street. Before constructing any development beyond Phase 1, Seritage will conduct a study to determine if estimated pedestrian volumes trigger the need for the signal.• Frontage improvements and right-of-way dedications on NE 20th Street, 148th Ave NE, and NE 24th Street including constructing curbs at their ultimate locations to accommodate future improvements planned by the City of Redmond and City of Bellevue.• Construction of new public street connections (including right-of-way dedications), some of which were contemplated in the 2007 ONP SEIS Action Alternative. These new public streets include:		
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	<p>O NE Alhazen Street between 148th Ave NE and Da Vinci Ave NE O Lumiere Ave NE between NE 20th St and NE 24th St O A portion of Da Vinci Ave (approximate half-street improvements) between NE 20th St and NE 24th St (Note: future alignment of Da Vinci Ave north of Alhazen St to be determined by the City of Redmond at a later date).</p> <p>New pedestrian and bicycle facilities within project limits including:</p> <ul style="list-style-type: none"> O Reconstructed sidewalks on NE 20th St, 148th Ave NE, and NE 24th St O New sidewalks on Lumiere Ave and NE Alhazen St O Urban pathway along Da Vinci Ave, NE Alhazen St, and through Gateway Park O Bike path along the south side of NE 24th Street O Bike lanes on both sides of NE Alhazen Street O Bike lane on the west side of Da Vinci Ave. 		
<p>3. Notification of new leasable locations</p>	<p><u>Subject</u> Notification of new leasable locations</p> <p><u>Summary of Comments</u> Inquiry regarding notification of local businesses to new leasable spaces</p> <p><u>Response</u> The City doesn't have a notification system, but does have an online property viewer at:</p> <p>http://gis.redmond.gov/pv/</p> <p>If you toggle the switch(es):</p> <p>Commercial Properties:</p> <ul style="list-style-type: none"> <input type="checkbox"/> For lease <input type="checkbox"/> For sale <p>It should show properties that are available for lease or sale.</p>	<p>1</p>	<p>Replied</p>
<p>4. Bike & Walkability</p>	<p><u>Subject</u> Bike & Walkability Within Overlake</p>	<p>3</p>	<p>Replied</p>

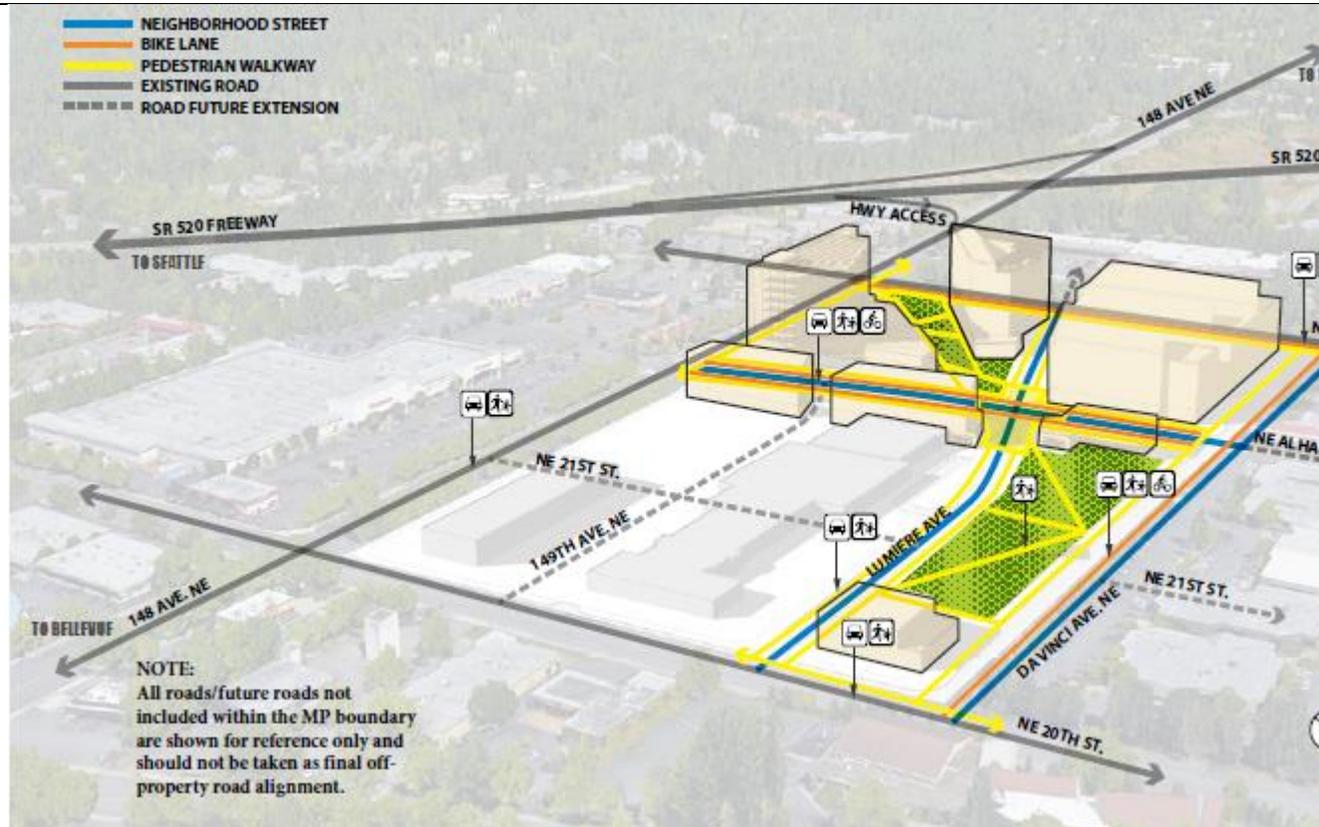
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	<p><u>Summary of Comments</u> Concerns over safety while biking or walking within Overlake in general and as a result of this project.</p> <p><u>Response</u> The City envisions a walkable and bike friendly Overlake urban center. Please see the Comprehensive Plan’s chapters on Overlake at: https://user-6418068785.cld.bz/Redmond-20305#362/z</p> <p>The comprehensive plan sets the visions and policies of neighborhoods throughout the City. The Urban Centers in particular (Overlake and Downtown) sets out to be a rich multi-modal experience which caters to pedestrians and bicyclists and mass transit through the use of urban pathways, sidewalks, and bicycle lanes.</p> <p>The City implements the transportation vision (including pedestrian, light rail, and bikes) through the Transportation Master Plan which helps further implement the Comprehensive Plan’s vision. You can take a look at the Transportation Master Plan at: http://www.redmond.gov/PlansProjects/Transportation/TransportationMasterPlan</p> <p>In terms of the Seritage project, the project is proposing to do its share of bringing this vision to reality. If you take a look through the proposed Master Plan, you will see that they are proposing quite a bit of infrastructure that revolves around biking and and pedestrian pathways:</p>		
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More details about the widths and locations of the urban pathways, sidewalks, and bicycle facilities can be found at:

<http://www.redmond.gov/common/pages/UserFile.aspx?fileId=232925>

In summary the new facilities include:

- Reconstructed sidewalks on NE 20th St, 148th Ave NE, and NE 24th St
- New sidewalks on Lumiere Ave and NE Alhazen St
- Urban pathway along Da Vinci Ave, NE Alhazen St, and through Gateway Park
- Bike path along the south side of NE 24th Street
- Bike lanes on both sides of NE Alhazen Street

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	<p>All these facilities will eventually connect to an even larger network of sidewalks, paths, and bike lanes. These get developed/constructed when the properties that are adjacent to the planned facilities are developed. It is a gradual build-out of the pedestrian/bike infrastructure.</p>		
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Comments From The June 19, 2018 Public Hearing			
Issue	Summary & Response	Number of Persons Who Commented	Status
<p>1. Building Height Transition</p>	<p><u>Subject</u> Building Height Transition Concerns</p> <p><u>Summary of Comments</u> Concern that the density and height of the project will look out of place due to no current existing buildings/developments providing for a transition</p> <p><u>Response</u> Overlake Village currently allows for maximum heights of up to 9-stories (OV1, OV2, OV3) to 12 stories (OV4). Six to eight story buildings have been constructed in the OV3 zone and the KCC LE Master Plan (which is adjacent to this project site) also contains building ranging from 6-9 stories. The area around the site currently consists of single-use single-story strip-mall type developments with large parking lots located along major streets. The current conditions would provide a contrast to the taller buildings being proposed that are closer to the street. However, as the area develops as envisioned by the Comprehensive Plan and Overlake Master Plan & Implementation Strategy, the height contrasts will dissipate. Additionally, all new structures are required to go through a Design Review administered by the Design Review Board to ensure that bulk and height are addressed appropriately.</p>	<p>1</p>	<p>Replied</p>
<p>2. Parks</p>	<p><u>Subject</u> Parks Phasing</p>	<p>1</p>	<p>Replied</p>

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	<p><u>Summary of Comments</u> The inquiry of why parks are being constructed last</p> <p><u>Response</u> A temporary park will be constructed with the first phase of the plan. The applicant will then move the park to its permanent location during Phase III. Phase II of the project includes a large open pedestrian plaza while Da Vinci park awaits construction. The main reason for Da Vinci Park to be constructed during Phase III is to allow for the use of that space for a construction laydown yard, as well as meet parking obligations the applicant has until the new parking structures come online. The strategic use of the construction laydown yard will keep construction traffic and materials to the interior of the site, and away from 148TH Ave NE and 24TH Ave NE.</p>		
<p>3. Public Outreach</p>	<p><u>Subject</u> Public outreach</p> <p><u>Summary of Comments</u> Concern regarding public outreach and transparency of the project</p> <p><u>Response</u> The Redmond Zoning Code mandated 500’ Notice of Application (from the site boundaries) was sent on November 30, 2017. The applicant held a neighborhood meeting on Aug. 17, 2017 and on Nov. 28, 2017. Additionally, City staff conducted an additional informational meeting on March 8, 2018 using online outreach methods. A public hearing was conducted on June 19, 2018, and is being continued on July 17, 2018. All application materials and relevant city historical documents have been posted to http://www.redmond.gov/seritage, and continue to be updated frequently. The City has remained consistent to past practices and the Redmond Zoning code for public outreach.</p>	<p>2</p>	<p>Replied</p>
<p>4. Art</p>	<p><u>Subject</u> Art</p> <p><u>Summary of Comments</u> The fund for art should be doubled, and should also be placed on buildings.</p>	<p>1</p>	<p>Replied</p>

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	<p><u>Response</u> The applicant has committed 1% of their project construction costs (roughly \$1 million dollars) to art for the site. The art will be reviewed and vetted through the City of Redmond Arts Commission. The agreement does not preclude the art from being installed on buildings. The type of art and location will be determined by the Arts Commission at a future date.</p>		
5. Affordable Housing	<p><u>Subject</u> Affordable Housing</p> <p><u>Summary of Comments</u> Affordable Housing should be addressed by the applicant</p> <p><u>Response</u> The applicant is proposing 10% of their units to be affordable housing, which meets the requirements of Redmond Zoning Code Chapter 21.20. If the applicant builds all 500 units proposed, 50 units of affordable housing will be provided. Affordable housing units that are provided shall remain as affordable rental housing for the life of the project.</p>	1	Replied
6. Bike Advertisements	<p><u>Subject</u> Bike Advertisement</p> <p><u>Summary of Comments</u> Bike advertisements should be considered</p> <p><u>Response</u> Staff reached out to the individual who generated this comment. To clarify what bike advertisements were. Bike advertisements are simply advertisements placed on bicycles. Staff believes the main concern regarding this comment is whether or not bicycles with such advertisements within the ROW constitutes an “A-frame” type of signage. The matter has been forwarded to code compliance. As for the project, the applicant is not intending the rights-of-way both adjacent and interior to the project for this specific use.</p>	1	Replied
7. Wide Sidewalks	<p><u>Subject</u> Sidewalk Width</p> <p><u>Summary of Comments</u> The commenter is wanting large sidewalks.</p>	1	Replied

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	<p><u>Response</u> Please refer to the proposed Master Plan (http://www.redmond.gov/common/pages/UserFile.aspx?fileId=234616) The master plan shows Al Hazen and Da Vinci both having 12’ wide multi-use urban pathways in addition to sidewalks and streetscape amenities. The sidewalks along 24th Ave NE call for 9’ wide pedestrian sidewalks with a 6’ wide protected bike path. Improvements to 148th Ave NE include an 8’ wide sidewalk. Technical staff has determined that the sidewalks proposed meet city requirements and vision for the area.</p>		
<p>8. Parking for E-bikes and Motorcycles</p>	<p><u>Subject</u> Parking for E-bikes and motorcycles</p> <p><u>Summary of Comments</u> Parking for E-bikes and motorcycles should be provided</p> <p><u>Response</u> The applicant will be responsible to implement the bicycle parking ratios of RZC 21.40.020 which vary by use. Currently, the bicycle parking regulations do not differentiate between electric bicycles and traditional non-electric bicycles. The Redmond Zoning Code currently does not have a parking ratio for motorcycles, and therefore cannot enforce the implementation of motorcycle-only parking. This parking ratio for motorcycles may be looked at a future date for incorporation into the code. The lack of code authority however, does not limit the applicant from having designated motorcycle only parking.</p>	<p>1</p>	<p>Replied</p>
<p>9. Performance/Entertainment Facilities</p>	<p><u>Subject</u> Performance & Entertainment Facilities</p> <p><u>Summary of Comments</u> Performance and/or entertainment centers should be a part of the project</p> <p><u>Response</u> RZC 21.12.170 regulates the incentives program for the OV zone(s). At this time, performance and/or entertainment venues/centers are not one of the listed priority features. However, such a use is an allowed use in the zone.</p>	<p>1</p>	<p>Replied</p>

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<p>10. Medical & Police Response</p>	<p><u>Subject</u> Medical & police response times</p> <p><u>Summary of Comments</u> What is the response time for emergency services to the project?</p> <p><u>Response</u> Staff will need to research this question and update this section.</p>	<p>1</p>	<p>In Review</p>
<p>11. Additional Meeting</p>	<p><u>Subject</u> Additional Meetings</p> <p><u>Summary of Comments</u> The project applicant should hold more public meetings</p> <p><u>Response</u> The applicant held a neighborhood meeting on Aug. 17, 2017 and on Nov. 28, 2017. Additionally, City staff conducted an additional informational meeting on March 8, 2018 using online outreach methods. A public hearing was conducted on June 19, 2018, and is being continued on July 17, 2018. The City Council regular meetings (which meets on the first and third Tuesdays of every month) has been available to the public to voice their concerns or opinions since the submittal of the project. The City Council has met (which is available to the public for attendance) on the following dates to discuss the project:</p> <p>June 19, 2018 – City Council Public Hearing May 22, 2018 – City Council Study Session April 24, 2018–City Council Study Session April 3, 2018–City Council Staff Report January 23, 2018–City Council Study Session January 16, 2018 – City Council Staff Report</p> <p>Requiring the applicant to hold an additional public/neighborhood meeting would be inconsistent with how other projects have been processed that are of a similar permit type.</p>	<p>2</p>	<p>Replied</p>

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<p>12. Street Setbacks for Buses</p>	<p><u>Subject</u> Transportation</p> <p><u>Summary of Comments</u> Building setbacks should be required from the street to allow for bus turnouts.</p> <p><u>Response</u> The project is served directly by bus route 221 along 148th Ave NE. During Phase II, the project is proposing a dedication of 25' wide along the eastern northbound lane for an additional traffic lane, sidewalks, and landscaping. The plans call for (Page 54 of the Master Plan) either a northbound right hand turn lane or interim shoulder. The needs of King County Metro may be assessed at a future date and potentially convert the lane. As the the ROW will be dedicated to the City, the City will have an opportunity to assess the need for a turnout. There are no bus stations planned for NE 24th as a part of this application.</p>	<p>1</p>	<p>Replied</p>
<p>13. Residential Parking Permit System</p>	<p><u>Subject</u> Parking</p> <p><u>Summary of Comments</u> A residential parking permit system should be implemented in the adjacent neighborhoods.</p> <p><u>Response</u> Instituting a residential parking permit system for the adjacent neighborhoods is outside the purview of this permit application. This idea will be forwarded to Long Range Planning for consideration. Additionally, like the City Council, the Planning Commission opens every session with an “Items From The Audience” section. The Planning Commission is generally the first step in all zoning code amendments. Regular meetings take place on the second, third, and fourth Wednesdays of each month at 7:00 p.m. in the City Council Chambers.</p>	<p>1</p>	<p>Replied</p>

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<p>14. Microsoft Transportation Forecast</p>	<p><u>Subject</u> Transportation</p> <p><u>Summary of Comments</u> The Microsoft project has an “unrealistic” transportation forecast.</p> <p><u>Response</u> As the Microsoft project has yet to submit a transportation study, it is difficult to ascertain the impacts it may or may not create within the Overlake area. Once a formal application is made, staff will study any and all impacts and identify any mitigative measures. The review of the Microsoft project is outside the purviews of this permit application.</p>	<p>1</p>	<p>Replied</p>
<p>15. Bike Paths</p>	<p><u>Subject</u> Transportation</p> <p><u>Summary Of Comments</u> The bike paths presented “go nowhere”.</p> <p><u>Response</u> The bicycle paths depicted in the Master Plan will connect to existing and future bicycle facilities that are identified in the Transportation Master Plan. http://www.redmond.gov/PlansProjects/Transportation/TransportationMasterPlan This is an incremental effort that does not materialize after one project is approved, but rather places the onus on developers to construct such facilities that show nexus and proportionality across the area.</p>	<p>1</p>	<p>Replied</p>

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<p>16. Comprehensive Analysis</p>	<p><u>Subject</u> Analysis</p> <p><u>Summary of Comments</u> A comprehensive analysis was not completed for this project. Additionally, the “Growth Management Indicators” were not used to form the analysis.</p> <p><u>Response</u> Staff has provided the Council and the public with over 1,000 pages of documents and analysis in addition to a Technical Committee Staff report that addresses the approval criteria for both the Master Plan and Development Agreement. The Growth Management Indicators, as the comment originator indicated, is a snapshot in time of the conditions and trends being noticed at the time. The Growth Management Indicators were used to formulate the Comprehensive Plan, which sets the vision and policies of any given area in the City. The Comprehensive Plan, along with the Redmond Zoning Code, Overlake Master Plan and Implementation Strategy, the Transportation Master Plan, and all relevant regulatory documents were assessed to form the analysis of this project as presented to the Council.</p>	<p>1</p>	<p>Replied</p>
<p>17. Minimum Requirements</p>	<p><u>Subject</u> Analysis</p> <p><u>Summary of Comments</u> The comment was in regard to the applicant meeting “minimum requirements” and that the City should “think beyond the minimum”.</p> <p><u>Response</u> The City analyzes and reviews land use applications based on standards set forth by the Redmond Zoning Code. The Redmond Zoning Code is a mechanism that the Comprehensive Plan uses to enact the policies and vision of an area. The City may enforce the standards set forth within adopted codes and ordinances, but has no legal mechanism to require more of any amenity than what is enumerated within the code. To do so would create an inconsistent adjudication of permits. However, the City has implemented an incentives program to allow for applicants to go beyond some dimensional standards set forth in the Redmond Zoning Code on a voluntary basis. The incentives program is listed under RZC 21.12.170. The applicant is providing a Major Park, Plaza Dedication, Plaza Improvements, Subterranean Parking, and Hotel/Conference Center, but are not requesting deviations beyond the maximum height.</p>	<p>1</p>	<p>Replied</p>

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<p>18. Amendment Suggestions</p>	<p><u>Subject</u> Amendment Suggestions</p> <p><u>Summary of Comments</u> The commenter provided the Council with suggestions for amendments and also voiced support for a more permissive zoning code than prescriptive.</p> <p><u>Response</u> Staff will update this response in the near future.</p>	<p>1</p>	<p>In Review</p>
<p>19. Project Documents</p>	<p><u>Subject</u> Project Documents</p> <p><u>Summary of Comments</u> Commenter asked whether or not the SEPA Planned Action documents and the formal analysis were posted to the website.</p> <p><u>Response</u> The majority of the project documents can be found here: http://www.redmond.gov/seritage</p> <p>The latest council agenda packet which contains the Technical Committee’s report and recommendation to the City Council (along with all pertinent exhibits) can be found here: https://redmond.legistar.com/View.ashx?M=A&ID=598673&GUID=D4FEE965-1A8A-4F4A-8C6C-BD0AEEE7C746</p> <p>The documents contained in that link will be posted to the main Seritage project website shortly.</p>	<p>1</p>	<p>Replied</p>

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<p>20. Site Use</p>	<p><u>Subject</u> Use</p> <p><u>Summary of Comments</u> The site can be used better, and is designed to only service the technology industry. Senior housing was given as a use that would be better for the site due to the lack of traffic generated.</p> <p><u>Response</u> The uses that have been presented do not preclude the use of these amenities and services by the general public. Both the public plaza and public park are open to the public. Food services/restaurants, markets, future retail, hotel/conference center, and office space is intended to be patronized by the public. The project presents an opportunity to create a place where one can potentially work, shop, live, and recreate.</p>	<p>1</p>	<p>Replied</p>
<p>21. Site Use</p>	<p><u>Subject</u> Use</p> <p><u>Summary of Comments</u> A resident of a retirement community voiced her assertion that “anyone that isn’t blind, drives”, countering the previous commentator’s analysis.</p> <p><u>Response</u> Noted</p>	<p>1</p>	<p>Replied</p>

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<p>22. Benefits of Project</p>	<p><u>Subject</u> Public Benefit</p> <p><u>Summary of Comment</u> How does the public benefit from this project?</p> <p><u>Response</u> The community benefits from this plan. Currently the site is an outdated strip mall with almost no public benefits in terms of open space, gathering areas, landscaping, or housing options. Sears has announced that their site will shutter operations in the Overlake neighborhood, leaving a very large unoccupied footprint and a large unattended parking lot. Another retailer could theoretically move right into the space and nothing would need to change. However, as you will read in the transportation studies conducted by both the City and the developer (separately) conclude that even if no new developments came into the Overlake neighborhood, the transportation system eventually reaches level of service F (LOS F) at more intersections than if new developments came in and improved levels of service through right-of-way and system improvements. Adding street systems, bike and pedestrian paths, landscaping, pedestrian amenities, and 2.1 acres of open space and plazas where none currently exist would be a benefit to the community. Additionally, with up to 500 residential units being built, more housing options would be available in the community, including a minimum of 50 affordable units where none currently exist. The comprehensive plan for Overlake and the Overlake Master Plan/Implementation Strategy account for the eventuality of more development and associated traffic and have developed a plan around that.</p>		
<p>23. Community Feedback & Decision</p>	<p><u>Subject</u> Community Feedback & Decision</p> <p><u>Summary Of Comment</u> Is there anything the community can say or do to impact the plan? Has the decision already been made?</p> <p><u>Response</u> No final decisions have been made on this project as the final decision maker is the City Council. A public hearing occurred on June 19 and has been continued to July 17. There is still time to voice your comments. Additionally, there has been (and always will be) a public comment period at each and every Council meeting (every 1st and 3rd Tuesday of every month) in which you can voice your concerns on any matter. If you have any factual information, that would be the most impactful comment/feedback a community</p>		

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	<p>member can make. For example, a transportation study conducted by a licensed engineer, that contradicts the City’s findings or the applicant’s findings would be reviewed and analyzed. If the results of the study illuminates an issue or error, it may affect the City’s decision. Staff feels the City has been an open source of information (particularly in this project). We value the public’s input as it requires us to look at issues through different lenses to make sure we’re not missing something.</p>		
<p>24. City of Bellevue Transportation</p>	<p><u>Subject</u> City of Bellevue Transportation Comments</p> <p><u>Summary of Comment</u> The City of Bellevue’s transportation department believes more intersections (than what was already assessed in the Overlake FSEIS) within the City of Bellevue must be studied. Furthermore, a safe walk route to Bellevue School District facilities must be provided.</p> <p><u>Response</u> Staff is researching the request and will update this section shortly.</p>		