4.11.6 Potential Unavoidable Adverse Impacts for Both Alternatives

In terms of the relative increase in traffic noise, this analysis predicts slight noise impacts (increases less than 5 dBA) at the majority of locations compared with existing sound levels with both No Action and the TRG Recommended Networks. Even though existing sound levels in some parts of the study area are already beyond generally acceptable levels according to most criteria, the alternative future actions would have little effect on traffic noise levels near most of the arterials examined.

At three of the locations, however, traffic noise increases would be considered significant (5 dBA or greater) using EPA guidelines. One of these locations, S-1 on Willows Road just north of Redmond-Kirkland Road would experience an increase of 5 dBA with both the No Action (Network A) and TRG Recommended scenarios. In essence, adoption of the preferred comprehensive land use plan would not affect the traffic noise levels at this location beyond what would occur with the current land use plan. S-3, located on NE 80th Street, would experience traffic noise increases of 4 and 5 dBA over existing levels with Network A and Network E, respectively. The overall increase of 5 dBA would be considered a substantial increase when compared to existing conditions, but the 1 dBA increase over No Action would be a slight impact. S-15, located on NE 29th Street, would not experience an increase in the traffic noise level with the No Action scenario, but would experience a substantial increase of 5 dBA over both the existing condition and No Action scenario in 2010/2012 with Network E.

4.12 Water Quality: Streams

This section summarizes the results of the Water Quality Report, Appendix D-1 in the Technical Supporting Record. The impact analysis is qualitative in nature because the specific project-level impacts of either the authorized development or transportation projects will be determined at the time of permit review.

4.12.1 Existing Conditions

Streams are critical areas because they provide important wildlife and fish habitat. Streams also need protection and management to provide adequate drainage without causing property damage due to erosion or flooding.

Bellevue has a Sensitive Areas Notebook which classifies the riparian corridors by Type. Bellevue defines a riparian corridor as a sensitive area that includes "a vegetation community integrated with the water course ecosystem which provides food, shelter, breeding, and rearing areas for aquatic and terrestrial animals and birds." Type A corridors are at least 50 feet wide at the top of each bank and Type B corridors are at least 25 feet wide. Type A corridors have an established flood plain as designated by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program or those reaches or segments which score 40 or less on the City of Bellevue Comprehensive Watercourse Inventory. Type B corridors score between 41 and 60.

Redmond's sensitive areas regulations use a different stream classification system. There are four stream classes that are protected.

- Class I streams are those streams identified as shorelines of the state by Redmond's Shoreline Master Program.
- Class II streams are natural streams that are not Class I streams but are used by salmonid fish, could be used by salmonid fish, or have significant recreational value.
- Class III streams are natural streams that are two feet in width or larger, and are not Class I or II.
- Class IV streams are natural streams or swales less than two feet wide and not used by salmonid fish.

The Overlake Neighborhood (Overlake) contains several streams which are either tributaries to the Sammamish River or to Lake Sammamish. The Sammamish River is in the Shoreline Master Program for Redmond and is a Class 1 stream as defined by King County.

Kelsey Creek originates at Larson Lake in Bellevue and drains into Mercer Slough which eventually drains into Lake Washington. It is a Class 2 (with salmonids) stream as defined by King County and a Type A stream as defined by the City of Bellevue. Several Type A tributaries drain into Kelsey Creek from the study area including Goff and Valley Creeks. These creeks are unclassified by King County.

4.12.2 Potential Impacts

Transportation projects that had no stream resources identified by the reference information in the project vicinity or had no significant direct impacts anticipated with the project based on the assumptions below are not discussed. Indirect impacts associated with increased impervious area from transportation or land use projects may include an increase in runoff. Direct impacts during construction may include temporary increases in turbidity due to erosion. This impact can be managed by the use of proper erosion control techniques.

The proposed project list for Network A and E and the projected development associated with the CAC Recommended Alternative were compared to existing streams. The following assumptions were made: all stormwater water quality and quantity control will meet criteria outlined in Comprehensive Stormwater Plans for Cities of Redmond and Bellevue; projects adding less than 5,000 square feet of impervious area will not require stormwater facilities; and, wetlands currently used for stormwater detention will be impacted by any increases in stormwater runoff.

Indirect impacts associated with increased impervious area include increased runoff. Aside from construction impacts, significant loads of heavy metals and petrochemicals typically are in urban storm runoff from roads and parking areas. Impacts are somewhat related to the number of vehicles using roadways which is a link to total development allowed. Large areas of landscaping with lawns can generate nutrients, pesticides, and a variety of nuisance or accidental discharges. These impacts can be managed by installing detention and treatment facilities where sufficient facilities do not currently exist.

Direct impacts during construction may include temporary increases in turbidity due to erosion. This impact can be managed by the use of proper erosion control techniques.

Many projects involve the addition of turn lanes. Assuming a turn lane area equal to 5,000 square feet of asphalt or greater (e.g., a length of 250 feet and width of 20 feet), each of these projects would require stormwater treatment and runoff control. In some areas, existing stormwater systems may be adequate to handle the additional runoff. These will need to be addressed on a project level basis for each individual project. It is assumed that adequate detention facilities will be installed or adequate facilities exist, therefore upgrading of roadways and addition of turn lanes are assumed to have negligible post construction impacts.

Table 4-31 indicates the streams that could be affected by the transportation projects in the No Action (Network A) and TRG Recommended Networks (Network E). In addition to comparing impacts based on the affected streams, the alternatives can be compared based on the total amount of land area expected to be developed or redeveloped.

4.12.2.1 No-Action Alternative

Retaining the *Comprehensive Plan* policies governing the protection of stream would not create any potential significant adverse impacts. The City of Redmond has adopted stormwater runoff regulations that are consistent with the State of Washington Department of Ecology's *Stormwater Management Manual for the Puget Sound Basin.* Retention of the Comprehensive Stormwater Plans for Cities of Redmond and Bellevue and *Comprehensive Plan* policies relevant to stormwater detention do not create significant adverse impacts.

With respect to impacts from land uses, the EIS for the Redmond and Bellevue *Comprehensive Plan* projections addressed, at a programatic level, the potential impacts from projected development in those Plans. No additional potential impacts would be expected. This includes impacts from projects under 5,000 square feet of impervious surface, which do not require stormwater treatment facilities.

Compared to the existing development of approximately 12.5 million square feet of non-residential space, the No-Action Alternative also proposes approximately 11.4 million square feet of development. The distribution of development differs among the TAZs between the two scenarios. Under existing conditions, TAZ's 372, 374, 375, 376, and 381 show more development than the No-Action Alternative. Presumably the No-Action Alternative would have fewer indirect impacts to streams in these TAZs from erosion and sedimentation due to the lower level of development. In TAZs 378, 382, and 385, the No-Action Alternative has more development than the existing conditions and therefore may produce greater indirect impacts to streams.

4.12.2.2 Preferred Alternative

The CAC Recommended Alternative with the TRG Recommended Network involves adoption of policies that protect streams: N-OV-1 and N-OV-2. N-OV-1 requires that streams and their buffers be protected. The latter mandates that stormwater runoff shall not degrade the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River or other creeks in the neighborhood. No downstream impacts from erosion are also mandated. This policy is consistent with Redmond *Comprehensive Plan* policies regarding stormwater. The ONP also addresses FARs, and redevelopment of surface parking lots to underground lots, which together could result in less impervious surface. Therefore, the ONP is consistent with the Redmond *Comprehensive Plan* and the adopted stormwater regulations.

Table 4-31:
Analysis of Potential Road Network Impacts on Streams

Project Number	Project Description	Potential Impact
NO-ACTION ALTERNATIVE – Network A		
1.0	Construct new interchange at NE 40th Street/SR 520	Project is located in the vicinity of the headwaters of two small streams; potential indirect sedimentation.
2.0	Widen Old Redmond Road between 140th Avenue NE and 148th Avenue NE	Project intersects small unnamed drainage at existing crossing; potential direct impacts at crossing.
3.0	Widen West Lake Sammamish Parkway NE between Bel-Red Road and the SR 520 interchange.	Project intersects small unnamed drainage at existing crossing; potential direct impacts at crossing. Project parallels Sammamish River at the SR 520 interchange; potential indirect sedimentation impacts.
6.0	Reconstruct 150th Avenue NE between NE 40th Street and NE 51st Street to have uniform 40-foot width, sidewalks, and lighting.	Project parallels small drainage and crosses same drainage at existing crossing; potential direct impacts at crossing.
13.0	Construct SR 520 HOV lanes in both directions between I-405 and West Lake Sammamish Parkway NE	Project intersects Goff Creek and Valley Creek at existing crossings; potential direct at impacts at crossings; indirect impacts during construction.
14.0	Construct a new half-diamond interchange on SR 520 at 130th Ave. NE, providing access to/from the east on SR 520.	Goff Creek crossing is located east of existing SR 520 crossing; potential direct impacts and indirect impacts during construction.
PREFERRED ALTERNATIVE (above projects, plus projects below) – Network E		
1.1	At SR 520 Eastbound Ramps/NE 40th Street: Add a second eastbound right turn lane.	Small stream is located within project area; potential direct impacts; potential indirect impacts during construction.
8.1	Intersection of NE 40th Street/150th Ave. NE: Add a northbound right turn lane.	Small stream is located within project area; potential direct impacts; potential indirect impacts during construction.
10.1	At SR 520 Eastbound Ramps/NE 51st Street: Add a second eastbound right turn lane	Intersection crosses small stream at existing location; potential direct impacts; potential indirect impacts during construction.
15.1	At 124th Avenue NE/Northup Way: Add northbound right turn, eastbound right turn, and eastbound through lanes and convert the westbound right turn lane to westbound right turn/through lane	Intersection is located NE of headwaters of small tributary; potential indirect impacts during construction.
21.0	At 132nd Avenue NE/Bel-Red Road: Add southbound right turn lane.	Project parallels Goff Creek for short section; potential indirect impacts during construction.
36.1	At 156th Avenue NE/NE 40th Street: Add northbound right turn and 2nd southbound left turn lanes.	Small stream is located within project area; potential direct impacts; potential indirect impacts during construction.

Table 4-31, continued

Project Number	Project Description	Potential Impact
39.1	Construct a new 4-lane connector between Town Center and West Lake Sammamish Parkway NE. Provide a signal on West Lake Sammamish Parkway NE	Sammamish River crosses the project area; potential direct impacts; potential indirect impacts.
47.2	On 150th Avenue NE between NE 36th and NE 40th Streets: Construct a 2-lane collector and realign the north end to form a four-leg intersection at NE 40th Street.	Small stream is located within project area; potential direct impacts; potential indirect impacts during construction.
48.0	Extend 120th Avenue NE from NE 8th Street to Old Bel-Red Road and widen 120th Avenue NE to three lanes between Old Bel-Red Road and NE 12th Street	Project intersects Kelsey Creek West Tributary at existing crossing; potential direct impacts; potential indirect impacts during construction.
49.0	At 140th Avenue NE/NE 20th Street: Add second eastbound left turn lane, second westbound left turn lane, and a southbound right turn lane.	Valley Creek is located east of proposed project; potential indirect impacts during construction.
57.2	Widen NE 24th Street to four lanes from east of NE 20th Place to 140th Avenue NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane.	Project intersects Valley Creek at existing crossing location.
69.0	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	Project parallels Goff Creek for several sections; potential direct impacts; potential indirect impacts during construction.
74.0	At 132nd Avenue NE/Redmond Way: Add a westbound right turn lane	Small drainage within wetland 43 originates northeast of the project at the toe of slope. Potential indirect impacts during construction.
86.0	At West Lake Sammamish Parkway NE/Leary Way: Widen the Leary Way approach to provide four lanes with a configuration of: Left/Left-thru/Thru/Right. Widen the SR 520 on-ramp to two lanes for 500 feet.	Project area parallels section of Sammamish River; potential indirect impacts during construction.

City of Redmond staff anticipate increases in impervious surfaces in the following TAZs in the employment area of Overlake: 374, 376, 377, 378, 379, 380, 381, and 382. TAZ 380 includes a Class 3 stream that flows into Lake Sammamish. No other streams are located in the employment and commercial area. Impacts on the streams will likely occur during construction. This will likely including increases in siltation, although existing regulations minimized such impacts.

Urbanization of a basin also changes stream flow patterns, increasing runoff during storm events and decreasing summer flows due to reduced infiltration of rain water into the ground. Increases in impervious surfaces increase these impacts. Redmond has adopted regulations equivalent to the *Storm Water Management Manual for the Puget Sound Basin*. These regulations limit runoff to predevelopment levels if stormwater is discharged to streams, limiting increases in storm flows. While infiltration of storm water rather than discharging it to water bodies is allowed by Redmond's regulations, the increased impervious surfaces will still decrease infiltration and so decrease summer flows. However, the increase in impervious surfaces is not likely to be large enough to result in a significant impact on summer flows above existing levels.

In addition, as residential development occurs in the residential areas of Overlake, impervious surfaces will increase in those areas too. This will also result in stream impacts similar to those above.

In addition to the impacted streams listed under the No-Action Alternative, potential impacts to streams associated with transportation projects under this alternative include eight projects that are located in the vicinity of, or intersect, small streams or drainages and could have both direct impacts and indirect impacts during construction. Six other projects are located near existing streams or drainages and would potentially have only indirect impacts during construction.

In general, given the greater land use development target and the greater number of transportation projects in the CAC Recommended Alternative, relatively greater potential impacts would be anticipated than under the No-Action Alternative. That is, the more construction activity, the greater the chance of sediment being discharged. Also, the larger volume of traffic that will result from the land use target will likely result in a higher runoff load of petrochemicals from vehicles. In TAZs 376, 381, 379, and 380 the CAC Recommended Alternative generates considerably more development than is proposed under the No-Action Alternative. There is a greater potential for indirect impacts to streams in these TAZs as a consequence. Other water quality impacts to the streams in these TAZs are expected from the increased traffic, landscaping, and impervious area. Significant loads of heavy metals, oils, greases, and petroleum products are likely to accompany the increase in development. Nutrients from intensely landscaped development are likely to increase as well.

Proper erosion control techniques during construction and compliance with existing ordinances, and *Comprehensive Plan* and ONP policies protecting streams and riparian areas will mitigate potential adverse impacts. However, existing regulations exempt projects that generate less than 5,000 square feet of new impervious surface. Therefore, there may be cumulative impacts from development that is exempted.

4.12.3 Mitigation

4.12.3.1 No-Action Alternative

No mitigation regarding existing policies is required as no impacts are identified.

Stormwater facilities for water quantity and quality meeting the specifications of the City of Redmond and City of Bellevue Comprehensive Stormwater Plan will have to be installed on a project by project basis. Additional mitigation could consist of changing the regulations to not exempt projects under 5,000 square feet of impervious surface.

4.12.3.2 Preferred Alternative

No mitigation regarding existing policies is required as no impacts are identified.

Stormwater facilities for water quantity and quality meeting the specifications of the City of Redmond and City of Bellevue Comprehensive Stormwater Plans will have to be installed on a project by project basis. Additional mitigation could consist of changing the regulations to not exempt projects under 5,000 square feet of impervious surface.

4.12.4 Potential Unavoidable Adverse Impacts for Both Alternatives

With the implementation of required stormwater facilities, no significant adverse impacts are expected. There could be some unavoidable impacts from projects that are exempted from the regulations. In the short term, there is likely to be an increase in erosion impacts due to the construction on or redevelopment of properties in TAZs 379 and 381.

4.13 Water Quality: Lake Sammamish

This section evaluates potential water quality impacts from the Alternatives on Lake Sammamish. More detailed information is available in the Water Quality Report, Appendix D-2, Technical Supporting Record.

4.13.1 Existing Conditions

Lake Sammamish is a resource of state-wide significance under the Shoreline Management Act and provides migratory and rearing habitat for many salmonid species as well as habitat for many species of warm water fish and wildlife. The Lake Sammamish watershed is expected to change from dominantly forested to single family and rural residential over the next twenty years. This will increase the amount of nutrient input to the lake, which is the largest problem facing Lake Sammamish. Excessive nutrient concentrations result in undesirable levels of algal growth which deteriorate water quality.

The Lake Sammamish watershed is multi-jurisdictional (Cities of Bellevue, Issaquah, and Redmond, and unincorporated King County). Historically poor water quality in Lake Sammamish has resulted in the diversion of wastewater discharge to the lake. King County has studied the lake for several decades, however, recent efforts to improve water quality and prevent further degradation have required the cooperation of all four jurisdictions. In 1989, a *Water Quality Management Plan* for Lake Sammamish was prepared. Since 1990, new developments have been required to provide some stormwater treatment for phosphorus removal using wetponds and biofiltration swales. Most recently, *the Lake Sammamish Water Quality Management Plan - 1996* was adopted by the local jurisdictions.

The Lake Sammamish Initiative was started in August 1995, to evaluate long-term goals for the lake, to develop a management plan to achieve those goals, and to recommend a financial strategy to pay for the plan. Partners for a Clean Lake Sammamish (Partners) is a citizen task force which produced *the Lake Sammamish Initiative Report July 10, 1996. The Lake Sammamish Initiative Report* evaluates known source control, forest management, retrofit, and regional treatment technologies for potential future implementation in the Lake Sammamish drainage basin.

4.13.2 Potential Impacts

Existing conditions were compared to the proposed project list for each network and the proposed land use changes associated with the preferred alternative. It is assumed that projects occurring outside the Lake Sammamish drainage basin will have no impact on Lake Sammamish. The Redmond *Comprehensive Plan* discusses surface water quality in the Conservation Chapter, Policies NE-49 to NE-62.

4.13.2.1 No-Action Alternative

Retaining the *Comprehensive Plan* policies governing the protection of Lake Sammamish would not create any potential significant adverse impacts.

With respect to transportation improvement projects in Network A, project 1.0 (the NE 40th Street Interchange), part of project 3.0 (widening Lake Sammamish Parkway between SR 520 and the intersection of Bel-Red Road and the West Lake Sammamish Parkway) and project 4.0 (installing a signal ant 159th Avenue NE and NE 40th Street) occur in drainage basins tributary to Lake Sammamish. (Note that the Water Quality Report in Appendix D-2 used Network A not Network B in the Analysis.) In addition, project 11.0 (adding a southbound right turn lane and modifying the signal at West Lake Sammamish Parkway and NE 51st Street) may drain to the lake. If not properly managed, transportation facilities may adversely impact Lake Sammamish due to erosion during construction and polluted stormwater runoff.

4.13.2.2 Preferred Alternative

The ONP contains policies affecting water quality. Policy N-OV-1, N-OV-2, and N-OV-3 in the ONP require the protection of streams and ravines and the water quality of Lake Sammamish. The policies under this alternative are consistent with existing policies in the *Comprehensive Plan*, particularly Policy NE-53 which references the Overlake Neighborhood indirectly by referring to Urban and Advanced Technology Centers. These policies do not have an adverse impact on the water quality of Lake Sammamish. Rather, the policies will serve to protect water quality from potential adverse impacts from additional development of land uses under this alternative, and from impacts from the development of Network E.

The following transportation improvement projects in Network E drain to Lake Sammamish: project 1.1 (a second eastbound right turn lane on the eastbound ramps at the NE 40th Street Interchange on SR 520), project 4.1 (revising lanes to provide a northbound left turn lane and shared northbound left turn/right turn lanes), project 31.0 (channelizing the West Lake Sammamish Parkway and Bel-Red Road intersection to provide a yield for a westbound right turn lane), project 36.1 (add a northbound right turn lane and a second southbound right turn lane at the intersection of 156th Avenue NE and northeast 40th Street), project 81.0 (adding an eastbound right turn lane and a second westbound right turn lane at the 156th Avenue NE and

NE 36th Street intersection), and O-46 (constructing a side walk on the eastside of Bel-Red Road south of NE 40th Street and bike lanes on both sides in this area). Projects 11.1 (convert existing lanes to turn lanes and add a through lane on West Lake Sammamish Parkway at NE 51st Street) and O-42 (complete sidewalks on the south side of NE 51st Street and construct bike lanes on the street) may drain to the lake.

The primary adverse impacts on Lake Sammamish in an already urbanized area result from erosion during construction and phosphorus from fertilizers and eroded soil in storm water runoff coming from developed areas. If not properly managed, land use development anticipated in the parts of TAZs 379 and 380 that drain to Lake Sammamish and the planned transportation facilities within the basin could adversely affect Lake Sammamish due to erosion during construction and polluted storm water runoff.

4.13.3 Mitigation for Both Alternatives

With respect to direct impacts from projected land use development and transportation facilities, the City of Redmond closely manages the Lake Sammamish watershed for water quality. The new transportation facilities within the basin and development in the portion of TAZ 379 and 380 within the West Lake Sammamish Basin needs to be carefully managed in accordance with the Lake Sammamish Water Quality Management Plan to not increase the phosphorus load to Lake Sammamish.

The alternative selected for implementation (Future Management Elements Expanded) would achieve 86 percent of the phosphorus load reduction target when the drainage basin is fully developed. The recommended management program is predicted to take a few years to fully implement. The time required to implement the program is dependent upon the rate at which citizens, businesses, and governments in the drainage basin change their behavior and practices.

Central to the management plan are the sensitive lake protection standards (WQS) which recommend 50 percent reduction in phosphorus loading from new development sites in lake basins determined to be sensitive to phosphorus and managed for reduced phosphorus loading. It is estimated that the recommended alternative would achieve 100 percent of the phosphorus load reduction goal for about eight years if the WQS standard is not implemented, 22 years if it is implemented. The City of Bellevue (Bellevue) plans to address WQS on a site by site basis as redevelopment occurs because most of the area in the Lake Sammamish basin within Bellevue is built out. The City of Redmond (Redmond) plans to implement WQS through the development review process. The WQS standard is currently being implemented only in unincorporated King County (Issaquah Creek drainage basin) and in parts of the City of Issaquah.

4.13.4 Potential Unavoidable Adverse Impacts for Both Alternatives

Assuming water quality protection measures are implemented in accordance with the Lake Sammamish Water Quality Management Plan, ONP, and *Comprehensive Plan* policies, no potential significant adverse impacts would be expected from future land use and transportation projects under either Alternative.

4.14 Wetlands

4.14.1 Existing Conditions

This section discusses the impacts of the two Alternatives on the wetland resources in the Planning Area. The analysis is qualitative in nature and the impacts from development and transportation projects will be evaluated in more detail during the permit review. Additional information is available in the Wetland Report, Appendix D-1, Technical Supporting Record.

4.14.1.1 Documented Wetlands

The majority of the study area is developed and larger areas of contiguous undeveloped land and open space occur, they are generally associated with private and public facilities, such as golf courses. Areas along several of the streams and on steeper slopes within both cites are undeveloped. Also, numerous small undeveloped lands are interspersed throughout much of the study area. Much of the remaining natural vegetation within the study area is mature second growth though some areas of early successional shrub and forest vegetation are present. Most of the open space and undeveloped land within the study area has been disturbed to some degree.

A review of background information identified 43 individual wetlands within the study area. These wetlands range from large high quality riparian wetlands to highly developed open water systems such as Lake Bellevue. Individual wetlands are identified in Table 2 of Appendix D-1 in the Technical Supporting Record. The largest wetland system in the study area is within the City of Bellevue and is associated with Valley Creek, a tributary to Kelsey Creek. This system is a broad forested riparian wetland that begins south of Bellevue Municipal Golf Course and parallels Valley Creek between 140th Avenue and 148th Avenue. This wetland is estimated to be over 20 acres in size, but the value of this system has been impacted by several road crossings and by surrounding development. The largest wetland in the Overlake area is a complex of several wetland types located near the north end of Lake Sammamish, east of West Lake Sammamish Parkway. Eight other large wetlands over five acres in size were identified within the study area. All of the larger systems except for Lake Bellevue, are riparian wetlands or linear wetland systems associated with streams or drainage corridors. Most of these linear systems are crossed by roads within the study area.

Many of the documented wetlands within the study areas have experienced some level of disturbance as a result of development and human activity. Significant alterations include excavation or impoundment, use of the wetland as landscape amenities, and human intrusion from the development adjacent to the wetland systems. Several wetlands within the study area, in both Bellevue and Redmond, appear to be used for site specific or regional detention. The Bellevue wetland inventory notes that may larger wetlands have controlled outlet structures. Disturbance in many systems appears to be chronic.

Given the level of development within the study area, the documented wetland systems offer some of the last remaining pockets of habitat for urban wildlife and wetland dependent plant and animal species. Since many of these areas are associated with streams and are long linear features, they likely provide corridors that facilitate wildlife movement between undeveloped areas. Most wetlands have open water, scrub-shrub, forested, and emergent components. This complexity provides a level of diversity that is beneficial to may plant and wildlife species.

4.14.1.2 Undocumented Wetlands

The resource materials used in this investigation have a minimum size threshold of about one-half acre (i.e., wetlands under one-have acre may exists but were not identified by the inventories). There is a strong likelihood that numerous smaller wetlands exist throughout the study area. These areas may range from regularly mowed, low, wet areas in backyards and parks to relatively undisturbed seeps along the banks of the many small streams and drainages within the study area. While individually these areas may be small, there cumulative ability to provide wildlife habitat, storm water and floodwater storage and alteration, and groundwater exchange should not be overlooked.

4.14.2 Potential Impacts

In general, most wetland impacts that are rated low to moderate are readily mitigated within the regulatory processes currently in place. Existing Redmond regulations prohibit modification of some wetlands and require avoidance of all wetland impacts if possible. For details on the regulatory framework, please refer to Appendix D-1, page 10 in the Technical Supporting Record. Both Cities determine mitigation and buffer requirements depending on the classification of wetland with impacts to higher rated wetlands requiring more significant mitigation measures. Under the present system any impacts to the type of wetlands identified in this analysis require mitigation by the Cities. In addition, wetland impacts are regulated by the U.S. Army Corps of Engineers (COE) and Washington Department of Ecology (WDOE) through the Section 404 and 401 process.

If all chapters of the existing regulatory framework are property implemented, the current three-tier federal, state, and local system will serve to provide a significant level of mitigation for wetland impacts within the BROTS study area.

Of the 43 wetlands identified within the BROTS Study area, only 13 wetlands have a potential to be impacted by one or more of the proposed projects. An impact summary for Network A Network E, are shown in Table 4-32 and Table 4-33 respectively.

With the exception of the 11 projects and one land use action identified in the following text, all other projects and land use alterations are likely to have no significant negative impact on identified wetland resources within the BROTS study area.

Projects 2.0 and 7.0 under No Action, and projects 48.0, 74.0, 39.1, and 86 under the Preferred Alternative were identified as having a low to moderate potential to adversely impact wetland resources. These projects generally are planned in areas near smaller wetlands, wetlands of lower quality, or the anticipated impacts were indirect and short-term. Impacts associated with these projects can be mitigated by following existing design standards, employing Best Management Practices during construction, and providing compensatory mitigation for direct impacts within the current regulatory frame work. Therefore, these projects and land use actions, are not likely to have a significant long term negative effect on the identified wetland resources.

The proposed land use changes are not anticipated to result in significant impacts to wetland resources assuming development occurs within the current regulatory framework using the best practical planning, design, and construction practices (see Table 4-34).

Although a project or land use action has not been identified near a specific wetland resource or as having a significant level of wetland impact, each project or building proposal should include a site specific review since small wetlands may not have been identified by the background resources used to complete the review of existing conditions. This is required by existing regulations.

Table 4-32:
Wetland Impact Summary for Network A

Project	Project Description	Wetland	Jurisdiction	Classification and Overall Functions Rating	Impact Assessment: Potential for Direct Impacts (Loss)	Impact Assessment: Potential for Indirect Impacts from Drainage and Water Quality Issues	Impact Assessment: Potential for Indirect Impacts Relating to Human Intrusion and Use	Special Mitigation Measures
2.0	Widen Old Redmond Road between 140th Avenue NE and 148th Avenue NE	Wetland 32	Redmond	Type II Low	Low	Low	N/C	Potential impacts mitigated within current regulatory framework.
3.0	Widen West Lake Sammamish Parkway NE between Bel-Red Road and the SR 520 interchange	Wetland 28	Redmond	Type II Low	Low	Low	N/C	Special Design Considerations; Special Construction Techniques; Remaining impacts mitigated within current regulatory framework.
		Wetland 29	Redmond	Type I High	High	High	N/C	
		Wetland 30	Redmond	Type II Moderate	Moderate	Low	N/C	
		Wetland 31	Redmond	Type II Moderate	High	Low	N/C	
7.0	Widen 140th Avenue NE from the Bellevue/Redmond city limits to NE 80th St.	Wetland 32	Redmond	Type II Low	Low	Low	N/C	Potential impacts mitigated within current regulatory framework.
13.0	Construct SR 520 HOV lanes in both directions between I-405 and West Sammamish Parkway.	Wetland 1	Bellevue	Type A High	High	High	N/C	Special Design Considerations; Special Construction Techniques; Remaining impacts mitigated within current regulatory framework.
14.0	Construct a new half-diamond interchange on SR 520 at 130th Avenue NE.	Wetland 18	Bellevue	Type B Low	Very Low	High	N/C	Potential impacts mitigated within current regulatory framework.

Table 4-33:
Wetland Impact Summary for Network E

Project	Project Description	Wetland	Jurisdiction	Classification and Overall Functions Rating	Potential for Direct Impacts (Loss)	Potential for Indirect Impacts from Drainage and Water Quality Issues	Potential for Indirect Impacts Relating to Human Intrusion and Use	Special Mitigation Measures
48.0	Extend 120th Avenue NE from NE 8th Street to Old Bel-Red Road and widen 120th Avenue NE to three lanes between Old Bel-Red Road and NW 12th Street	Wetland 13	Bellevue	Type A High	High	Moderate	N/C	Special Design Considerations; Special Construction Techniques; Remaining impacts mitigated within current regulatory framework
74.0	At 132nd Avenue NE/Redmond Way: Add a westbound right turn lane	Wetland 43	Redmond	Type II Moderate	Moderate	Moderate	N/C	Special Design Considerations; Special Construction Techniques
49.0	At 140th Avenue NE/NE 20th Street: Add second eastbound left turn lane, and a southbound right turn lane.	Wetland 11	Bellevue	Type A Moderate	Low	Low	N/C	Potential impacts mitigated within current regulatory framework
39.1	Construct a new 4-lane connector between town Center and West Lake Sammamish Parkway NE.	Wetland 34	Redmond	Type III Low	Moderate	Moderate	Moderate	Alignment considerations; Potential impacts mitigated within current regulatory framework
57.2	Widen NE 24th Street to four lanes from east of NE 29th Place to 140th Avenue NE	Wetland 1 Wetland 2	Bellevue Bellevue	Type A High Type A Moderate	High High	Moderate Moderate	N/C	Special Design Considerations; Special Construction Techniques; Remaining impacts mitigated within current regulatory framework
86.0	At West Lake Sammamish Parkway NE/Leary Way: Widen the Leary Way approach to provide four lanes. Widen the SR 520 on-ramp to two lanes for 500 feet.	Wetland 34	Redmond	Type III Low	Low	Low	N/C	Potential impacts mitigated within current regulatory framework

Table 4-34:
Wetland Impacts from Land Use Alterations

Plan Element	Description	Wetland	Jurisdiction	Classification and Overall Functions Rating	Impact Assessment			Special Mitigation Measures
					Potential for Direct Impacts (Loss)	Potential for Indirect Impacts from Drainage and Water Quality Issues	Potential for Indirect Impacts Relating to Human Intrusion and Use	
TAZ 380	Constructed projects plus an allowance for 112,267 sq. ft. of additional space	Wetland 23	Redmond	Type II Moderate	Moderate	Moderate	Moderate	Potential impacts mitigated within current regulatory framework

4.14.2.1 No-Action Alternative

There are three projects in Network A with a potential to directly impact wetlands (see Table 4-31). Project 3.0 is a widening of West Lake Sammamish Parkway between Bel-Red Road and SR 520. Four wetlands are located within the project area including Wetland 29 which is a large Type I wetland associated with the Sammamish River. Wetland 29 parallels the roadway for approximately 2,000 feet within the project area. The project area also includes wetlands 28, 30, and 31 which are all smaller riparian wetlands flowing from east of the roadway down toward the Sammamish River floodplain. The widening of the roadway is anticipated to impact a significant area of Wetland 29. Smaller areas of impacts may occur within the other wetlands adjacent to the road.

Project 13.0 involves the construction of HOV lanes for SR 520 between I-405 and West Lake Sammamish Parkway. This project is adjacent to the southern extent of Wetland 1, a large Type A wetland associated with Valley Creek. Wetland 1 parallels the roadway for approximately 500 feet within the project area. The addition of the two HOV lanes is anticipated to include some widening which may add to the existing foot print of the roadway within the wetland. Construction in this area may also involve significant indirect impacts.

Project 14.0 includes the construction of a new half-diamond interchange on SR 520 at 130th Avenue NE. No wetlands were identified within the area of anticipated construction, but the interchange is located adjacent to Goff Creek. Wetland 18 is a riparian wetland located along Goff Creek downstream of the proposed construction. No direct impacts are anticipated to Wetland 18. Increased surface water runoff during construction, temporary increases in sedimentation and erosion during construction, and the added impervious surface after construction have the potential to be indirect impacts to Wetland 18.

4.14.2.2 Preferred Alternative

This alternative includes the potential impacts analyzed under the No-Action Alternative for projects in Network A, plus the potential impacts associated with the several additional transportation projects in Network E.

Project 48.0 is the extension of 120th Avenue NE from NE 8th Street to Old Bel-Red Road and the widening of 120th Avenue NE to three lanes between Old Bel-Red Road and NE 12th Street. Wetland 13 is a large Type A wetland associated with the West Tributary to Kelsey Creek. Wetland 13 parallels 120th Avenue NE south of Northup Lane for approximately 200 feet. The widening of 120th Avenue NE to add a third lane is anticipated to include increasing the existing foot print of the roadway in the wetland. Construction in this area may also create significant indirect impacts.

Project 57.2 involves widening NE 24th Street from east of 29th Place to 140th Avenue NE. This project crosses Wetland 1 and is adjacent Wetland 2. Both Type A wetlands are associated with Valley Creek. Wetland 1 crosses NE 24th Street at an existing location and parallels both sides of the road for several hundred feet. The road parallels Wetland 2 along the wetland's southern border east of the Wetland 1 crossing. Widening the road is anticipated to include increasing the existing foot print of the roadway in both wetlands. Construction in this area may also create significant indirect impacts during construction.

In short, there would be somewhat greater impacts under the Preferred Alternative than under the No-Action Alternative.

4.14.3 Mitigation

4.14.3.1 No-Action Alternative

Projects 3.0 and 13.0: Given the high potential for impacts, it is likely that additional mitigation measures may be required. The primary mitigation measure will be to avoid as much wetland impact as possible by employing special design features such as retaining walls, shifting the road center line, or constructing the roadway along a new alignment. During construction special techniques may be required to minimize impacts to the adjacent wetland area. These projects will likely require a significant level of agency coordination, permitting effort, and compensatory mitigation.

Project 14.0: During construction special techniques may be required to limit runoff and erosion from the construction area and stormwater facilities should be designed to retain as much of the hydrology within the Goff Creek system as considered practical.

4.14.3.2 Preferred Alternative

Mitigation measures for Projects 3.0, 13.0 and 14.0 will be required, as under the No-Action Alternative.

Given the high potential for impact, it is likely that additional mitigation measures may be required for Projects 48.0 and 57.2. The primary mitigation measure will be to avoid as much wetland impact as possible by employing special design features or implementing special techniques during construction. Impacts associated with this project will likely require a significant level of agency coordination, permitting effort and compensatory mitigation.

4.14.4 Potential Unavoidable Adverse Impacts for Both Alternatives

Based on local, state and federal requirements for mitigating impacts to wetlands, there will be little permanent, unavoidable adverse impacts to wetlands under either alternative.

4.15 Public Facilities

Development is supported by public facilities. In analyzing the impacts of development, the availability of public facilities and services must be considered. This section discusses several key public facilities that have the potential to affect development in the Overlake Neighborhood. These public facilities include water supply, electrical demand and sewer capacity. In addition, ensuring adequate parks, recreation, and open space for the neighborhood was an important issue to the Overlake Neighborhood Plan Citizen Advisory Committee and is discussed in this section. The existing transportation facilities, perhaps the most significant public facility affecting growth in Overlake, is considered in the discussion of the BROTS update in this chapter under Transportation. Other public facilities and services were considered as part of the Overlake Neighborhood Plan and are discussed in the *Overlake Neighborhood Plan Existing Conditions Report.* This report is in the Technical Supporting Record: Appendix B-1 and is available from the City of Redmond Department of Planning and Community Development.

4.15.1 Water Supply

4.15.1.1 Existing Conditions and Impacts

A public water system has two main functions: to provide potable water and sufficient fire flows. The Redmond water system consists of water sources, transmission pipes, water storage and treatment facilities, and a water distribution system. A description of Redmond's water supply system can be found in the *Overlake Neighborhood Plan Existing Conditions Report* in the Technical Supporting Record, Appendix B-1, page 21.

The NE 40th Reservoir is a Joint Bellevue-Redmond 6 million gallon (MG) water storage tank. The amount of storage available in this tank may be a factor in determining the amount and type of development allowed in Overlake. The Overlake Park 520 and Viewpoint Intermediate 415 zones rely solely on the Bellevue N520 zone to meet daily water demands as well as storage requirements.

Redmond is entitled to 44 percent (2.64 MG) of the storage capacity of the six million gallon NE 40th Reservoir under the interagency agreement (Campbell, personal communication May 8, 1997). The tank was designed to accommodate the projected development conditions in the Overlake and Viewpoint areas of Redmond. Future demand was developed from existing and projected land use patterns and from the City of Redmond water meter records for the Rose Hill and the Bellevue supplies. Based on those calculations, Redmond needed an additional 2.5 MG of storage to meet water storage needs and Bellevue needed 2.4 MG, so a 6 MG tank was designed and built. Present (1988) land use was determined by calculating the acreage for each category, and estimating from Redmond plat maps and a visual survey, the percentage of each category that has been developed. No information was available from the City of Redmond as to current water usage to compare to the usage predicted in 1988, so a qualitative analysis of this issue is not entirely possible. However, the increase in development beyond the original land use projections under both alternatives would be expected to create an additional demand not anticipated in the planning of water system facilities. The Water System Plan will likely be updated in 1998, and current and projected needs under both alternatives should be addressed.

According to policies in the ONP, the City is committed to providing the public services needed to accommodate planned future development. Policy N-OV-28 ensures that the services will be provided:

> *The water, wastewater, stormwater, fire prevention and suppression services, and related private infrastructure shall be provided to accommodate development in Overlake as developments are occupied. When additional time is necessary to construct public improvements, the improvements may be phased in over six years provided no adverse impacts will occur. Priority shall be directed towards providing facilities to meet the needs of existing development before providing for new growth.*

The ONP also reaffirms *Comprehensive Plan* Policy FC-3, which distributes the cost of new capital facilities to those who generate the growth and stand to benefit most directly. These policies will mitigate the impacts on water supply.

4.15.1.2 Potential Impacts for Both Alternatives

No-Action Alternative. No significant direct impacts are anticipated with the planned increases in land use. The projected target for 2010/2012 in the *Comprehensive Plan* has nearly been reached, and Redmond's water supply is currently meeting the demand. Therefore, no significant adverse impacts are anticipated.

Preferred Alternative. No significant direct impacts are anticipated with the planned increases in land use. Redmond reviews proposed developments to ensure that the water supply and distribution facilities are adequate. If the 1998 water plan update determines that the project development for office, retail, and manufacturing space exceeds the available water storage capacity, significant impacts on the water systems could result unless the impact is addressed.

4.15.1.3 Mitigation for Both Alternatives

No mitigation beyond that required by existing measures is necessary.

4.15.1.4 Potential Unavoidable Adverse Impacts for Both Alternatives

There are no unavoidable adverse impacts stemming from either alternative.

4.15.2 Sewer Facilities

4.15.2.1 Existing Conditions and Impacts

Redmond's sewer facilities consist of a network of pipes and pumping facilities to convey wastewater from its point of origin to one of several METRO (formerly the Municipality of Metropolitan Seattle, now the Metropolitan Services Department of King County) "interceptors" within the City, as Redmond does not have any wastewater treatment facilities. METRO handles wastewater treatment on a regional basis.

Redmond and Bellevue share a trunkline (a large sewer pipe) in the southwestern corner of Overlake. The use of these facilities is governed by interlocal agreements between the two cities.

Overlake is served by multiple sewer basins. Most of Overlake's sewerage is collected by METRO's NW Lake Sammamish Interceptor, which then conveys the sewage north along the Sammamish River to the Metro pump station at NE 124th Street. In general, the sewer collection system has adequate capacity and the lines are of high quality.

Development in Overlake has lead to high flows in some of the sewer collection pipes. Solutions to these high flow conditions have been identified in the recently adopted *General Sewer Plan*. In general, the plan calls for monitoring the flow conditions in the pipes and replacing or rerouting the pipes when needed. Some pipes also need to be replace.

Table 4-35 summarizes the major sewer projects planned for the Overlake Neighborhood. Only those projects that relate to capacity are shown on the table.

Table 4-35:
Major Sewer Projects in Overlake Neighborhood

Basin	Receiving Basin	Recommendations
Overlake South Basin	Bellevue's Bel-Red Trunk	Monitor high flows in the joint-use trunk sewer to evaluate timing of trunk replacement.
NE 51st Street Basin	Northwest Lake Sammamish Interceptor	Replace existing pipe if high flow conditions begin to cause operational problems or alternatively, flows could be rerouted via the NE 51st Street collector.
156th Avenue NE Basin	Northwest Lake Sammamish Interceptor	Monitor high flows in these areas to accommodate existing and future flows.
Overlake North Basin	Redmond Kirkland Road Basin	Monitor flow to verify existing high flow conditions and future conditions.
Redmond Kirkland Road Basin	Northwest Lake Sammamish Interceptor	Monitor flow due to significant future high flow conditions.

4.15.2.2. Potential Impacts for Both Alternatives

No-Action Alternative. Potential impacts on capacity from development projected in the Redmond *Comprehensive Plan* would be less than that under the Preferred Alternative. As noted under the Existing Conditions section, in general, the sewer collection system for Overlake is in good shape. However, a trunk line shared by Redmond and Bellevue in the southwestern corner of Overlake appears to be approaching capacity and some pipes need to be replaced.

Preferred Alternative. In 1997, the City of Redmond adopted a new General Sewer Plan. This plan analyzes the impacts of development in Overlake at the level of intensity proposed in the ONP and identified any necessary improvements to sewer facilities. As with other public services, the ONP commits the City to providing the public services needed to accommodate planned future development and through Policy N-OV-28 ensures that the services will be provided. The ONP also distributes the cost of new capital facilities to those who generate the growth and stand to benefit most directly. These policies combined with the mitigation measures recommended under the No-Action Alternative will mitigate the impacts on wastewater services.

No significant direct impacts are anticipated from the transportation projects.

4.15.2.3 Mitigation for Both Alternatives

No-Action Alternative. For all sewer basins collection systems, the recommended actions are monitoring flow or surcharge to evaluate conditions. An increase in demands in these basins will likely require earlier replacement of any lines which have reached capacity. Also recommended is updating the interlocal agreements between Redmond and Bellevue to manage capacity.

Preferred Alternative. As the 1997 General Sewer Plan identified improvements needed under the projected development in the ONP, the only additional mitigation measure proposed is to update the interlocal agreements between Redmond and Bellevue.

4.15.2.4 Potential Unavoidable Adverse Impacts for Both Alternatives

There are no unavoidable adverse impacts to sewer facilities caused by either alternative.

4.15.3 Parks, Recreation, and Open Space

4.15.3.1 Existing Conditions

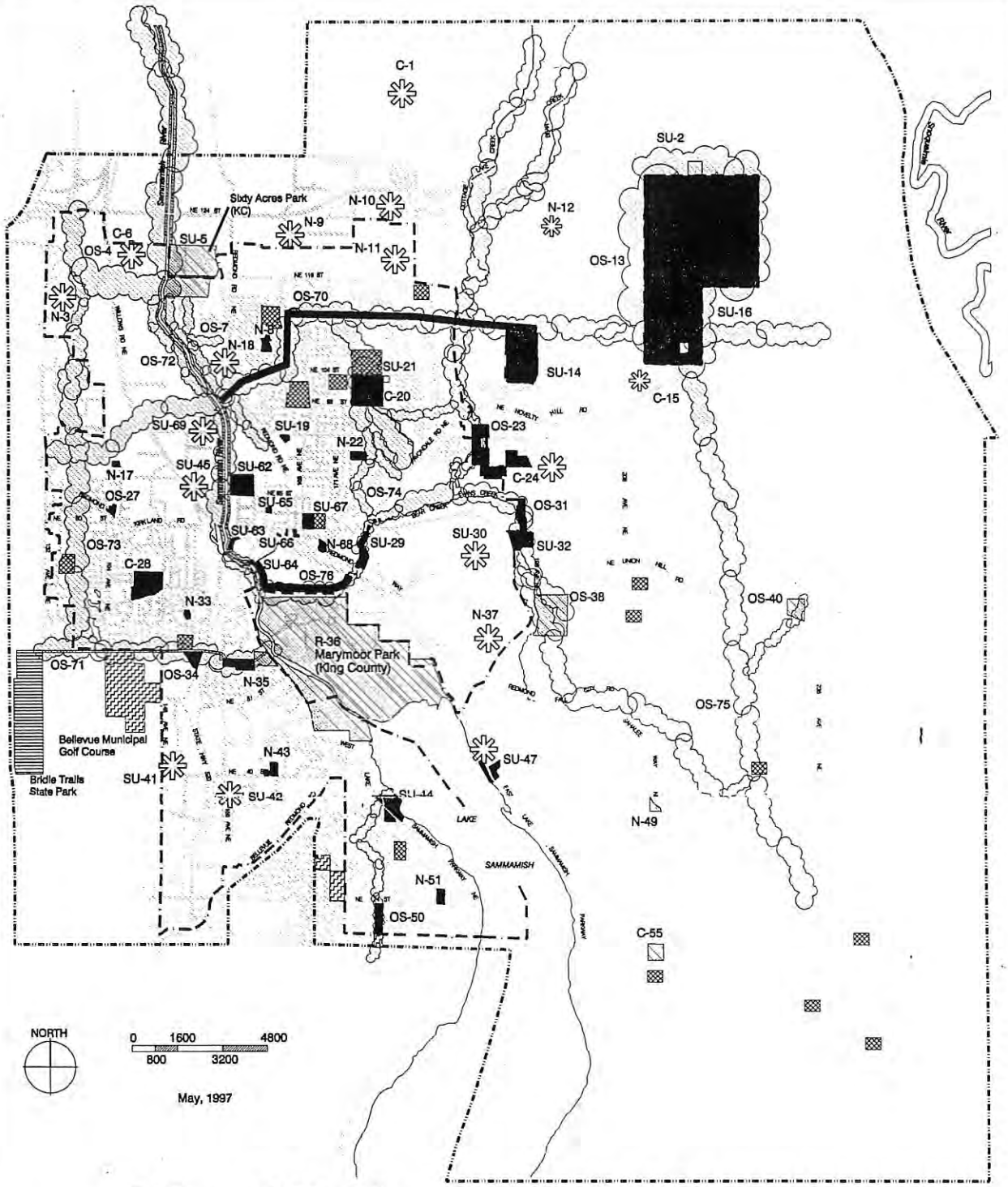
Six Redmond Parks are located in the Overlake Neighborhood. The locations of these parks are shown on Figure 4-18, Facility Plan 1 (from Redmond's *Parks, Recreation and Open Space Plan*). Table 4-36 summarizes the City of Redmond parks in Overlake.

Two King County Parks, the King County open space park between Westside Park and the West Lake Sammamish Parkway and a small part of Marymoor Park west of the Sammamish River, are located in the neighborhood. Marymoor Park, a large King County regional park, adjoins the neighborhood to the east.

Bellevue's Ardmore Park adjoins the Overlake Neighborhood. It is located at the corner of NE 24th Street and 172nd Avenue NE.

About a mile west of the Overlake Neighborhood is Bridle Trails State Park. This is a large equestrian park connected to the Overlake Neighborhood by the Bridle Crest Trail. This trail runs from Bridle Trails State Park to Marymoor Park.

Two private golf courses are located in the neighborhood. The Brae Burn Golf Course is a nine hole course north of NE 24th Street. The Tam O' Shanter Golf Course is between 182nd Avenue NE and 184th Avenue NE. It is partially in Redmond, but mostly in Bellevue. It is an 18 hole golf course.



City of Redmond, Washington

Legend:

- City Limits
- Impact & Planning Area Boundary
- Existing City Parks & Open Space
- Existing County Parks & Open Space
- Public Schools
- Proposed Parks
- Proposed Open Space Areas / Corridors
- Bellevue Parks

PARK TYPE:

- N Neighborhood Park
- C Community Park
- R Regional Park
- OS Open Space Area
- SU Special Use Area

Figure 4-18
Facility Plan 1

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Table 4-36:
City of Redmond Parks in the Overlake Neighborhood

Name	Location	Size	Park Type	Key Facilities
Cascade View Neighborhood Park	NE 40th St. & 162nd Ave. NE	8 acres	Neighborhood Park	Under construction. Will have tots' and children's play equipment, two half basketball courts, open space, a backstop in the open space to be used to play unscheduled youth softball, and picnic facilities. Future tennis court and pickleball court planned.
Idylwood Beach Park	WLSP & NE 38th St.	17.5 acres	Resource Park	Swimming beach with float, bathhouse/rest room, open space, parking, and picnic facilities.
Viewpoint Open Space	East of 117th Ave. NE & south of NE 24th St.	9.7 acres	Resource Park	Hillside open space. A north to south trail is planned. Adjoins Bellevue's Viewpoint Open Space and a Bellevue trail connects.
Viewpoint Park	NE 24th St. & 184th Ave. NE.	5 acres	Neighborhood Park	Tot's and children's play equipment, pickleball court, a half basketball court, open space, picnic facilities, and a tennis bang wall. The park also has a nature walk through a wetland.
Westside Park	156th Ave. NE, south of NE 59th Pl.	6.4 acres	Neighborhood Park	A children's play area, a half basketball court, pickleball court, open space, a backstop in the open space to be used to play unscheduled youth softball, Bridle Crest Trail goes through the park. The trail connects to Marymoor Park and the Sammamish Valley Trail.
Redmond West Wetlands	South of NE 51st St. east of SR 520	4.4 acres	Resource Park	Wetland and interpretive trail.

Source: City of Redmond Parks and Recreation Department, 1996.

The Overlake Neighborhood contains two types of parks, neighborhood and resource. Neighborhood parks provide passive and active recreational opportunities designed to serve the people who live in the neighborhood. The service area is typically one-quarter mile to one-half mile. A resource park has a special attribute that is provided or protected or the park includes special use facilities. These types of parks often serve the whole city. There are 19.4 acres of neighborhood parks and 31.2 acres of resource parks.

In 1995, Redmond City Council adopted the following level of service (LOS) standards for parks:

- Neighborhood Parks — 1.00 acre per 1,000 pop.
- Community Parks — 3.00 acres per 1,000 pop.
- Resource Parks — 2.50 acres per 1,000 pop.
- Trails — 0.25 miles per 1,000 pop.

These LOS standards are used to calculate payments made by developers to compensate for the increased demand by new development on Redmond's parks, trails, and open space areas (i.e., development impact fees). Deficits in Parks and Recreation sites have been identified for all categories of parks except Neighborhood Parks based a population estimate of 14,456 for the year 2012.

Only neighborhood parks are provided on the neighborhood level. For Natural Open Space/Greenways, Redmond currently and in 2012 exceeds the city's current level of service standard based on population on a city-wide basis. Community parks outside of Overlake are planned to meet the need for community parks. For special use sites, parks in Overlake and elsewhere in Redmond are planned to meet the need. Trails in Overlake and elsewhere in the city are expected to meet the trails standard in 2012.

While Overlake is adequately served by neighborhood parks, the employment in the area produces additional parks demand. A study of potential park sites has been conducted for Overlake, identifying 16 parcels of land that could potentially be acquired as park lands. (Refer to Appendix B-6 of the Technical Supporting Record, the Parks and Open Space issues paper for the Overlake Neighborhood Plan.)

4.15.3.2 Potential Impacts for Both Alternatives

The potential impacts on parks involve indirect impacts on policies in the Parks, Open Space, and Recreation Plan, and direct impacts resulting from future transportation network or land use development.

No-Action Alternative. The Redmond *Comprehensive Plan* discussed the future need for parks based on anticipated population growth but also mandates updating the Parks, Recreation and Open Space (PRO) Chapter in two years. A new PRO plan that included a list of potential projects to address existing and projected deficiencies was adopted in 1996. The No-Action Alternative would rely on the policies and 1996 PRO Plan, which identifies two special use parks for the employment area in Overlake, one proposed for the west side of SR 520 and one for the east side of SR 520 south of NE 40th Street. These parks would help to address a deficit of parks in employment areas in Overlake. Although implementation of these policies would result in land being used for parks and not for employment uses, this is not expected to create significant adverse impacts on availability of land for employment uses.

The *Comprehensive Plan* Neighborhoods Policy NP-4 requires that parks, open space and community facilities be addressed in neighborhood plans. Because this alternative does not include the ONP, it would be inconsistent with other policies in the *Comprehensive Plan* that require planning for the Overlake Neighborhood, and consideration of parks, open space and recreation specific to the neighborhood.

With respect to transportation projects in Network A, the following projects are in close proximity to existing parks but no potential significant adverse impacts were identified. Project 2.0 (widening Old Redmond Road between 140th and 148th Avenues NE) is adjacent to Grass Lawn Park, and Project 3.0 (widening West Lake Sammamish Parkway NE between Bel-Red Road and the SR 520 interchange) is adjacent to Marymoor Park.

Preferred Alternative. The ONP contains priorities for parks, open space, and recreation facilities in Overlake. Policies N-OV-32 through N-OV-43 specifically require a park system in the shopping/mixed-use area and enhanced pedestrian corridors and access, and endorses development of two special use parks on the west and east sides of SR 520 (see above), recommended in the 1996 PRO Plan. Other policies recommend parks and open space design features to improve aesthetics, neighborhood identity, public trails, public and private partnerships and pedestrian safety. The ONP policies are consistent with the 1996 PRO Plan. Although implementation of these policies would result in land being used for parks and not for employment uses, this is not expected to create a significant adverse impacts on availability of land for employment uses.

The potential impacts from developing the transportation projects in the Preferred Network includes the proximity of projects in the No-Action Alternative, Projects 2.0 and 3.0 above. In addition, some TRG Recommended projects are close to existing parks:

- Projects 11.1, 30.0, and 31.0 are across the Sammamish River from Marymoor Park. Project 30.0 would add a second eastbound left-turn lane at West Lake Sammamish Parkway NE and the SR 520 eastbound ramps, Project 11.1 would reorganize the lanes at the intersection of West Lake Sammamish Parkway NE and NE 51st Street and widen West Lake Sammamish Parkway NE for 500 feet south of NE 51st Street, and Project 31.0 would provide a yield for westbound right turns at West Lake Sammamish Parkway NE and Bel-Red Road.

4.15.3.3 Mitigation for Both Alternatives

No-Action Alternative. Mitigation to remedy the lack of a neighborhood prioritization of parks and facility needs would not be available unless a new neighborhood plan were developed. No significant adverse impacts are expected.

Preferred Alternative. No mitigation for policies is required as the ONP would not create significant adverse impacts. However, the City of Redmond could update the parks impact fee to cover the cost of new facilities needed to serve the growth recommended in the ONP.

4.15.3.4 Potential Unavoidable Adverse Impacts for Both Alternatives

No unavoidable adverse impacts are anticipated under both alternatives.

4.15.4 Electrical Facilities

4.15.4.1 Existing Conditions and Impacts

The Redmond Overlake Area is provided electrical service by Puget Sound Energy (PSE), an investor owned utility. Analysis of the electrical distribution and transmission system serving the Overlake area is contained in the City of Bellevue "Puget Power Bridle Trails Substation EIS Addendum, May 30, 1996" and the "City of Bellevue Comprehensive Plan Amendment, Utilities Element, Electrical Utility FEIS, May 30, 1996" which address the addition of the Bridle Trails Substation and the long term utility plans for the area, respectively. These documents are incorporated by this reference.

The electrical supply system consists of three components: 1. Generation which provides electrical energy and is not addressed in this analysis; 2. The Transmission System which moves electric energy from generating plants to substations. In the PSE system there are two types of transmission lines: higher capacity 230 kV transmission lines which move electricity to larger regional substations such as the Sammamish and Lakeside substations and smaller local transmission lines, usually 115 kV, which distribute to smaller local distribution substations; and 3. The distribution system which takes power from the distribution substations where it is stepped down to 12.5 kV and carried by distribution feeder lines to customers. This analysis focuses on local transmission and distribution.

The Overlake Area is provided electrical service from 115 kilovolt (kV) transmission lines which originate at the Sammamish Substation in Redmond at 136th Ave NE and NE 94th Street and at the Lakeside Substation in Bellevue at Kamber Road and 136th Ave SE. The current transmission system is the area is designed as a "radial" system where transmission lines from the two regional substations (Sammamish and Lakeside) are linked to one another through a "normally open" switch. The radial system is designed so that service from all the distribution substations served by the two linked transmission lines can be served by one of them if service from either of the transmission lines is interrupted. This transmission service design is based on an operating criteria known as "N minus 1" (N-1). What this means is that if the total number of facilities in a power system is referred to as "N", the system would still be able to serve all the load of customers even with the loss of one of those facilities. A schematic of the existing transmission system is provided in Figure 4-19.

The Overlake area is served by two local transmission lines:

- The Sammamish-Kenilworth-Lakeside line which provides service to the Spiritbrook, Evergreen, Kenilworth and Interlaken substations;
- The Sammamish-Center-Lakeside line which provides service to the Bridle Trails substation.

These transmission lines also provide service to other portions of Redmond and Bellevue and therefore the capacity available to the Overlake area is affected by power demands from other development. Especially significant is the projected increase in demand created by the Bellevue Downtown on the Sammamish-Center- Lakeside transmission line.

The current rated capacity of each of these transmission lines is 110 Megavolt-ampers (MVA) in summer and 176 MVA in winter. The summer capacity is limited by transmission line conductor heating resulting in loss in ground clearance due to higher ambient temperature. For a commercial and office area such as Overlake, the summer is also the peak demand period due to air-conditioning loads. Residential areas in this area typically have peak demand in winter due to space heating. As operated as a radial system, each pair of linked transmission line cannot exceed the 110 MVA rated capacity for the entire line between Sammamish and Lakeside substations without exceeding the N-1 standard.

PSE long term plans for the transmission system include a change in the operating characteristics of the system from a "radial" system to a "grid" system. This will be accomplished by linking existing transmission lines together through circuit breakers at major substations and switching stations. This allows breaking the system into smaller sections of transmission lines and also allows a larger number of backup facilities all of which accommodates N-1 reliability more readily. The proposed future grid system is depicted in Figure 4-20.

4.15.4.2 Potential Impacts for Proposed Overlake Neighborhood Plan

Puget Sound Energy (PSE) developed projected electrical load increases based on growth projections by TAZ as indicated in Table 4-37. (Also included are increases in load for Downtown Bellevue which is also served by the Sammamish-Center-Lakeside transmission line.) These electrical projections are also based on currently observed average loading levels per sq. ft. However, loads in the Overlake area currently exceed these averages and are likely to continue to exceed averages because of the high energy demands of high-technology uses.

Table 4-37
Growth Projections By TAZ

	Commercial Growth		Dwellings Growth			
TAZ	(1,000 sq. ft)	Load Increase (MVA)	(dwelling units)	Load Increase (MVA)	Total Increase (MVA)	Substation
371	0	0	0	0	0	Interlaken
372	107	0.2	400	1.6	1.8	Interlaken
373	92	0.6	450	1.8	2.4	Interlaken
374	828	5.8	327	1.3	7.1	Interlaken
375	340	2.4	0	0	2.4	Kenilworth
376	650	4.6	0	0	4.6	Bridle Trails
377	646	4.5	0	0	4.5	Bridle Trails
378	620	4.3	0	0	4.3	Evergreen
379	1452	10.2	0	0	10.2	Evergreen
380	844	5.9	0	0	5.9	Evergreen
381	883	6.2	0	0	6.2	Bridle Trails
382	513	3.6	0	0	3.6	Evergreen
383	63	0.4	0	0	0.4	Evergreen
385	1267	8.9	0	0	8.9	Spiritbrook
CBD	6404	27.0	5302	21.8	48.8	Allocation by Substation: *15.1 MVA N. Bellevue (31%)* *15.1 MVA Center (31%)* *9.3 MVA Lochleven (19%)* *9.3 MVA Clyde Hill (19%)*

Tables 4-38 and 4-39 show the 1995 Summer Loads and 2010/2012 load projections by specific substation for each of the Transmission Lines serving the area. These electrical projections assume the future changes to the system in both the 1995 and 2010/2012 scenarios to ensure that the analysis reflects changes in electrical demand resulting from land use changes rather than changes in the electrical system. This information also includes increased loads from known projects in Bellevue and Redmond and projected increases in development in downtown Bellevue.

Table 4-38
Summer Loads For
Sammamish/Kenilworth/Lakeside Transmission Line

Substation	1995 Summer Load (MVA)	2010/2012 Load (MVA)
Spiritbrook	13	22
Evergreen	13	37
Kenilworth	14	16
Midlakes	8	8
Interlake	20	32
Lake Hills	10	10
Total MVA Load for Sammamish / Kenilworth / Lakeside Trans. Line	74	119
(diversity factor 0.95)		

Table 4-39
Summer Loads For
Sammamish/Center/Lakeside Transmission Line

Substation	1995 Summer Load (MVA)	2010/2012 Load (MVA)
Northup	18	18
North Bellevue	41	56
Bridle Trails	16	31
Center	19	34
Total MVA Load for Sammamish / Center / Lakeside Trans. Line	89	132
(diversity factor 0.95)		

The loads above indicate that the 110 MVA summer capacity of both transmission lines will be exceeded, even with currently planned system improvements. PSE will need to make system enhancements to adequately meet the projected growth. However, it appears likely that the necessary transmission enhancements are already planned for in the Utilities Element of the Comprehensive Plan.

On the distribution substation side, PSE plans to add a second transformer at Evergreen Substation this year. Additional substation capacity will be needed in the future at locations that would address actual growth, either by installing additional transformers at ("double banking") existing substations or by building new substations. (Note: Typical PSE single transformer distribution substations have a rated electrical load capacity of 25 MVA each. Adding a second transformer at such substations would typically double substation capacity to 50 MVA. Addition

of a second transformer to the Bridle Trails substation is assumed in the analysis above.) There would also be a number of distribution line additions to connect the new loads to the distribution system and to shift load between substations. For example, additional feeders to transfer load to Kenilworth, Midlakes and Northup Substations would be expected.

On the transmission side, PSE could pursue several alternatives, either separately or in conjunction:

1. The capacity of the existing transmission lines could be increased by re-tensioning the existing lines to increase clearance or by replacement with higher capacity wires. Electromagnetic fields (EMF) associated with these lines would likely change and field strengths could increase along the transmission line routes.
2. Elements of the future grid system utilizing existing transmission lines could be constructed. The most likely immediate element would be the Westminster Switching Station project which would remove the Midlakes substation from the current Sammamish-Kenilworth-Lakeside line. That would only add 8 MVA, however, and by itself would not provide sufficient additional capacity.

Construction of the additional transmission line link between the Phantom Lake and Lake Hills substations with switching capacity at the Kenilworth substation would allow the sectioning of lines between Sammamish and Kenilworth and Westminister and Kenilworth so that each line could carry up to 110 MVA of load. This would provide sufficient additional capacity to serve the projected future loads. However, identification of locally acceptable new transmission line route through Bellevue's predominantly residential Lake Hills neighborhood may be difficult.

Which improvement or combination of improvements would be required and their timing cannot be determined at this time. Each has a different effect on reliability, losses, and on main-grid capacity. PSE will coordinate with the affected jurisdictions as additional load materializes and as the specific location and characteristics of the load demand is better known.

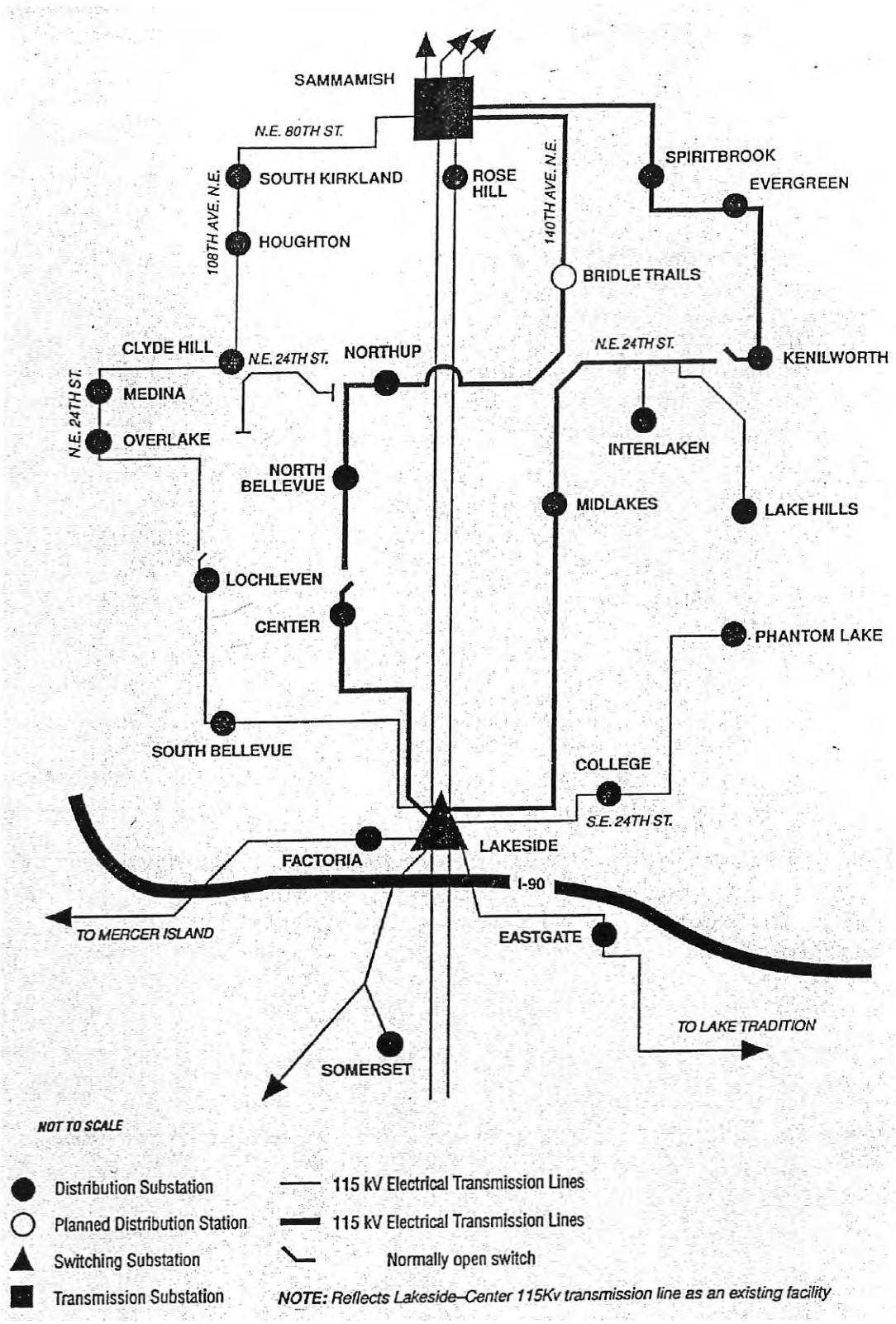
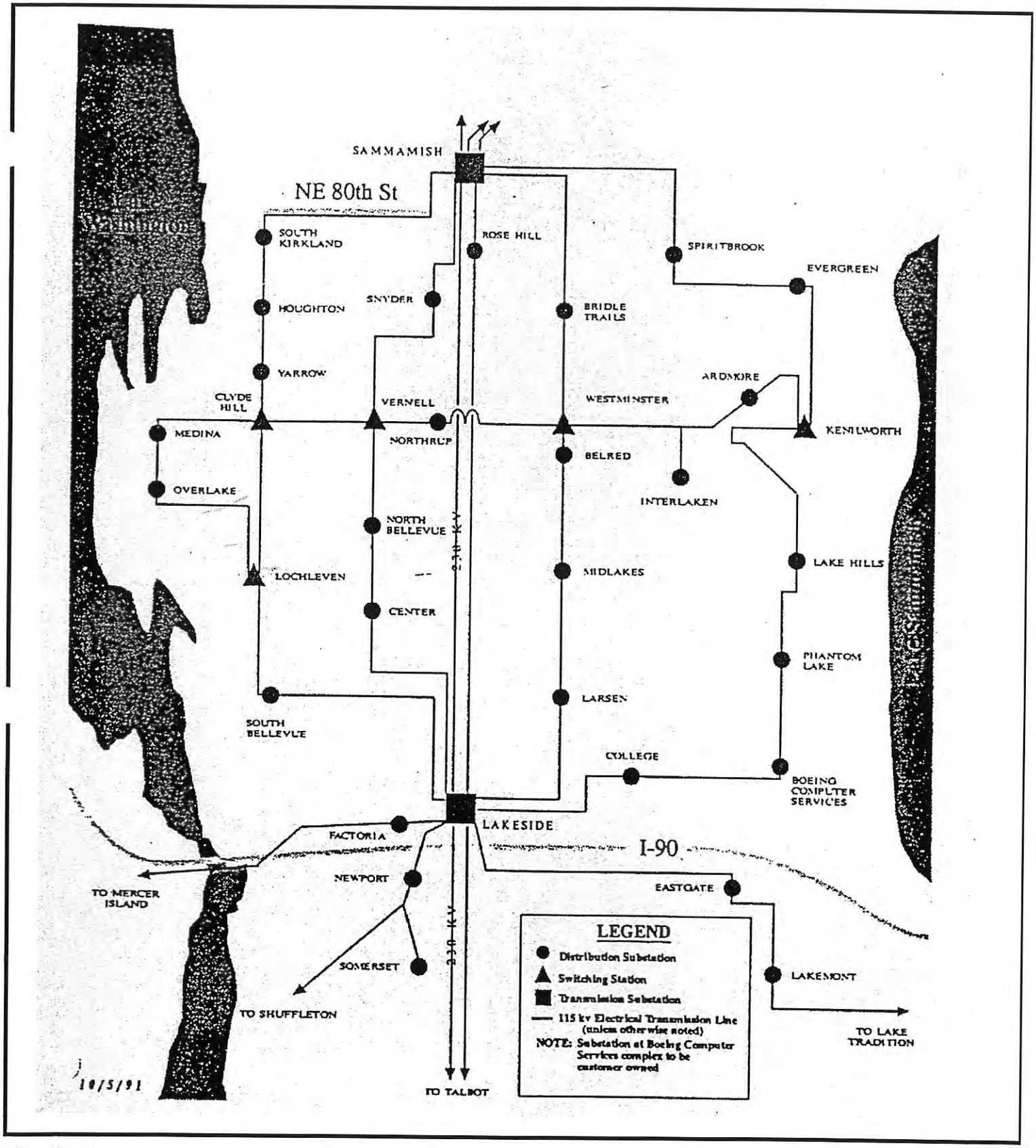


Figure 4-19

Existing Bellevue/Redmond Area Electrical System



City of Bellevue
Comprehensive Plan
Utilities Element
Electrical Utility

Figure 4-20
Greater Bellevue
Planned Puget Power Transmission Facilities

5. Comments and Responses

5.1 Comment Letters

Legend:

| = Text covered by response number on comment letters.

The letters and oral comments are in Section 5.1 and the responses are in Section 5.2. The letters and summary of oral comments are reprinted with response numbers indicated in the right hand margin. Responses that cover several paragraphs are shown by a vertical line adjacent to the corresponding paragraphs. The responses are in Section 5.2.

LIST OF COMMENTERS

Name	Affiliation	Response Numbers
Augusto Aguilera	Citizen	I.B., I.D., III.B.1., III.B10., III.B.22., III.C.5.
Bill Popp	SR 520 Access Study IDT and SR 520 Citizen's Advisory Group	I.D., III.A.7., III.B.4., III.B.10.
Brien D. Ward	Citizen	I.B.
Chris R. Picard	Washington State Dept. of Transportation	I.A., I.B., II.B.1., III.B.1., III.B.2., III.C.1., III.C.2., III.C.3.
Claire Almquist	Citizen	I.A.
Doug Brown	Washington State Dept. of Ecology	I.A.
Faith Lumsden	City of Bellevue	I.A., I.C., I.D., II.A.1., II.B.2., II.B.3., II.B.4., III.B.3., III.B.4., III.B.5., IV.A.1., IV.B.1., IV.C.1.
Frank A. McLean	Citizen	I.A.
Gary Smith	Citizen	I.A.
George P. Brace and Sarah Langton	Bellevue Chamber of Commerce	I.A.
Heidi Benz-Merritt	Bridle Trails Community Club	I.A., I.B., I.D., III.A.5., III.A.6., III.B.4., III.B.9., III.B.10., III.B.11., III.B.12., III.B.13., III.B.14., III.B.15., III.B.16, III.B.17., III.B.18., III.B.19., III.B.20., III.B.21., III.C.4.

List of Commentors, continued

Name	Affiliation	Response Numbers
Jeannette Flodin	Citizen	III.C.4.
Jim Kenney	Citizen	III.A.6., III.B.18., III.C.4.
Joel Haggard	Haggard Law Office	I.A., I.D., II.A.1., II.A.2., II.A.3., III.A.1.,III.A.2., III.A.3., III.B.4., III.B.6., III.B.7., III.B.12., IV.D.1., IV.D.2.
Lee Hart	Citizen	I.A.
Loretta Lopez	SR 520 Citizen's Advisory Group	I.D., III.B.10.
Lynda Hamilton	Citizen	I.A.
Marsha L. Martin	Foster Pepper & Shefelman	I.A., III.A.3., III.A.5., III.B.4.
Mary Jo Mudrouic	Citizen	I.A.
Norman and Patricia Hansen	Citizen	I.A., III.C.4.
Pat Janes	Citizen	III.A.8, III.B.10
Paul A. Toliver	King County Dept. of Transportation	I.A., I.D., III.B.1.
Randy Hamblin	Microsoft	I.A., III.A.3., III.A.4., III.A.5., III.B.4.
Reg and Joyce Clift	Citizen	III.B.10
Steve Coleman	Bridle Trails Community Club	I.A., III.B.9., III.B.10., III.B.16., III.B.18., III.C.4.
Steve Zabinsky	Citizen	I.D.
The East Bellevue Community Council	City of Bellevue	III.C.4., I.D.

ORAL COMMENTS FROM THE REDMOND PLANNING COMMISSION MEETING OF MAY 13, 1998

Name	Affiliation	Response Numbers
Ernest Aguilera	Citizen	III.B.1., III.B.23.
Joseph Oliva	Citizen	I.C.
Cindy Ludwig	Citizen	IV.E.1.
Marten Van Dantzich	Citizen	III.B.1.
Joe Krupa	Citizen	I.A.
Julie Williams	Citizen	I.A.
Heidi Benz-Merritt	Bridle Trails Community Club	III.B.18.
Frank McLean	Citizen	I.A.

Oral Comments, continued

Name	Affiliation	Response Numbers
Candace Hunterly	Citizen	I.A.
Jeanetter Flodin	Citizen	III.B.16., III.C.4.
Kurt Helner	Citizen	III.B.10.
Brian Ward	Citizen	I.B.
Jan Briggs	King County Dept. Of Transportation	I.A.
Richard Welk	Citizen	I.A.
Louise Calvert	Citizen	I.A.
Ken Seal	Citizen	I.A.
Jim Antell	Citizen	III.B.18.
Elfi Rahr	Citizen	I.A.

From: "Aguilera, Augusto F" <Augusto.Aguilera@PSS.Boeing.com>
To: "'tmarpert@ci.redmond.wa.us'" <tmarpert@ci.redmond...
Date: 5/14/98 9:07am
Subject: BROTS EIS

Please add the following comments to the EIS study.

I have lived in the area of study for over ten years. Prior to that I lived ten years to the east of Crossroads. I recall the original set of "business areas" in Overlake as Sears, Fred Meyer, Group Health, Safeway-PayLess, Unigard Insurance, and the business park surrounding Safeway. The infrastructure that was in place then seemed to be able to accommodate the traffic generated by these business, as well as the residents of the area. In other words, we were able to travel around the area in a timely manner.

Over the ensuing years there has been tremendous growth in the business areas, in particular Microsoft and Safeco, along with the addition of the Metro Park & Ride and the expansion of Crossroads. All of these have added traffic to the infrastructure and, specifically to the poorly designed interchange at SR520 and 148th Avenue. We are now at a point where employees as well as the local residents can not travel the area without continuos stops; we have stop & go traffic along the major arterials throughout the day.

The BROTS study proposes adding additional "business" space to an already overcrowded area. If the infrastructure can not accommodate the existing volumes, how will it handle an increase of the magnitude that is envisioned? Like it or not the majority of the employees that will come to the new business areas are not local residents. Thus, they will add to the "commute" traffic and will add to the frustration of local residents. A number of arterials have traffic at such levels that they should be considered "mini-freeways": 148th Ave, NE 24th, NE 20th/Northup, 156th Ave, Lake Sammamish Pkwy, Old Redmond Rd/NE 70th, Bellevue-Redmond Rd, NE 51st, NE 40th, etc. All of these are the feeder routes to and from the Overlake area, which "commuters" use to avoid bottlenecks on SR520.

Specific Issues:

* The posted speed limits along 148th Ave are different to the north of Overlake (40mph) and to the south of Overlake (35mph). Why the difference? Both of these areas are still residential areas. Why not make it the same - 35mph along the entire length?

* Traffic analyses still are based on morning and evening "peak" hours of traffic. This is an incorrect assumption as traffic moves to and from these business at "all" hours of the day, and even the night. You never include the commercial traffic that is generated by these

III.C.5.

businesses: construction trucks, delivery trucks for food, computers and supplies, shuttles, UPS/FedEx/Airborne and others, etc.

An example of this is the Microsoft Redmond-West campus on 148th Ave. The city was sold on the basis that "commute" traffic would be minimal at the "peak" hours. What they forgot to mention was that it would be continuos, all day and most of the night. Many of the employees come and go at various times, such that while there might be 2,000 employees, there are 3,000 to 4,000 car trips into and out of the campus. And this doesn't include the commercial traffic that comes and goes into the campus. I.B.

* Your study is based on the assumption that two interchanges will be built on SR520; one at NE 40th and one at 130th Ave. Since the latter has not even been through a design phase, much less a funding phase, how do you expect to handle additional traffic coming westbound on SR520 that is heading for the Overlake and NE 20th/Northup areas? At present all of this traffic uses the 148th Ave interchange, which just adds traffic to the bottleneck at 148th & SR520. This is one reason that "through" traffic on 148th gets bogged down: the feeding of traffic from SR520 onto 148th. III.B.10.

* The proposed extension of NE 29th so that it connects with NE 24th brings up several issues:

* Commercial traffic will certainly increase at the intersection of NE 24th and 140th Ave. Does this mean that there will be a widening of the proposed route? How will this affect the residents along NE 29th? How do you propose to discourage commercial traffic (and others) from continuing westbound on NE 24th and impacting the residential areas?

* The wetlands to the east of NE 24th & 140th Ave will certainly be impacted. What is the proposed mitigation? III.B.22

* The pedestrian signal to cross 148th Ave at NE 29th is in the wrong location, at the south end of the intersection. Someone going to and from the Metro stop on the east side of 148th (just north of NE 29th) has to cross NE 29th twice and once across 148th. Are there plans to move the pedestrian signal to the north side of the intersection?

* When will we see improvements for pedestrian safety crossing SR520 on 148th Ave? Has a separate pedestrian overpass been considered?

* While the study lists several projects for bike lanes, there does not appear to be a plan for coordination of all of these bike lanes into a continuous route. There are no direct routes at present to use a bicycle either in a north-south or east-west direction. III.B.1.

* Not included in this study, but certainly related, is a proposal by the city of Bellevue to install an overpass at 148th Ave and NE 8th. I.D.

This is still a residential area, which will be greatly impacted by such a project. Monies ought to be directed to the north, so that improvements to flow for through traffic are added to 148th Ave between Bellevue-Redmond Rd and NE 29th.

Thank you for your consideration.

Augusto Aguilera 425-957-5531
5758 - 146th Ave, NE
Bellevue, 98007

William Popp Associates *Transportation Engineers/Planners*

(425) 454-6692
FAX (425) 454-0187

MEMORANDUM

TO: Jonathan Dong,
Transportation Division
City of Bellevue
FROM: Bill Popp WEP
Member SR 520 Access Study IDT and Citizen Advisory Group
DATE: June 5, 1998
SUBJECT: Comments on BROTS DEIS

1. There is no mention of the former BROTS high priority recommendation at 124th Ave NE / SR 520 which consisted of a tunnel connection to and from the west on SR 520 and 124th Ave NE on the south. The SR 520 Access Study (formally known as SR 520 : Bel-Red Area Improved Access Project)is considering a major interchange modification at this location as one of two major alternatives for SR 520 Access which should be at least discussed in BROTS. A single lane tunnel under Northup Way from 124th Ave NE to the existing westbound SR 520 on-ramp has emerged as a part of one of the alternatives. The concept would provide an improved grade and uninterrupted westbound access to SR 520 for trucks, buses and automobiles from the industrial/warehouse buildings and the Metro bus base to the south. The concept should be retained in BROTS since the formerly recognized need still exists and the project may not be included in the interchange that survives the SR 520 Access Study DEIS process as that study has an eastbound service orientation. **III.B.10.**

2. There is no discussion of the slip ramps to/from SR 520 and the proposed 152nd Ave NE overpass that was analyzed in the SR 520 Access Study screening process and recommended to BROTS for further consideration. The SR 520 Access Study was limited by the Notice of Intent to interchange alternatives west of 148th Ave SE for EIS evaluation, thus meritorious projects identified in the screening process that were east of that point were referred to the BROTS effort. These slip-ramps have the potential to provide significant relief for the "knot" area of Overlake much as the former BROTS NE 31st Street interchange which this proposal mimics. Along this line, the higher priority projects from the 1986 BROTS should be given mention to provide historical context and to validate the efforts of those who worked on that original study. **III.A.7.**

3. It's not pointed out to the reader that the proposed interchange at 130th Ave NE and SR 520 is only one alternative of two and possibly three other locations being evaluated in the SR 520 Access Study. Some discussion of the study process, membership, objectives, status and a depiction of alternatives being considered would be appropriate. **III.B.10.**

4. The effect of an additional general purpose lane in each direction on SR 520 from I-405 to NE 40th St should be evaluated with respect to arterial system congestion relief as well as freeway congestion relief. Expanded general purpose capacity of I-405 should be included in the system loadings. Assuming the proposal is beneficial, a recommendation to that effect should be directed to the PSRC from the BROTS sponsors with a formal request for modification of the Metropolitan Transportation Plan (MTP). It should be recalled that VISION 2020 of the PSRC, which laid the foundation for an urban growth boundary and significantly increased densities within the boundary, included a general purpose widening of SR 520 and I-405 in addition to a regional rail system in the transportation plan. The subsequent MTP adoption in 1995 rationalized away the numerous freeway and arterial widenings in the King County suburbs with some controversial assumptions about transportation pricing measures. I.D.

5. Use of mode split "targets" at the levels suggested in the DEIS to estimate vehicular trip generation is optimistic in my opinion. The earlier BROTS used similar idealized modal splits that were not realized. This partly explained the significant underestimates realized when comparing the forecasts to actual traffic volumes. Also, use of employer reports of estimated transit and carpool use is not generally reliable since the data is typically not scientifically collected. III.B.4.

While it is desireable to have worthwhile goals, the effect of not achieving the goals might be assessed at a sketch planning level to assure that decision makers have been informed about the elasticity effects of this critical assumption on the plan they adopt. Some independent, controlled studies of modal split and trip generation in the BROTS area is suggested as a monitoring phase of the plan update process. For purposes of DEIS response to this comment, use of PSRC mode-split model estimates and/or other available independently collected data is suggested for benchmark comparisons.

RECEIVED 6-5-98 2:00 BB

Date: June 5, 1998

To: City of Bellevue
Jonathan Dong
Transportation Department
City of Bellevue

From; Brien D. Ward Brien D. Ward
3820 140th Avenue NE
Bellevue, WA 98005

Re: Draft Environmental Impact Statement for BROTS - Comments

The City of Bellevue has a stated policy to protect neighborhoods from adverse impacts of growth of all kinds, including cut-thru traffic. This is clearly stated in the City's comprehensive plan and in other city policies, etc. The growth management laws and policies require adequate infra-structure to support growth to minimize impact to quality of life.

The TRG of BROTS made decisions against certain projects because of their adverse impact on quality of life—such as increased cut-thru traffic on residential roads. The intent of the above laws and decisions are to prevent regional traffic problems from being solved by allowing cut-thru traffic to severely impact residential streets and quality of life.

The staff recommendations, Projects 25.1, 37.0 and widening of 140th Avenue NE (NE 24th to NE 60th), found on pages 4-86 through 4-88 BROTS EIS should be deleted because of its adverse impact on the residential area. The projects were reviewed by BROTS and **turned down** because of their adverse impact on the residential area. The Bellevue City Transportation Commission and Bellevue City Council reviewed the CIP project to signalize 140th Avenue NE and NE 40th intersection and deleted the project from the CIP. Signalization of this intersection and widening 140th Avenue NE (NE 24th - NE 60th) does not appear in either the Bellevue CIP or TFP (1996). There also exists a signed agreement (MOU) between the cities of Bellevue and Redmond to mitigate traffic in the Bridle Trails area on NE 40th west of 148th Avenue NE because of the planned intersection at NE 40th and SR 520.

I.B.

The residents of Bridle Trails are against projects 25.1, 37.0 or widening 140th because of its adverse impact due to noise, pollution, safety, and access to exits on 140th Avenue NE and NE 40th by residents from these homes. The results of the Bellevue Study to signalize this intersection indicate adverse safety warrants. Presently, there are over 14,000 cars each day on 140th Avenue NE (NE 24th to NE 60th). At peak traffic hours (4 hours a day) it's very hazardous to access 140th. There are over 64 driveways

between NE 24th and NE 40th, accessing only 140th; there are no other streets, no normal city blocks.

These and other problems and facts have been reviewed several times with Bellevue Transportation Commission and City Council to obtain their support in deleting these projects.

I.B.

The Staff Recommendations, P. 4-86 - P. 4-87 would have a severe impact on the residential area in Bridle Trails. As discussed above, these projects have been reviewed many times by residents with Bellevue City Council, BROTS and have been consistently rejected because of the severe impact on the residential area. Traffic would increase to 30,000 cars per day, from 14,00 presently.

I request that Projects 25.1, 37.0 and widening of 140th Avenue NE be deleted from BROTS EIS.

Bruce A. Ward

Washington State Department of Transportation
Sid Morrison
Secretary of Transportation

Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2887

(206) 464-5878
Fax (206) 464-6084

June 4, 1998

Mr. Terry Marpert
City of Redmond
Planning Department
P.O. Box 97010
Redmond, WA 98073-9710

Ref: BROTS Update Comments, April 1998

Dear Mr. Marpert:

WSDOT appreciates the opportunity to review the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study Update (BROTS). Overall, we find the Plan to be well developed and moving in the right direction in many critical areas of land use and transportation.

The BROTS documents the cities' of Bellevue and Redmond joint study on land use and transportation issues in the Overlake Neighborhood. Redmond prepared the Overlake Neighborhood Plan (ONP) to address issues unresolved in the comprehensive plan; the ONP establishes land use and development regulations in the Overlake planning area.

Jointly, both cities updated BROTS to reflect land use proposed in the ONP with a horizon year of 2010/2012. The ONP identifies the preferred land use and BROTS identifies the preferred future transportation network to mitigate potential traffic impacts generated by the ONP. Several land use alternatives for the ONP considered varying scenarios of square footage allowed for retail/commercial/office development within the planning area. The purpose of this document is to analyze the significant environmental impacts associated with the proposed neighborhood plan and transportation network.

Six transportation models were run using four combinations of land use densities and road projects. Two transportation networks were selected for detailed analysis; No Action and the Preferred Alternative, Network E. The preferred alternative targets a buildout of 15.4 million square feet of non-residential development (approximately 4 million more square feet than is currently constructed). The Preferred transportation alternative is Network E that contains the following projects with direct impact on SR 520 including:

- 30.0 - At West Lake Sammamish Parkway NE/SR 520 Eastbound Ramps: Add a second eastbound left turn lane;
- 68.0 - On 148th Avenue NE/Old Redmond Road: Improve the eastbound right turn lane by increasing the length and by channelization;
- 1.1 - At SR 520 Eastbound Ramps/NE 40th Street: Add a second eastbound right turn lane; and
- 10.1 - At SR 520 Eastbound Ramps/NE 51st Street: Add a second eastbound right turn lane.

The following are WSDOT's comments pertaining to specific aspects of BROTS:

- The Overlake residential neighborhood envisions having good pedestrian and transit access to essential services such as shopping and employment, limited cut-through traffic on neighborhood streets and regional trips accommodated on regional facilities. Cut-through traffic would be discouraged by traffic calming techniques such as narrowing streets, speed bumps and traffic circles.

  Planning and implementing these visions will require care so that one vision does not preclude the implementation of the other. For example, implementing strategies such as speed bumps or traffic circles could preclude the ability of transit to effectively penetrate neighborhoods providing good transit access. With careful and strategic planning all of these visions can be accommodated. I.

- WSDOT supports the concept of developing a workable arterial grid network. The I-405 Multimodal Corridor Project found that when a more complete arterial network is provided, all travel modes are able to take more direct routes to desired destinations. As a result vehicle miles traveled as well as total travel time decreases having positive implications for congestion and air quality. A more complete and continuous arterial grid system provides a network for local trips that otherwise use the freeway. WSDOT supports the concept of constructing overcrossings of SR 520 at selected locations to support this grid system and to help eliminate the need for local trip making on this congested, limited access highway.

- The DEIS document does not seem to provide a detailed Monitoring Plan, even though it's importance has been acknowledged in several sections of the report (see sections 4.8.3.8 and 4.8.4.2). The DEIS report, based on current growth patterns in the Overlake area, anticipated that much of the projected growth may happen by 2002 and consequently may require more infrastructure projects in the "pipeline" sooner. III.C.1. The DEIS alternatives analysis kept the mode split assumption constant regardless of the land use scenario (see section 4.8.1.1). This assumption also has implications on infrastructure needs in the Overlake area. A detailed monitoring plan can help to generate information on such topics as 1) type, intensity, and rate of development activities, 2) average car occupancy on selected arterial locations, and 3) Overlake

area employee mode split. This monitoring plan could help in defining regulatory incentives such as Trip Credit defined in the DEIS. **III.C.1.**

- Overall, the DEIS document provides useful information on Daily and PM peak hour traffic volumes and related levels of service (LOS) analysis. However, the DEIS provides less information on alternative modes such as transit. To understand modal utilization in the area and perhaps to explore the needs for local circulators/shuttles, it is necessary to have some summary information in the DEIS on current transit services and ridership. Additionally, information on local goods movements can also help portray the congestion implications on the local economy. **III.B.1.**

- The DEIS report described the existing and projected development in terms of residential dwelling units and non-residential square footage by traffic analysis zones (see Table 4-11, Figure 4-3, section 10). While these are useful information for transportation modeling purposes, they are not fully illustrative of the land use character and urban form of the Overlake area. Density type information (e.g., jobs per acre, households per acre, blocks per square mile, linear miles of streets per square mile, average block or parcel size) are usually better suited to understand whether or not the land use scenario is likely to support alternative modes and TDM strategies, and provide adequate opportunities for local circulation. **II.B.1.**

- Figure 4-9 combines SR 520 Level of Service (LOS) No Action and the Transportation Review Group (TRG) Recommended Network. Although the results are similar, the alternatives should be presented on separate maps as there are differences between the two alternatives. The TRG Recommended Network reduces westbound mainline level of service on SR 520 between 124th Ave NE and I-405, from LOS D under the No Action Alternative to LOS E under the Preferred Alternative. The second difference is the LOS on the second eastbound off-ramp to 148th Avenue NE is LOS D under the No Action Alternative and LOS E under the recommended network. **I.B.**

- A discussion concerning the mitigation of traffic impacts begins on page 4-88 in the document. For both the No Action Alternative as well as the Preferred Alliterative, the document seems to state that certain segments of SR 520 will fall below the acceptable LOS standard and implies that one mitigation measure is to lower the LOS "target" for SR 520. With the amendment of the Growth Management Act by passage of SHB 1487 during the 1998 Legislative session, WSDOT is required to separate state highways into two basic categories; highways of statewide significance and highways of regional significance. Draft criteria to aid in making this determination has been developed and it seems apparent from an examination of the criteria that SR 520 will be deemed a highway of statewide significance due to the connectivity it provides between regional centers, the fact that it is a National Highway System (NHS) route, and because of the amount of freight which it carries. **III.B.2.**

All state highways which are included in the highways of statewide significant (HSS) category will be deemed essential public facilities. This means that local governments may not preclude the siting of that facility. The legislation also states that WSDOT, in consultation with local governments, shall set level of service standards for state highways of statewide significance. The department does, however, retain authority to make the final determination regarding LOS on HSS routes. An additional provision of the bill requires cities and counties to include state highways in their respective comprehensive plans by December 2000. There is, however, no concurrency requirement for state highways. III.B.2.

- The TRG supports the concept of adding general purpose lanes on SR 520 in the BROT's area (page 4-90) believing that some traffic will be drawn off local arterials and generally improve LOS in the BROT's area. The TRG acknowledges the Trans-Lake Study, but should recognize that the study group is charged with identifying a "set of reasonable and feasible solutions" to improve mobility across and/or around Lake Washington. The Trans-Lake study area is from I-90 on the south to SR 522 on the north, and extending from I-5 to the current terminus on SR 520 at SR 202. Evaluation of the proposed solutions will consider wider regional impacts to the roadway and transit system like I-5 and I-405. Recommendations from the study committee are scheduled to be completed by June 1999. Proposed solutions will then be carried into a formal environmental analysis (if a build solution is proposed), resulting in the selection of a preferred alternative. III.C.2.

In general the function of the state's principal arterial highways is to provide connectivity between cities and regional centers. Providing additional capacity on these highways with this functional classification for the purpose of localized trip making runs counter to the intended function of the transportation facility.

- BROTs considers updating transportation impact fees to cover some the cost of new transportation facilities. WSDOT is interested in discussing the possibility of including state facilities. III.C.3.

The State Highway System Plan is WSDOT's 20 year plan for state highway improvements. It is a financially constrained document based on a historical trend line revenue forecast which is reasonable, yet optimistic. The trend line revenue forecast assumes that the State Legislature will fund periodic increases in transportation revenues at a similar rate that has been experienced during the past 15 years. The Safety, Economic Initiative, and Environmental Retrofit sections of the document are theoretically fully funded over the next 20 years. However, WSDOT will only be able to address 20% of the identified statewide mobility needs. The 20% of the mobility needs the state should be able to fund are listed in the financially constrained portion of the mobility section of the document.

The preceding discussion above points directly to the fact that WSDOT, even under the best circumstances, will be able to address only a small percentage of the identified state highway mobility needs over the next 20 years. The impact of new development on state highways is an area of concern for WSDOT. The department desires to work more closely with the cities to better identify the impact of new development on state facilities so that a fair and equitable mitigation payment can be determined. WSDOT proposes the development of an interlocal agreement between the State and the Cities to establish policies and guidelines for the collection and disbursement of developer mitigation funds. Mr. Bob Josephson, (206) 440-4711, with WSDOT's NW Region may be contacted for further information concerning interlocal agreements. This method is one very important strategy on how to address the unconstrained needs identified in the State Highway System Plan.

Thank you for the opportunity to comment on the BROTS update. Please call me at (206) 464-5420 if you have any questions concerning these comments.

Sincerely,

CHRIS R. PICARD
Systems Planning Manager
Office of Urban Mobility

cc: Renee Montgelas, WSDOT, OUM
Craig Stone, WSDOT, OUM
Bob Josephson, WSDOT, NW Region
Holly Gadbaw, DCTED
Bill Wiebe, WSDOT, OSC

Overlake Neighborhood Plan and BROTS Update
Draft Environmental Impact Statement Hearing
May 13, 1998

Comments Sheet

Name: Claire Almquist

Address: 650-130th AVe. N.E. City: Bellevue Zip: 98005

Issue:

Traffic congestion--Why has the board approved permits to build all the big commercial buildings with 200+ offices in each, don't they realize that means at least 200 more cars if only ONE person is in each office and that is rare. Don't they realize they should expect traffic caused by it. Who is allowing the permits to be approved. We would like to see blue sky when going to Bellevue not another New York.

To ease the traffice I suggest you have a free or cheaper shuttle from Crossroads, Overlake, Factoria, and Eastgate to the transit station in Bellevue. People would ride it like the one in Seattle.

Issue: I.A.

N.E. 8th completion- you have finished that project- noise and SPEEDING is out of control, families living on the edge of it and trying to enter the middle lane to get ~~into traffic, take their life in their hands. Traffic officers seen to forget~~ we need to enter the center land and with speeds of 45+ it is difficult . Why is speeding allowed. I suggest you have all big trucks travel on Bel -RED road not N.E. 8th

~~People along N.E. 8th did not want widening, but it was approved, so why not Br~~idal Trails people.

I think if all building is allowed to continue, it will only get worst..Tell the people approving the permits to think twice, and realize the traffic~~e~~ it will bring.

Thank you for taking the time to offer your comments!

RECEIVED
JUN 0 3 1998
PLANNING DEPT.
CITY OF REDMOND

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Regional Office, 3190 - 160th Ave S.E. • Bellevue, Washington 98008-5452 • (425) 649-7000

June 1, 1998

Mr. Terry Marpert
City of Redmond Planning Department
PO Box 97010
Redmond, WA 98073-9710

Dear Mr. Marpert:

Re: SEPA/GMA 98-02361

Thank you for the opportunity to review the Draft Environmental Impact Statement for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study Update.

This review covers those issues concerning air quality in the study area and the adverse impact expected growth will have. It is obvious from the discussion on air quality that Carbon Monoxide (CO) emissions will increase as traffic volumes and congestion increases in the area. The preferred alternative states that these increases will be in the neighborhood of 27% above 1995 levels.

While it is understandable that definite mitigation cannot be identified in level of study, it is also necessary to ensure that mitigation is adequately identified in the development of specific projects. The conformity reviews required under Chapter 173-420 WAC (identified in Table 1-6) must adequately address the local area concerns.

Section 4.10.4.2 Preferred Alternative suggests that more air quality monitoring would help in the assessment of potential air quality effects. Additional CO monitoring in the Overlake Transportation Study area is highly recommended. We would be able to assist in the development of a monitoring plan for the area. We have found, through several years of sampling studies, that the high growth areas of Puget Sound are the areas of most concern about increasing levels of CO emissions. It is important that every effort be made to develop transportation projects protective of air quality. Monitoring in appropriate locations can provide significant information toward that end. I.A.

Once again, thank you for giving us the opportunity to comment.

If you have any questions, please call me at (425) 649-7082.

Sincerely,

Doug Brown

Doug Brown
Air Quality Program

DB:db:gm
cc: Scott Boettcher, SEA, Hdqtrs.
Janet Thompson, NWRO
NWRO SEPA File

City of Bellevue

Post Office Box 90012 • Bellevue, Washington • 98009 9012

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June 5, 1998

Terry Marpert
City of Redmond Planning Dept.
PO Box 9710
Redmond, WA 98073-9710

Jonathan Dong
City of Bellevue Transportation Dept.
PO Box 90012
Bellevue, WA 98009-9012

Subject: Comments on Overlake Neighborhood Plan/BROTS DEIS

Dear Mr Marpert:

These comments on the Integrated GMA Document and Draft EIS for the Overlake Neighborhood Plan and BROTS Update focus on the Overlake Neighborhood Plan. Bellevue is co-lead agency for the BROTS EIS but not for the Overlake Neighborhood Plan EIS. We believe the EIS analysis is adequate for the impacts of BROTS, with the exception of the need for additional Air Quality analysis, however, we believe there are several areas where additional analysis of impacts of the Overlake Neighborhood plan is needed.

Comments below are referenced to page numbers of the document.

Pages 1-15 and 4.1: The description and analysis of the **No Action** Alternative for the ONP refers to a 13.5 million square foot alternative consisting of 1995 land use plus "Pipeline Projects" as a "No Action" Alternative. Such a designation assumes approval and construction of all identified pipeline projects, notwithstanding the existing Comprehensive Plan designation of a 11.4 square foot land use "target" in the ONP area. The description of this alternative in the Final EIS should accurately identify the development projects and floor area that have been approved by the City of Redmond as of the date of FEIS issuance in order to accurately assess the relationship of this alternative with the existing Comprehensive Plan. **II.A.1.**

Page 4-1 Planned Action: The information and analysis in this Environmental Impact Statement does not qualify future land use actions to be designated as "Planned Actions" because:

- The air quality impacts of the proposed land use and transportation network cannot be determined to not have significant adverse impacts because emission burdens in the affected areas increases and more detailed dispersion analysis or monitoring to determine compliance with air quality standards has not been performed. **I.C.**

- The EIS does not disclose impacts of development within the ONP area on elements of the transportation system outside the BROTS boundary. The City of Bellevue Traffic

Task Force Recommendations FSEIS, March 1998, documents a number of impacts of trips from the ONP area not documented in the ONP/BROTS EIS.

- The land use impacts of transportation projects have not been analyzed in sufficient detail to establish that implementation of the transportation system improvements needed to mitigate the impacts of the amount of growth contained in the land use plan will not result in significant adverse impacts.

- The impacts of specific future development proposals on land use, aesthetic and light and glare impacts have not been analyzed in this EIS in great enough detail to disclose specific impacts. The EIS analysis is limited to comparison of the existing and recommended Comprehensive Plana policies which provide general guidance to the future development of regulations or specific project conditions to address the potential impacts but do not address specific project impacts.

- The impacts on water, sewer and storm drainage has not been assessed, except to document existing deficiencies and the City of Redmond's plans for further planning and engineering studies.

- The impacts on stream and Lake Sammamish water quality is addressed only in terms of the presence of policies and not in terms of land exposed during construction and the associated sediment or nutrient loading to streams and lakes or in terms of long term impacts of urban water quality. These impacts will require assessment on a project basis. I

In addition, the proposed Planned Action Ordinance in Appendix B-9 does not meet the requirements of WAC 197-11-164, 168 and 172 because there is no review mechanism specified to ensure that the specific impacts of a project have been assessed in this EIS. In order to accomplish the criteria in WAC 197-11-172(1)(B) that significant adverse environmental impacts of a future development project on the transportation system have been adequately assessed in this document requires verification that 1) The trip generation projections for growth of trips in the specific TAZ are not exceeded by the specific project and other development approvals since 1995; 2) The increase in traffic volumes on the street system from other sources outside the BROTS area or in other TAZs in the BROTS area has not exceeded the projections of this document. The appeal provisions proposed in 20C.70.035-70(4)(e) does not meet the requirements of RCW 36.70B.110(9) for integration and consolidation of appeals with the decision on the permit. A separate appeal of the concurrency decision cannot be provided.

Page 4-11 and 14 *Countywide Planning Policies* Text on page 4-14 should correctly reference the designation of the area as a "manufacturing center" as designated in the Countywide Planning Goals and clarify that the designation of an Advanced Technology Center was entirely a Redmond action with no corresponding endorsement by King Co. that such a designation meets the criteria of the King Co. designation. Analysis on page 4-12 should include discussion of the extent to which the proposed range of uses allowed in the proposed land use code amendments meets the countywide policies for manufacturing uses. II.B.2.

Page 4-14-15, Tables 4-7, 4-10: *Consistency with Adopted Plans, Policies and Regulations:* There is no evaluation of the No-Action alternative from the perspective of whether the existing target of 11.6 million square feet of non-residential development would meet all standards of the Advanced Technology Center. The existing analysis suggests that increasing development to 15.4 msf is required to meet the criteria for an Advanced Technology Center. There is no analysis to support this inference. **II.B.3.**

Page 4-21: The analysis of the proposal in reference to sprawl is not supported by analysis of other locations where similar development may be accommodated. For a valid analysis of whether more development in Redmond Overlake meets GMA policies for reducing sprawl other potential urban growth centers must be evaluated from the perspective of their ability to accommodate the projected development which would locate in the ONP area and the degree to which existing infrastructure at those alterative locations may serve new development with less public investment and less impact on traffic, air pollution and water pollution. **II.B.4.**

Page 4-48: *Level of Service:* Provide existing 1997 Level of Service and LOS projected with pipeline projects approved to date (or which have received concurrency certification) to document the current conditions, and the conditions which the City of Redmond has committed to as part of project approval. This information is equally relevant to conditions which existed more than two years ago in 1995. This does not require re-analysis of future 2010/2012 conditions. **III.B.3.**

Page 4-51, 56 *Mode Split and Transportation Demand Management:* This discussion is limited in applicability by survey information of only the largest employers in the area (CTR employers with more than 100 employees). Large employers generally have greater success in developing programs to encourage employees to utilize alternative modes of transportation. The analysis needs to address mode split characteristics of smaller employers and assess the existing average mode splits achieved in the area. The text needs to disclose the specific mode split assumptions used for various uses in the BROTS study. **III.B.4.**

Page 4-57: *ONP Trip Cap:* Discussion should reference the specific proposal in Appendix A. Text should disclose the probable result of the proposal which would be an increase over the trip generation estimates used in the EIS analysis. This is likely to occur because other development projects which meet the FAR limit, may exceed the projected trip generation used in the BROTS study because of a number of factors such greater employee density or lower mode split. This is especially true of smaller employers not subject to the CRT. Because mode split projections used in BROTS are a result of averaging out developments with higher and lower mode splits, the result would that the higher mode split developments would not compensate for the lower mode split developments to meet the overall average. The result would be a higher trip generation in the area than projected in the BROTS study. **III.B.5.**

An additional element of the proposal is the transfer of credits which may change the distribution of trips from different TAZs and therefore result in traffic generation characteristics which are different from those analyzed in the BROTS study. This may change the need for specific transportation improvements identified in the BROTS study or lead to the need for other

transportation improvements not identified. The reference in the text to concurrency analysis and approval inappropriately references a shorter-term analysis which has only limited applicability to the longer term analysis horizon of BROTS.

Effective implementation of this proposal without exceeding trip projections of BROTS would require an alternative regulatory mechanism that imposes both FAR limits and trip limits on specific geographic subareas based on where access points to the public road system can be monitored. Development intensity under this mitigation scenario would limit development to both the maximum FAR and the maximum trip generation limit. This would theoretically ensure that development did not exceed the trip loading on specific arterials which is the basis of the BROTS plan for transportation system improvements. The difficulties of implementing such a system should be assessed.

Pages 4-93 to 101 and Appendix D-3. *Air Quality:* The air quality impacts needs to distinguish the effects of changes in land use scenarios from the effects different transportation network scenarios.

The alternatives analyzed all vary in both land use and transportation network assumptions and therefore have no value in distinguishing air quality impacts resulting from changes in land use impacts from those related to transportation networks. In order to provide a comparative analysis of impacts, an independent variable must remain constant while the dependent variable is changed. Because both the land use and transportation network change between alternatives, the area burden analysis presented cannot distinguish the influence of the separate factors of land use and transportation network on air quality.

In order to assess the impacts of the proposed land use plan which includes increases in non-residential floor area, an additional area burden analysis is required of an alternative which retains the same transportation network used in the 1995 existing conditions scenario and which varies the land to include the proposed 15.4 msf of non-residential development, or in the alternative which retains the preferred network and uses either the 1995 land use or in the alternative the existing Comprehensive Plan target of 11.6 msf non-residential land use.

In order to assess the air quality impacts of the proposed preferred network of transportation improvements, a baseline is needed which maintains the same 15.4 MSF of development, but which utilizes the baseline Network A or B to document the extent to which changes in network increase or decrease emissions.

The analysis in the DEIS indicates a probability that air quality standards are exceeded, therefore dispersion analysis is necessary to determine whether the proposed increase in land use intensity from 11.6msf to 15.4 msf will result in exceeding air quality standards.

The reference to conformity analysis for transportation projects in WAC 173-420 is relevant only for transportation projects and not for land use plan changes which increase intensity of use and therefore may lead to probable adverse impacts on air quality.

Page 4-126: *Water Supply:* As indicated in the text. Analysis of impacts of the proposed land use change has not been analyzed. In the absence of analysis, conclusions about the adequacy of water supply are conjectural. **IV.B.1.**

Page 4-127: *Sewer Facilities:* The analysis does not disclose whether the sewer flows projected in preparation of the 1997 plan are consistent with the ONP preferred alternative. **IV.C.1.**

Electrical Utility: The DEIS does not analyze impacts on the electrical transmission and distribution system serving new growth within the ONP. This is of interest to the City of Bellevue because three of the four electric transmission lines serving the area pass through the City of Bellevue. This must be addressed in the FEIS.

Section 10 and Appendix B-8 should be revised to include trip generation projections for each TAZ as well as the land use projections. **I.D.**

If you have any questions, please feel free to contact me at (425) 452-2724 or David Sherrard at (425) 452-2970.

Sincerely,

Faith Lumsden
Environmental Coordinator

Overlake Neighborhood Plan and BROTS Update
Draft Environmental Impact Statement Hearing
May 13, 1998

Comments Sheet

Name: FRANK A McLEAN

Address: 14717 NE 4th PL City: BELLEVUE Zip: 98007-49[illegible]

Issue:

EVERYONE WANTS TO ENJOY DRIVING WITHOUT DELAYS BUT ARE UNWILLING TO ACCOMODATE ANY IMPROVEMENTS IN THEIR IMMEDIATE VICINITY. I LIVE NEXT TO 108th AVE NE AND HAVE NOT BEEN IMPACTED BY ITS BUSY TRAFFIC, MOST OF [illegible] HOWEVER I THINK MOST OF THE TRAFFIC DOES NOT ORIGINATE BY NEARBY RESIDENTS. THIS IS FACT OF LIFE. NEIGHBORHOODS HAVE TO COOPERATE NOT OPPOSE ALL CHANGES.

I.A.

Issue:

Thank you for taking the time to offer your comments!

Gary Smith
13433 N.E. 45th Street
Bellevue, WA 98005

May 22, 1998

Jonathan Dong
Transportation
CITY OF BELLEVUE
P.O. Box 90012
Bellevue, WA 98009

RE: BROTS, Draft Environmental Impact Statement, Bel-Red Overlake Transportation Study

Dear Mr. Dong:

In your consideration of the above study, would you please give strong consideration to the preservation of the residential qualities of the Bridle Trails community where my family and I live. In particular, I am deeply concerned about the increasingly-negative impacts of more and more traffic in our residential neighborhood.

"Cut-through" traffic is one of our biggest problems, particularly during the morning and evening rush hours. Commuter and commercial traffic at these times is more intense and speeding is often a problem. Streets where I notice this are N.E. 24th, 132/134th N.E., 140th N.E., and 116th N.E. The increased traffic and higher speeds create a real public safety hazard for children and families using the local walking paths along the roads, for horse riders, and for pets--not to mention the objectionable impacts of the increased noise and air pollution. As you may be aware, many residents are put at risk just for needing to cross the street (for example, on 132nd N.E.) for collecting their mail from their mailbox!

I.A.

Besides these public safety aspects, I am also deeply concerned about the impact that widening and signalization of north-south streets (such as 140th N.E.) will have on fragmenting the Bridle Trails community. As it exists now, the Bridle Trails neighborhood is one of Bellevue's finest--beautifully forested and treed, with walking trails and a low crime rate where children can play safely, with a unique network of equestrian facilities and trails where horse riders can ride safely between home/barn and park, and a uniquely-beautiful Pacific Northwest natural environment. Please don't spoil this.

Thank you for your consideration.

Sincerely,

Gary Smith

BELLEVUE
CHAMBER
of COMMERCE

May 19, 1998

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PLANNING DEPT.
CITY OF REDMOND

The Honorable Rosemarie Ives, Mayor
Redmond City Councilmembers
City of Redmond
P.O. Box 97010
Redmond, WA 98073-9710

Dear Mayor Ives and Councilmembers:

On behalf of the Board of Directors of the Bellevue Chamber of Commerce we would like to offer our comments on the Draft Environmental Impact Statement (DEIS) for the Bellevue-Redmond Overlake Transportation Study (BROTS) Update.

The Chamber believes that there are three important aspects to the BROTS Update. The first aspect we believe is of the utmost importance are the projects identified by the Transportation Review Group (TRG). Three critical projects are the extension of NE 29th Place, the creation of the 152nd Ave. NE Corridor and the SR-520 Access Project, which is a part of the TRG's baseline project list. These three projects would have significant impact on the level of service on the 148th Ave NE Corridor, while maintaining the integrity of the surrounding neighborhoods.

Related to these projects, the Chamber also believes that added capacity to SR-520 will have dramatic improvement for the level of service in the Overlake area. We encourage both the Cities of Bellevue and Redmond to actively lobby the Eastside Transportation Partnership, Puget Sound Regional Council, State Department of Transportation, State Transportation Commission and State Legislature to include this on their funded work plans. We must have a transportation vision and work to fulfill that vision.

I.A.

The two other aspects we believe are important pieces of the BROTS Update are that there must be realistic Transportation Demand Management and mode-split assumptions made by the Cities of Bellevue and Redmond and that there must be clear methodology between the two cities on how to calculate vehicle trip generation. We believe that the BROTS Update has been more realistic in their mode-split assumptions than the original BROTS. There can not be an over reliance on transit solving the congestion in the Overlake area.

Finally, the Chamber urges both Redmond and Bellevue to commit full funding for BROTS. Without this funding we feel that the level of service issues in the Overlake area will continue to deteriorate, with increasing negative impacts on the surrounding neighborhoods and roads.

The Chamber commends the work of the TRG and recognizes the work they put into the update of BROTS. Thank you for taking the time to consider our thoughts and we look forward to working with both the Cities of Bellevue and Redmond on this very serious issue.

Sincerely,

George P. Brace
Chair, Board of Directors

Sarah Langton
President & CEO

cc: Jonathan Dong, City of Bellevue
Terry Marpert, City of Redmond

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June 1, 1998

To: **City of Bellevue**
Jonathan Dong
Transportation
PO Box 90012
Bellevue, WA 98009
452-4894 FAX: 452-5272

City of Redmond
Terry Marpert
Planning Dept.
PO Box 97010
Redmond, WA 98073

Wa St. Dept.Transportation (WSDOT)
Mike Cotten, PE; Project Manager
District 1
15700 Dayton Ave. N.
Seattle, WA 98133
(206) 440-4612/FAX 440-4805

From: Heidi Benz-Merritt Heidi BROTS TRG Member, Bridle Trails Community Club Board
3006 130th Pl. NE Bellevue 98005
883-8856/fax 558-9158

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT for BROTS - COMMENTS

1. The level of current and future traffic congestion in the Overlake area appears to be significantly underestimated.

a. To calibrate the (mathematical) model used to determine traffic congestion, **an unusually high *Mode Split* is used for both current and future roadway conditions.** By assuming that more commuters are using non-SOV modes (transit, bikes, carpools, etc.), fewer single occupancy vehicles (SOV) are theoretically using the road network, thus creating the appearance of less congestion than what really exists.

On page 4-51, the method for determining *Mode Split* describes using retrospective surveys of businesses with over 100 employees ONLY within a portion of the study area. This is a crude and inaccurate method of determining transit use for the reasons stated below. **Model runs should be redone, using accurate and reliable mode splits.**

- These surveys are required by state law to demonstrate the company's compliance with reducing SOV use. Assuming that the company fills out their own survey, one has to question the veracity of the figures. Table 4-17 shows that in 1997, large Redmond employers in Overlake reported steady increases in transit use, with an average of 27% of their workers using transit or carpools in 1997- almost 1 our of 3! Given that *transit market share is declining region-wide*, it defies logic to assume that highly paid Overlake workers (who live "all over the place") are embracing transit to this degree.
- Surveys are only done by companies with over 100 employees arriving at work between 6 and 9 am, working within only a portion of the study area. This leaves out over half the commuters who work for smaller firms, or for large retail companies that do not open early (i.e. Sears).
- Given the *critical importance of Mode Split* in predicting traffic congestion, a controlled, randomized sampling of *vehicles exiting all business driveways* in the *entire* study area during *the PM Peak traffic hour* should be done.
- How was the Mode Split for the year 2010 calculated? On page 4-53, it states that "Redmond's mode split targets range... between 18 and 30 percent for 2010/2012." Is this "target" number used as the mode split, or is a different number used? What is the mode split for 2010, how is it derived, and how is it justified?

III.B.4.

b. This document underestimates both current and future traffic congestion levels in the Bridle Trails neighborhood, for the reasons stated below. **Congestion levels for the Bridle Trails area should be recalculated. with the addition of the intersection at NE 40th/140th.**

- Bellevue's traffic law (TSC) requires that an "area average" congestion calculation (LOS) be made, by *averaging* the LOS at selected signalized intersections in the various neighborhoods. Bridle Trails (Mobility Management Area 2) has only ONE signalized intersection listed for "averaging" - the intersection at NE 24th and Northup Way. It is mathematically impossible to *average* one number. This is inconsistent with Bellevue's own law.
- Further, this intersection is almost three miles from NE 40th/148th (the entrance to Bridle Trails closest to the Overlake buildout), yet it is being used to supposedly demonstrate that congestion throughout the *entire neighborhood* receives a "C" grade. **III.B.9.**
- The unsignalized intersection at NE 40th/140th is already *in* Bellevue's traffic law for analysis if/when it is ever signalized. On page 4-87, it states that with or without a signal at this location, this intersection would operate at LOS F in 2010 (V/C=1.3, or seconds of delay >120 sec.s)..
- Averaging NE 24/Northup (Appendix C-Table 5) V/C of .74 and NE 40th/140 V/C of 1.3 results in a failing grade of V/C = 1.02 (LOS F) for Bridle Trails in 2010, not the "acceptable" grade(LOS C) the document reports. Please correct to reflect this.

2. This document includes the proposed interchange at 130th on SR 520 as part of the baseline network. Yet, there is no mention that this proposed project is :

not a "done deal"
now called the SR 520 Improved Access Project
being analyzed along with **two proposals at 124th** in a parallel EIS process.

The following corrections and additions should be made:

- **The TRG, of which I was a member, did not recommend the interchange at 130th be part of the "TRG Recommended Network".** It was discussed only as it pertains to the baseline network of projects for modeling purposes only. Therefore, please correct the document in all places where this is stated or inferred. **III.B.10.**

For example, on page 4-74, it states: "All of the projects considered for the BROTS Update TRG Recommended Network were evaluated by the TRG for impacts on land use". But on the next page, (Table 4-76), it lists the 130th/520 interchange as a BROTS project, evaluated for land use impacts, with no evaluation given. Please make it clear that the 130th/520 interchange is a baseline, not a "recommended" project.

- **The 130th/520 interchange proposal was not evaluated for land use impacts. These land use impacts (negative neighborhood impacts, etc.) should be discussed in this document.** Table 4-22 should be corrected, to reflect only new BROTS recommended projects. Projects 13, 14, 15, 16, 17, and 18 are all projects that are either baseline projects or have already been built, and should be deleted from this table. Include land use impacts to the neighborhoods such as: traffic volumes, LOS at all unsignalized intersections, effect of closely spaced intersections, air quality, noise, etc. **III.B.11.**

- **Additions or changes to the arterial network to support an interchange at either 124th or 130th were also not mentioned or discussed.** For example, Table 4-20 lists project 2. as NE 16th St. West of 130th Ave. NE. This is a non-existent road, that does not appear in either the TFP or the CIP. At a significant cost and environmental impact, this road would have to be built if an interchange was located at 130th, to allow trucks and busses to get to the interchange. Similarly, if the interchange was at 124th, no new road would be needed. This needs to . be footnoted and discusses thoroughly. **III.B.12.**

- Most importantly, **modeling done (at the request of the BROS TRG) comparing traffic patterns between an interchange location at 124th and 130th should be discussed and included in the document**. This should include: differences between the two locations in freeway operations (405 and 520), level of service on roadways and intersections(both signalized and unsignalized), peak hour traffic volumes, etc. **III.B.10.**

3. Adverse environmental impacts to surrounding *Bellevue* neighborhoods are minimized, or not mentioned at all.

a. Detailed traffic volumes are not given for affected neighborhoods in Bellevue, and should be included.. On page 4-68, Table 4-20 gives comparison volumes for 1995 and 2010:

- **NE 24th screenline volumes** should be added between: 140th and 134th, 134th and 130th, and between 130th and NE 24th at Northup Way, to disclose impacts in Bridle Trails. Similar screenline volumes should be reported for NE 24th east of 156th, and on NE 30th east of Bel-Red Rd, into Ardmore and Sherwood Forest.

- The explanation for **increases in volumes on 140th, North of 24th, and North of 40th are misleading and inaccurate.** **III.B.13.**

"Volumes on the south end of 140th ..increase under the No Action Alternative because of increased capacity in that network and the increased level of development.", page 4-69

It should be made clear that the "No Action Alternative" is really not a baseline alternative, as the name "no action" implies. Rather, the "No Action Alternative" (Network B in the document), is based on Bellevue's 1994 TPF, not the 1996 TFP. Instead of waiting a month in mid 1996 to use the adopted 1996 TFP, staff ran Network B with the old 1994 TFP, which includes projects that have since been **deleted (widening 140th north of 24th and a signal at NE 40th/140th).** In addition, Network B erroneously includes a Redmond project not in their Long Range Plan, because Redmond staff feels that it is "likely to be built": **widening of 140th from NE 60th to 80th.** At the April 30th joint Council meeting, Mr. Cairns, Redmond's Transportation Engineer, confirmed publicly that there is no funding for the widening of 140th between NE 60th and NE 80th. Since it is not in the LRP, and it is not funded, this project hardly meets the minimum requirements for a project that "likely will be built". **III.A.5.**

Network B should be redone, using the correct and legal 1996 Bellevue TFP, and only those projects in Redmond's long range plan that they have funded and intend to build. THIS WOULD THEN BE AN ACCURATE AND HONEST BASELINE NETWORK.

If Network B is not redone, an explanation should be given about the projects mentioned above that give the appearance that more would be done in the baseline scenario (1994) than the current adopted baseline scenario (1996 TFP). And since the current Network B does include widenening a neighborhood street that then experiences increased volumes, please state clearly in the document that :**ROADWAY WIDENING OF 140TH INCREASES TRAFFIC VOLUMES ON 140TH NORTH OF NE 24TH.** III.B.13.

- **Volumes on 140th, 148th and 156th Ave.s NE south of Bel-Red Rd.** should be included, to disclose cut-through traffic impacts on East Bellevue neighborhoods.

- Although volumes for NE 40th in Bridle Trails are given, and show a marked increase ((page 4-68), there is no mention of this adverse impact. Only Redmond's end of NE 40th is mentioned. This needs to be corrected. III.B.14.

"Substantial increase in ..volumes are projected for NE 40th Street, both east of 140th and east of 148th. *This increase is due to the proposed interchange with SR 520 at NE 40th Street.* Increased traffic volumes on NE 40th St. *east of 156th Ave. NE* would be a negative impact on residential neighborhoods." page 4-69

- **Volumes are increasing on residential streets (NE 40th), primarily because of Overlake buildout, and will be exacerbated by the planned interchange at NE 40th.** This sentence (above) needs to be deleted, or changed to reflect this.

b. The environmental impact of signalizing neighborhood intersections versus leaving them unsignalized *is* misleading , not adequately disclosed, and in some cases erroneous.

- **Unsignalized intersections at NE 24th at 130th, and NE 24th at 134th:**

On page 4-50, four neighborhood *unsignalized* intersections are listed as *currently* functioning at LOS F: three major intersections in Bridle Trails (NE 24th at 130th, NE 24th at 134th, NE 40th at 140th), and one major intersection in Ardmore (NE 30th at Bel-Red Road). On page 4-63, it states that two of these four neighborhood intersections (NE 24th at 130th and 134th) were to *remain unsignalized in the year 2010, and would continue to operate at LOS F This implies that something should be done to these intersections (i.e. signalization).* III.B.15.

The document should **clearly state WHY these intersections are functioning at LOS F now and in the future: because of CUT-THROUGH TRAFFIC.** Further the document should state that the neighborhood has and will continue to vigorously oppose signalizing ALL neighborhood intersections in the Bridle Trails neighborhood. III.B.16.

In the case of the two intersections on 24th at 130th and 134th, what would be the effects of signalizing these *closely spaced intersections*? Where is the discussion of the adverse effects of higher vehicle speeds and volumes, poor sight distance at both intersections, decreased pedestrian safety , and inability to safely access driveways in the vicinity? III.B.17.

- **Unsignalized intersection at NE 40th at 140th:**

Since Section 4.8.2.5. on page 4-63 does not include the Bridle Trails **unsignalized intersection at NE 40th at 140th**, it implies this intersection will be signalized in the year 2010. Yet, this III.B.16.

signalization is NOT IN BELLEVUE's CIP OR TFP project lists, , and therefore **IS NOT SCHEDULED FOR SIGNALIZATION IN 2010. Correct this Section to include this intersection as unsignalized in 2010.** III.B.16.

On page 4-87, **reasons given by staff for supporting the signalization of NE 40th/140th are subjective, and not supported by established practices for evaluating intersection operations**. Further, the "method" for evaluating this particular intersection is unique in the document, with no other intersections evaluated by subjective criteria such as "reducing driver frustration", "improving transit time", and "improving intersection safety". With a signalized V/C of 1.3 (LOS F) the claim that a signal would "reduce vehicle queues" is without merit or substantiation. Please remove this claim.

- *"With proposed intersection changes at 140th Ave. NE/NE 40th Street [signalization and turn lanes], the 2010 LOS would be LOS F, with a V/C ratio of 1.30. ...While the LOS for [both signal and no signal] are LOS F, the signalization and widening ...would provide improved level of service at this location. The proposed traffic signal and added turn lanes would reduce vehicle queues, which would improve safety and reduce driver frustration...and improve transit travel time.".*

page 4-87: Project 37.0

This entire paragraph should be rewritten, without these subjective comments. **The false statement ;"..*Project 37.0 would provide improved level of service at this location*" should be deleted**. An LOS of 1.3 (deep F) is not an improved level of service!

Instead , the document should reflect that no matter what capacity improvements are made to this neighborhood street to accommodate cut-through commuter traffic, it still functions at LOS F.

III.B.18.

c. The environmental impacts of widening neighborhood streets (140th in Bellevue and Redmond, Old Redmond Road in Redmond) ~~is~~ are not adequately disclosed.

- **Staff proposal to widen 140th:**

On page 4-88, staff asserts that if 140th were widened between NE 24th and NE 60th, that it would "improve" the arterial performance of 140th. Widening this street would result in a miniscule change in arterial performance - from failing grade F 1.4 to failing grade F 1.29. Even with a serious failing grade, to widen a residential street, the staff technical committee rated this "improvement" "best"?

Staff also states that widening 140th received " 'positive" ratings for residential neighborhood impacts, business and commercial area impacts, and regional facility access. This is totally misleading and erroneous. **Widening this roadway was given a NEGATIVE RATING by the BROTS TRG and the Bridle Trails Community Club for residential impacts, not a positive. A more accurate statement would be:" Even though this would be a negative neighborhood impact, staff recommends it anyway."**

Except for at the intersection of NE 24th, this ENTIRE street is residential. There are already 4 lanes on the north side of the intersection at NE 24th and 140th, which gives more than enough business access to the abutting gas station and office park. There is no evidence that widening 140th North of this location would be a positive or negative impact on these businesses. This again in conjecture at best, and should be deleted.

d. The environmental impacts and justification of widening neighborhood intersections are not adequately disclosed.

- **staff proposal to add turn lanes to intersection of NE 40th at 140th (p.4-87; Project 37.0)**
- **staff proposal to add south bound through-lane to NE 24th at 140th (p 4-87, Project 25.1)**

Adding turn lanes, especially at signalized intersections, allows cars to make turns at relatively high speeds. Similarly, by adding a "through lane" at the signalized NE 24th /140th intersection, southbound cars would no longer have to share a lane with slower moving cars turning right. Speeds would again increase. Both of these scenarios are dangerous for pedestrians, and for school children waiting for busses, and crossing at or near these intersections. III.B.18.

In the case of the south bound through lane proposal by staff, this project does not address or improve PM peak hour conditions whatsoever. Again, staff uses subjective and unique criteria that cannot be substantiated, and are not applied to other projects in the document. The statement that adding an additional southbound lane would: "improve safety, and reduce driver frustration... and improve transit travel time" ((p4-87) is conjecture at best, and should be deleted.

e. If "staff recommendations" are not completely removed from this DEIS, a companion section should be added titled: "neighborhood recommendations". Neighborhoods all over Bellevue (Northtowne, Surrey Downs/108th NE, Bridle Trails) have consistently voiced their objections to capacity improvements and signals that would increase speeds and volumes in residential neighborhoods to accommodate growth in the commercial areas. III.A.6.

With the State Growth Management Act(GMA) giving citizens the power to seek legal redress against local governments for FAILURE TO MANAGE AND PAY FOR GROWTH, residents of Bridle Trails, Grass Lawn, and East Bellevue may well be in the position to initiate such legal action. **Therefore, the DEIS should also include a discussion of the GMA, neighborhood recommendations (which are well-known and documented), and possible outcomes should the cities of Redmond and Bellevue fail to "manage the growth" under state law.**

4.. One of the primary functions of the EIS is to "identify measures that would *reduce* the potential environmental impacts". cover letter on DEIS from Lewandowski and Lumsden dated April 16, 1998

a. This report is seriously deficient in listing ways to protect neighborhoods from adverse environmental impacts, particularly traffic.

The BROTS TRG was consistent and clear in its desire to protect neighborhoods from cut-through traffic, and concentrate capacity improvements in the commercial areas. III.C.4.

- Although the document mentions that turn lanes were added to funnel traffic from major arterials away from neighborhoods (i.e. at NE 24th/140th- to mitigate the NE 29th st. extension, and at NE 40th/148th- to discourage traffic from using 40th west of 148th)), no other measures are identified.

- **Traffic calming measures should be addressed for all affected neighborhoods**, and include a thorough discussion of:
  - roadway narrowing,
  - landscape bump-outs or curb extensions, landscape medians, and traffic circles,
  - speed humps, reductions in roadway speed limits, and enforcement,
  - neighborhood entrance treatments and signage
  - intersection improvements that discourage, not encourage cut-through traffic in neighborhoods

- In Bridle Trails, the above mentioned measures to discourage the use of neighborhood streets should be discussed for
  - NE 24th, 140th to Northup Way
  - NE 40th, 140th to 148th
  - NE 140th, NE 40th to NE 80th
  - NE 134th, NE 24th to NE 70th
  - 130th, north of NE 24th
  - NE 36th St., west of 134th

III.C.4.

- In addition, the City of Redmond's Neighborhood Traffic Calming Program should be referenced, and a description of how this program will be applied to the Grass Lawn, Ardmore, and Bridle Trails included (see Redmond 6 page brochure entitled "Traffic Calming - helping to make neighborhood street safer"). If Bellevue has an official Traffic Calming Program, describe how this may be used in Bridle Trails to mitigate adverse traffic and safety impacts.

b. Not only have measures to reduce adverse environmental impacts to neighborhoods not been identified, but Bellevue and Redmond staffs have actually recommended three projects that would actually INCREASE adverse environmental impacts to neighborhoods:

As described in Section 3, staff has disagreed with the BROTS Citizens Advisory Group. and recommended that three capacity projects be built in Bridle Trails:

- Widen 140th from NE 24th to NE 60th, even though this has been rejected by prior and current Councils, and the Bellevue Transportation Commission, and does not appear in the CIP or TFP.
- Add south-bound through lane at residential entrance to Bridle Trails at 140th/NE 24th.
- Add signal and turn lanes at NE 40/140th, which also has been rejected by prior and current council, the Transportation Commission, and does not appear on the CIP or TFP.

I.A.

Since even staff states that **THESE PROJECTS WOULD NOT IMPROVE THE LEVEL OF SERVICE IN 2010, there is no justification for including them in this document. Therefore, *Section 4.8.3.9 Staff Recommendations* found on pages 4-86 through 4-88 should be deleted.**

c. There are projects that could both significantly reduce neighborhood impacts and improve level of service in the commercial districts that were not studied, and should be addressed in the final document. They include:

III.B.19.

- reconfiguring the existing interchange at 148th/SR 520 to improve operations
- correcting the "pinch points" in the regional transportation system- including the aging Evergreen Point Floating Bridge

- adding an additional general purpose lane to SR 520 and I-405 I.D.
- Regional Transit Authority possibilities

5. Other Corrections, Changes:

a. List of original BROTS projects from 1986 (Table 3-1; page 3-2) is inaccurate and incomplete.

- Projects A-8 through A-10 are not in the TFP, and should not be in Redmond's LRP (since they are in Bellevue). Please correct. III.B.20.
- NE 31st St. Interchange was one of the "highest priority" projects in the 1986 BROTS, eliminated because of Microsoft's disagreement. Please put back in the table. III.B.21
- Every original project from 1986 BROTS should be listed, and it would be more helpful if they were listed by jurisdiction. This would allow the reader to more easily determine the "track records" of Bellevue, Redmond, and WSDOT in project completions. I.B.

b. Speed Limits and High Accident Location information is reported using old 1995 data, and should be replaced with 1997 data.

Overlake Neighborhood Plan and BROTS Update
Draft Environmental Impact Statement Hearing
May 13, 1998

Comments Sheet

Name: Jeannette Flodin

Address: 14517 NE 40th ST F202 City: Bellevue Zip: 98007

Issue:

improvements to intersections of NE 40th & 140th Ave NE and NE 40th & 148th Ave NE will only increase traffic on NE 40th ST, especially with no improvements to NE 40th ST between 140th Ave and 148th. NE 40th ST would become even worse of a go than it is now. I truly believe traffic has doubled or tripled since Microsoft went in and it will only get worse. 14,000 cars on the residential streets there are by no means that many people living in those 8 blocks! During morning and evening peak times, I can't get in or out of my condo since the traffic is moving well beyond the speed limits and it blocks the driveways. It can take me up to 45 minutes to get from my home to Fred Meyer if I leave at the wrong time, which is especially true in the morning and late afternoon.

NE 40th ST between 148th Ave NE and 140th Ave should become local access only — we don't need non-residents speeding on a street that has no sidewalks with kids at bus stops waiting on the shoulders or in the ditches due to traffic. The residents there have the right to get in and out, and now that's getting near impossible.

Thank you for taking the time to offer your comments!

III.C.4.

Jim Kenney
16245 SE 31st. ST
Bellevue, WA. 98008

TO: City of Bellevue, Jonathan Dong
FR: Sammamish Community Councilmember Jim Kenney
RE: Comments on the Draft EIS for the BROTS
DT: 5/29/98

Comments on the Draft EIS for the BROTS

1) There appears to be few comments on the effects of proposed changes outside of the study area such as the subareas of Eastgate, Northeast and Southeast Bellevue. . Wouldn't there be spillover effects to these areas? Please quantify what these impacts will be. **III.A.6.**

2) Adding turn lanes, and widening roads on neighborhood streets encourages traffic. Is this the best answer to this situation? Should we be encouraging people to cut through the city neighborhoods? Please quantify these impacts. **III.B.20.**

3) There appeared to be no listing of ways to protect the neighborhoods from traffic and how they might be incorporated into this study (traffic calming - etc.). **III.C.4.**

Jim Kenney

HAGGARD LAW OFFICE
ATTORNEY AND COUNSELOR-AT-LAW

SUITE 1200, IBM BUILDING
1200 FIFTH AVENUE
SEATTLE, WASHINGTON 98101
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RECEIVED
MAY 29 1998
PLANNING DEPT.
CITY OF REDMOND

JOEL E. HAGGARD

OUR FILE NO:

M-14300.A

May 28, 1998

Mr. Terry Marpert
City of Redmond - Planning Dept.
P.O. Box 97010
Redmond, WA 98073-9710

RE: Comments of GMA Document/DEIS - Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study Update

Dear Terry,

Our client has had the referenced document reviewed. Our comments are attached.

We recognize, as the document does, that the area-wide transportation system has not yet exceeded the adopted standards in Bellevue and Redmond. We also recognize that the alternatives examined should reflect reality, not definition (See §4.1). Accordingly, the no-action alternative is misleading by definion. It assumes 11.6 million sq. ft. of office/retail/commercial space. In fact, the no-action alternative should reflect the current actual basis (including pipeline projects) of development. This level of development results (unless projects are abandoned) if no-action results. **II.A.2.**

Sincerely yours,

Joel

Joel Haggard

enc.
cc: Mr. Jonathan Dong (City of Bellevue - Transportation Dept.)
Mr. James Neal (by FAX)
JH/sm
c:\...\m-14\14300lt2.528

Comments RE: Overlake GMA Document/DEIS (April 1998; David Evans & Assoc.)

RE: p. iii: We support the City use of the document for future development proposals as "planned actions" under WAC 197-11-172. This is consistent with regulatory reform and avoids duplicative effort which extracts on unnecessary time and cost penalty. See also §4.1. **I.A.**

RE: p. 1-9: Reference is made to various BROTS projects that have not been built. We assume this comment is supported by the data in Table 3-1 (p. 3.2). However, it is difficult to reconcile Table 3-1 (old BROTS projects) and Table 3-2 (new BROTS projects). Please identify each uncompleted or dropped project (or portion thereof) from Table 3-1 which is included within Table 3-2. What is the estimated cost for such uncompleted or dropped Table 3-1 projects (or portion thereof)? **III.A.2.**

RE: p. 1-12: Is it correct to state that the Low projection in Table 1-1 does not include all square footage in the pipeline projection? What is the pipeline projection for the no-action alternative? Did the traffic modeling and impact analysis assume use of the Low projection in Table 1-1 or the pipeline projection? If the former, please revise the data to reflect the reality of the no-action alternative. Please correct Table 1-4 to use the pipeline projection. See comments RE: p. 3-5. **III.A.1.**

RE: p. 1-19: What is the difference between pipeline projection square footage and the preferred land use estimate for non-residential square footage? **II.A.3.**

RE: p. 1-22: See comments RE: p. 3-5.

RE: p. 1-25: The impacts of the no-action alternative as to Land Use: Density are inaccurate and misleading. The pipeline projection should be used and the traffic model revisions noted above should be reflected. **II.A.2.**

RE: p. 1-31: Drainage impacts for "new" development should reflect "new" impervious surface. If a site currently has impervious surface, the differential impacts under any alternative on drainage quantity is the difference between existing and new impervious surface areas. The document, by not reflecting such a difference from existing conditions, overstates drainage impacts and underestimates adverse impacts on pipeline projects. **IV.D.1.**

RE: p. 2-9: In what manner does the proposal provide for or require addition of low and moderate income housing to residential neighborhoods in the ONP Study Area (See Figure 1-2)? **I.D.**

RE: Fig 2.2
before p. 2-15: What is the LOS and V/C impact differential on 148th Avenue NE and its intersections between NE 24th and NE 51st Street and the Overlake TMD as a whole if the potential 150th Avenue NE local access street project (Project 47.2) is not constructed? **III.B.6.**

RE: p. 2-22: How is redevelopment encouraged when City requires drainage controls as if there is no impervious surface area before redevelopment, even though such exists? **IV.D.2.**

RE: p. 2-23: What is the pipeline projection of square footage and how does it actually compare with the 15.4 million square feet numbers in Policy N-OV-75? II.

RE: p. 3-1: See earlier comments RE: pp. 1-12, 1-19, 1-22, and 1-25.

RE: p. 3-4: Apparently, the traffic modeling is based upon a 1995 condition. This is likely to be outdated and non-representative of existing conditions. See earlier comments, particularly at p. 3-1. The existing condition for SEPA analysis should reflect at least 1997 conditions. Please revise accordingly. III.B.7.

RE: p. 3-5: The information in Table 3-2 needs to be updated to reflect the following changes:

Project 74.0 - This project is fully funded by a concurrency commitment from Microsoft, Fountain Court, and Quadrant. Therefore, it's capacity should be assumed for Network A and Network B. In addition, the cost of this project should be removed from the total BROTS cost.

Project 28.0 - This project is partially funded by a concurrency commitment from Microsoft. Specifically, Microsoft has committed to construct a second westbound left-turn lane and channelize a yield for the westbound right-turn lane. Therefore, this capacity should be assumed for Network A. In addition, the cost of the Microsoft improvements should be removed from the total BROTS cost. III.A.3.

Project 79.0 -This project is partially funded by SEPA commitment from Fountain Court. Specifically, Fountain Court has committed to construct

a second westbound left-turn lane. Therefore, the capacity should be assumed for Network A and Network B. In addition, the cost of the Fountain Court improvements should be removed from the BROTS cost.

Project 27.0 - This project is fully funded by a commitment from the City of Redmond as outlined in the NE 40th Street Interchange MOU. Therefore, since the NE 40th Street Interchange is assumed for Network A, this capacity should also be assumed for Network A. In addition, the cost of the City improvements should be removed from the BROTS cost.

Project 29.0 - This project is partially funded by a concurrency commitment from Microsoft. Specifically, Microsoft has committed to construct a second southbound left-turn lane. Therefore, this capacity should be assumed for Network A. In addition, the cost of the Microsoft improvements should be removed from the BROTS cost. **III.A.3.**

Project 85.0 - A traffic signal at this location is fully funded by a concurrency commitment from Safeco Phase 3. Therefore, this improvement should be assumed for Network A and Network B. In addition, the cost of the Safeco improvement should be removed from the BROTS cost.

RE: p. 4-1: See earlier comments in cover letter and RE: p. 1-12.

RE: p. 4-8: See earlier comments in RE: pp. 4-1 and 3-4.

RE: p. 4-10: The no-action alternative is said to involve 11,914,549 sq. ft. Yet, the pipeline projection is 13,549,563 sq. ft. The existing condition for an **II.A.2.**

adequate SEPA analysis is 13,549,563, not 11,914,549 sq. ft. The artificial definition of the no-action development alternative misrepresents unfairly current conditions. The document should be revised accordingly. **II.A.2.**

RE: p. 4-11: The preferred alternative is said to add 2.4 million sq. ft. of non-residential space over the no-action alternative. This appears inconsistent with Table 4-6 (i.e., 15,419,902 minus 13,549,563 is 1,870,339). Please resolve. **II.A.1.**

RE: p. 4-15: The conclusion is asserted that existing development exceeding the target means that the infrastructure can not support much more future development. Information and analysis is not provided to determine the truth or falsity of such a conclusionary statement. Indeed, such a conclusion is contrary to statements at p. 1-9 as to the adequacy of the existing transportation system. A similar comment is made as to the last paragraph at p. 4-23 (See also comment RE: p. 3-1). A similar comment is made as to the Growth Phasing comment under the no-action alternative at p. 4-26. A similar comment is made as to the first paragraph under §4.6.2.1 at p. 4-28. **III.B.12.**

RE: p. 4-28: Section 4.6.2.1 should be revised to be consistent with all earlier comments. Similarly as to the 2.4 million sq. ft. mentioned on p. 4-31 in §4.6.2.2. **II.A.2.**

RE: p. 4-42: Section 4.6.5.1 should be revised to be consistent with all earlier comments. Similarly as to §4.7. III.B.12.

RE: p. 4-45: As to §4.7.2, See comment RE: p. 3-4.

RE: p. 4-55: The financial assessment and preliminary funding strategy dated March 25, 1998 shows an estimated shortfall for the City of Redmond of between $49,721,992 and $58,021,992. This shortfall includes the funding of both baseline and TRG recommended projects. It has been discussed that impact fees charged to new development will pay for this shortfall. Why should vested development be held responsible to fund the new projects? The Cities of Redmond and Bellevue have current impact fee schedules in place which were set up to fund the baseline projects. The financial information needs to be corrected for the changes to Table 3.2 and also to remove the financial responsibility of vested development to fund the new projects. I.A.

In addition, Projects 65.0, 71.1, and 67.0 are projects which either are upgrading street to City standards or to add two-way left-turn lanes on roadway links. These projects do not add significant capacity to the system and development should not be required to contribute funding towards these projects.

RE: p. 4-56: Reference is made that mode choice affects trip generation. Appendix C-6 shows that a conservative 2010 baseline mode split of 19% HOV is assumed for the study. The statement that it is possible to achieve as III.B.4.

much as 35% HOV is also made in Appendix C-6. The City of Bellevue's goal for 2010 is 20% HOV and the City of Redmond's goal for 2010 is 30%. Why was such a conservative estimate of mode split assumed for the study? III.B.4.

RE: p. 4-63: Since Table 4-19 indicates the Overlake area has in 1995 a V/C of 0.79 and LOS of C and in 2010 a V/C of 0.85 and LOS of D, earlier inconsistent conclusions in comments RE: p. 4-15 are not true. Please revise earlier conclusionary statements to be consistent with Table 4-19. III.B.12.

RE: p. 4-68: Table 4-20 continues to misrepresent existing conditions based upon pipeline projections and to rely upon an outdated analysis. Please revise to be consistent with earlier comments. II.A.2.

RE: p. 4-88: As to Network B transportation projects, revise it to reflect earlier comments, particularly as to RE: p. 3-1 and p. 3-5. III.A.3.

c:\...\m-14\14300com.528

Terry Marpert

From: Lee Hart [leehart@microsoft.com]
ent: Saturday, May 09, 1998 9:42 AM
To: 'tmarpert@ci.redmond.wa.us'
Subject: FW: Overlake Plan Public Hearing

I.A.

One area that I'd like considered is a bike lane on 132nd Ave South of 60th. There is a walking path but between pedestrians, horses and cars not looking for bicycles when exiting their driveway it's not very safe for bicyclists. Also this path is mostly only on the east side of the road; an equivalent path on the west side between 60th and 40th would go a long ways to help; there's no driveways on that side of the road.

Thanks.

Lee Hart
(Redmond resident who lives on 132nd Ave).

> From: nowbike[SMTP:NOWBIKE@ACCESSONE.COM]
<mailto:[SMTP:NOWBIKE@ACCESSONE.COM]>

Please share this message with other bicyclists!

Overlake Neighborhood Plan/Overlake Transportation Study
Public Hearing
ednesday, May 13th at 7:00 PM
Bellevue Senior Center
4063 148th Avenue NE

Do you find the Overlake area a pleasant or safe place for biking and walking? Here's an opportunity to let officials know how you feel about what's proposed in a draft neighborhood/transportation plan.

In a nutshell, most of the recommended transportation improvements are meant to improve traffic flow and/or increase vehicle capacity. Only a handful of nonmotorized projects have been recommended, including:

-Bel-Red Road (NE 28th Street to NE 40th Street): bike lanes and an east side sidewalk.

-NE 80th Street: extend bike lanes eastward from 132nd Ave. NE to 140th Ave NE

-NE 51st Street: sidewalks and bike lanes from 156th Ave NE to W. Lk.Sammamish Pkwy.

-154th Avenue NE: sidewalk and 15 ft. curb lane for cyclists from NE 60th Street to Old Redmond Road (NE 70th).

Are there other bike facility projects you feel should be included in the Overlake Plan? For instance, should bike lanes be added to 140th Avenue NE 156th Avenue NE? Should the proposed bike lanes on NE 51st be extended as far north as 148th Ave NE? Should NE 40th Street be striped with bike lanes? There is also no mention of the planned bike trail along SR 520 or making any connections to it.

Will the recommended road projects have an adverse impact on your ability to

This project would provide another way to cross over SR 520 and should include bicycle and pedestrian facilities.

- 156th Avenue NE: Add a 2-way left turn lane between Ne 20th and NE 24th, and additional turn lanes at intersections of Bel-Red Rd., NE 31st and NE 40th. How will this impact your safety as a cyclist?

- W. Lake Sammamish Pkwy (between LearyWay and Bel-Red): Widen to 3 lanes south of 51st Ave NE, widen to 5 lanes north of 51st Ave NE. Will this eliminate the shoulder that is currently used by cyclists and pedestrians? This road project should include bike lanes as well.

We hope you take this opportunity to offer some comments in favor of bicycling. If you are unable to attend the hearing, written comments can be submitted until June 5, 1998 to:

Terry Marpert
City of Redmond Planning Dept.
PO Box 97010
Redmond, WA 98073-9710
tmarpert@ci.redmond.wa.us <mailto:tmarpert@ci.redmond.wa.us>
fax: 425/556-4242

Copies of the plan are available at Redmond Planning Dept, 15670 NE 86th Street (3rd floor of City Hall); Bellevue City Hall, 11511 Main Street, and at public libraries.

.....
.....

Northwest Bicycle Federation (NowBike)
nowbike@accessone.com <mailto:nowbike@accessone.com>
P.O. Box 2904 voice
206.224.9252
Seattle WA 98111 fax
206.224.9254

Visit our website! http://www.nwlink.com/~mcw/nowbike/nowbike.html
<http://www.nwlink.com/~mcw/nowbike/nowbike.html>
.....
.....

To: City of Bellevue; City of Redmond; WSDOT

From: Loretta Lopez, Member of 520 Citizen's Advisory Group w# 425 453-9489, fax 425 453-3199.

Re: BROTS DEIS

Date June 4, 1998

I am a member of the Bellevue 520 CAG. The CAG has spent many months reviewing the City of Bellevue's proposals regarding improving access onto SR520. After many months of work the CAG made its recommendations to the Bellevue City Council.

The City of Bellevue will now proceed to conduct an EIS which considers the reccommendations set forth by the CAG. The CAG's recommendations include the two options of proposed access at 124th in adddition to the no action alternative. The EIS will also consider the option of improved access at 130th.The City of Bellevue has indicated its strong preference for a freeway ramp onto SR 520 at 130th.

I have reviewed the BROTS DEIS. The BROTS DEIS does not refer to the 520 EIS which is underway. Clearly, this in an ommission which must be addressed and corrected. The BROTS EIS must consider the land use impacts, traffic impacts and other environmental impacts that are associated with each of the various options which are to be studied in the 520 EIS. III.B.10.

Further, the BROTS DEIS must not assume that a freeway ramp will be constructed at 130th, even though the City of Bellevue has expressed its strong preference for such a location. The BROTS DEIS must contain an objective analysis of the facts. Such an analysis includes a thorough review of the traffic volumes of the major intersections in the Bridle Trails neighborhood including but not limited to the intersections at 130th/NE 24th; 134th/NE 24th; NE24th/Northup;140th/NE24th.

I request that the City of Bellevue, the City of Redmond and WSDOT proceed with the BROTS DEIS in the following manner:

1.There should be no assumption that a freeway ramp onto SR520 will be built at 130th. III.B.10.

2. The BROTS DEIS should include an analysis of the land use, traffic and other environmental impacts associated with all of the options of the 520 Improved Access EIS. I.D.

From: Lynda Hamilton Potter <lyndahp@u.washington.edu>
To: COB.EM2(JDong),COB.SMTP NLM("cotten@wsdot.wa.gov",...
Date: 6/6/98 1:50am
Subject: BROTS Project comment

5 June 1998

From: Lynda Hamilton Potter
3823 140th Avenue N.E.
Bellevue, Washington 98005
(425) 885-9269

To: Jonathan Dong and Terry Marpert, BROTS Project Managers
Mike Cotten, WSDOT District 1

Please enter the following statement of my comments in the official BROTS Project record:

I am strongly opposed to all BROTS Project and Transportation Dept. staff recommendations that encourage increased use of Bridle Trails neighborhood streets. I am particularly opposed to the recommendations for the widening Bellevue*s section of 140th Avenue N.E. north of 24th Street, and to the recommendations for adding turn lanes at 140th & 24th and 140th & 40th, and for signalizing the 140th/40th intersection; additionally, I want to express opposition to plan elements that presume a 520 ramp at 130th Avenue N.E.

These recommendations are doomed at the outset to be not only ineffectual as a means of *solving* area traffic problems, but ultimately destructive to the environmental, social, and long-term economic health of the region. Making the drive through Bellevue and Redmond city streets easier will simply attract more vehicles to, and through,the area. And, does anyone seriously believe that "The Knot" (148th/24th) will be significantly alleviated?.

We have reached a critical point in our regional development. The old pattern of automatic accommodation to commerce-driven pressures on city infrastructure and natural resources is one no longer genuinely serviceable to long-term well-being. A plan to effect such accommodation by undermining the safety and peace of community neighborhoods is particularly unwise. The current BROTS & staff recommendations embody just such a pattern.

In our region's current frenzy of continued pressure to get more dollars by drawing in more businesses and more people, try to think of Redmond-Overlake area traffic jams as *nature*s way* of diverting us from a course of ultimate auto-suffocation in the emissions, the noise and human mire of our own inability to recognize the pragmatic truth of the ancient oracular phrase: "Nothing to excess".

I.A.

The health of our natural and communal world is well worth time spent in traffic jams–we could even put that waiting time to productive use by contemplating the meaning of "Know Thyself", that other bit of the Delphic Oracle's practical, albeit particularly difficult, advice.

What's really driving this and related projects where there is substantial community opposition? And those phrases "'Handling' citizen concerns..", "Accepting public comment", and "We're listening"–what do they mean?

Addendum: please see yesterday's Seattle Times–Front Porch forum -
"GROWTH: Enough already?" 4 June 98, page A-12

FOSTER PEPPER & SHEFELMAN PLLC
ATTORNEYS AT LAW

June 5, 1998

E-Mail
MartM@foster.com

VIA FACSIMILE (ORIGINAL VIA MAIL)
VIA E-MAIL

Mr. Terry Marpert
City of Redmond Planning Department
PO Box 97010
Redmond, WA 98073-9710

Re: Comments for BROTS Draft EIS

777 108TH
AVENUE N.E.
Suite 1500
BELLEVUE
Washington
98004-5118

Telephone
(425) 451-0500
Facsimile
(425) 455-5487
Website
WWW.FOSTER.COM

Dear Mr. Marpert:

The following comments regarding the BROTS DEIS are submitted on behalf of Safeco Corporation:

1. **The information in Table 3-2 needs to be updated to reflect the following :**

There appears to be errors in Table 3-2 including, but not limited to the following:

Project 74.0 - This project is fully funded by a concurrency commitment from Microsoft, Fountain Court, and Quadrant. Therefore, its capacity should be assumed for Network A and Network B. In addition, the cost of this project should be removed from the net BROTS cost.

III.A.3.

Project 28.0 - This project is partially funded by a concurrency commitment from Microsoft. Specifically, Microsoft has committed to construct a second westbound left turn lane and channelize a yield for the westbound right turn lane. Therefore, this capacity should be assumed for Network A and Network B. In addition, the cost of the Microsoft improvements should be removed from the net BROTS cost.

ANCHORAGE
Alaska

BELLEVUE
Washington

PORTLAND
Oregon

SEATTLE
Washington

Project 79.0 - This project is partially funded by a SEPA commitment from Fountain Court. Fountain Court has committed to construct a second westbound left turn lane. Therefore, this capacity should be assumed for Network A and Network B. In addition, the cost of the Fountain Court

improvements should be removed from the net BROTS cost.

Project 27.0 - This project is fully funded by a commitment from City of Redmond as outlined in the NE 40th Street Interchange MOU. Therefore, this capacity should be assumed for Network A and Network B. In addition, the cost of the City improvements should be removed from the net BROTS cost.

Project 29.0 - This project is partially funded by a concurrency commitment from Microsoft. Microsoft has committed to construct a second southbound left turn lane. Therefore, this capacity should be assumed for Network A and Network B. In addition, the cost of the Microsoft improvement should be removed from the net BROTS cost. III.A.3.

Project 85.1 - A traffic signal at this location is fully funded by a concurrency commitment from Safeco Phase 3. Therefore, this improvement should be assumed for Network A and Network B. In addition, the cost of the Safeco improvement should be removed from the total BROTS cost.

Projects 65.0, 69.0, 71.1, and 67.0 are projects that either upgrade streets to City standards or add two-way left turn lanes on roadway links. We do not feel these are "system improvements" and new development not associated with these improvements should not be required to contribute funding towards these projects. These projects should be removed from Network E. III.A.5.

2. Funding Strategy

The DEIS contains only a brief reference to funding in section 4.7.7 on page 4-55. A finance plan is referenced in this section, but not set out in the DEIS. Where is the finance plan? Cost and funding information needs to be set out and analyzed in the DEIS on a project basis so that the financial implications of the Preferred Alternative can be adequately evaluated. Why was this information not included?

Funding information is set out in a March 25, 1998 TRG BROTS Transportation Plan Update. That Update states that Redmond Baseline Projects have a cost of $39,640,000 and TRG Recommended Projects have a cost of $43,467,992. Bellevue Baseline Projects have a cost of $18,648,000 and the TRG Recommended Projects have a cost of $22,372,635. Where does this cost information come from? Why is there not a breakdown of project costs for each project in the baseline and the additional projects proposed for Network E? I.A.

The funding strategy shows an estimated worst-case shortfall for the City of Redmond of $58,021,992. This shortfall includes the funding of both baseline projects and TRG

recommended projects less the total local and committed funding for the BROTS area. Where is the detail for this determination of a funding shortfall in the DEIS document?

It has been discussed during the BROTS process that impact fees charged to new development will help pay for this shortfall. Where is the discussion and analysis of funding sources for the recommended projects, including an analysis of allocating costs through the imposition of impact fees and the impact of those fees on new development? Is it assumed that new development should be held responsible to fund, in whole or in part, the baseline projects, which apparently were not funded by development assumed as part of the baseline scenario? The Cities of Redmond and Bellevue have current impact fee schedules in place which were set up to fund the baseline projects. Is an assumption being made that there is an existing deficiency associated with existing development, because existing development did not produce the projected level of impact fees? I.A.

3. <u>Mode Choice</u>

The DEIS recognizes that mode choice affects trip generation. Appendix C-6 shows that a conservative 2010 baseline mode split of 19 percent HOV is assumed for the study. The statement that it is possible to achieve as much as 35 percent HOV is also made in Appendix C-6. The City of Bellevue's goal for 2010 is 20 percent HOV and the City of Redmond's goal for 2010 is 30 percent. Why was such a conservative estimate of mode split assumed for the study? III.B.4.

Very truly yours,

Marsha L. Martin

Marsha L. Martin
Attorney for Safeco Corporation

cc: Bruce Houk
Jeff Hencz

May 13, 1988

Dear Jonathon:

Per our conversation this morning:

Cars, Buses, Vans - fly through our neighborhood every morning from 7:30 - 8:AM enroute to International school.

The posted speed limit is 25 MPH, the same as 25 MPH on 156 NE & Main Street. I propose the speed should be 15 MPH. Also, I propose the International School have its own direct route from 156 NE or Main Street.

I.A.

We have lived here for 33 years and the situation continues to get worse.

Sincerely,

Mary Le Mudronic
15406 NE 3rd pl.
Bellevue 98007
425-746-7693

RECEIVED
JUN 05 1998

JUNE 5, 1998

TO: CITY OF BELLEVUE
TRANSPORTATION DEPT
C/O JONATHON DONG

FROM: NORMAN & PATRICIA HANSEN
3851 136TH AVE. NE.
BELLEVUE WA. 98005
425-865-7593

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
COMMENTS TO OVERLAKE NEIGHBORHOOD PLAN
AND BELLRED OVERLAKE TRANSPORTATION STUDY
DATED APRIL 21, 1998

REFERENCES: A/ BRIDLE TRAILS COMMUNITY CLUB NEWSLETTER
ARTICLE "NEIGHBORHOOD LIVEABILITY" 5/98
B/ EIS BROTS DRAFT PAGES 3-3 AND 4-69 6/98
C/ BELLEVUE/REDMOND CITY COUNCILS
MEMO OF UNDERSTANDING 8/93
D/ WSDOT 520/NE 40TH FINAL EIS SUMMARY
RESPONCE II "LOCAL STREET IMPACTS" 8/95

WE AGREE WITH THE BROTS TRG (CITIZENS GROUP)
RECOMMENDED PLAN (NETWORK E) TO PROTECT NEIGHBORHOODS
AND SPECIFICALLY THEIR RECOMMENDATION THAT 140TH NE
REMAIN A TWO LANE STREET IN THE RESIDENTIAL
NEIGHBORHOOD BETWEEN NE 24TH AND NE 60TH. ALSO THAT
THE FOURWAY STOP BE KEPT AT NE 40TH/140TH WITH THE
CURRENT LANE CONFIGURATION (SEE REF A/). I.A.

HOWEVER, THE EIS IS SUBSTANTIALLY INADEQUATE IN PROTECTING
THE BRIDLE TRAILS RESIDENTIAL NEIGHBORHOOD. SUBSTANTIAL
INCREASES IN "PEAK HOUR VOLUMN ARE PROJECTED FOR NE 40TH
EAST OF 140TH NE" (SEE REF B/). THEREFORE, IT IS III.C.4.

REQUESTED THAT FURTHER STUDY IDENTIFY ADDITIONAL REGIONAL TRAFFIC SOLUTIONS TO PROTECT BRIDLE TRAILS AND OTHER SURROUNDING NEIGHBORHOODS DUE TO TRAFFIC GENERATED BY COMMERCIAL GROWTH IN THE OVERLAKE AREA, ESPECIALLY TO DISCOURAGE CUT THROUGH TRAFFIC ON NE 40TH AND 140TH AVE NE IN THE BRIDLE TRAILS RESIDENTIAL AREA. III.C.4.

IF THIS IS NOT DONE THE BRIDLE TRAILS NEIGHBORHOOD WILL SUFFER UNACCEPTABLE DEGRADATION OF QUALITY OF LIFE INCLUDING NOISE, POLLUTION AND SAFETY.

THE POLICIES AND GOALS OF THE BELLEVUE AND REDMOND CITY COUNCILS DISCOURAGE TRAFFIC FROM THE OVERLAKE COMMERCIAL AREA FROM ENTERING BRIDLE TRAILS SURROUNDING STREETS ESPECIALLY NE 40TH AND 140TH AVE NE (SEE REF C). ADDITIONALLY, A BELLEVUE CITY COUNCIL 1998 GOAL IS "TO PROTECT NEIGHBORHOODS". THE WSDOT 520 EIS FOR 520/NE 40TH INTERCHANGE ALSO RECOMMENDED MITIGATION FOR LOCAL STREET IMPACTS IN BRIDLE TRAILS (SEE REF D).

FURTHER DETAIL TO SUPPORT THE ABOVE CAN BE PROVIDED.

SINCERELY, Norman J. Hansen
Patricia L. Hansen

ENCLOSURE: REF A/ NEWSLETTER ARTICLE

JUNE 4, 1998

To the City of Bellevue
Jonathan Dong
Transportation
FAX # 452-~~4894~~ 5272

Also to: City of Redmond
Terry Marpert 425 556-4242
Planning Dept

and to Wa. St. Dept. of Transportation
M. Cotten PE, Project Mgr.
District One
FAX 206-440-4805

Subject: The draft Environmental Impact Statement For BROTS

Having read this statement I am concerned that this document includes the proposed interchange at 130th on SR 520 as a part of the baseline network, and needs to point out that it is not a "done deal", and is baseline and not a recommended project. This project has not been decided. There are other options being put through a DEIS at the present time. There are two options at 124th, one option at 130th, plus a no Action alternative. III.B.10.

I respectfully request that this be changed and also that use impacts, negative neighborhood impacts, air pollution, noise pollution, etc. be discussed in the document.as well as tremendous neighborhood and business opposition to the 130th location. Also mentioned is a non-existent road (N.E. 16th St. West of 130th Ave. N.E. It does not appear in the TFP or CIP. This road would need to be built if an interchange were to be located at 130th in order for trucks and busses to get to the interchange. III.A.8.

Please note that if the interchange were to be built at one of the 2 124th Street options, the above road mentioned would not need to be built, saving considerable dollars (also not mentioned).

Please address the above issues.

Sincerely,

Pat Janes

Pat Janes
Bellevue Resident
12424 N.E. 28th
Bellevue, Wa. 98005-1507
Member CAG (Study relative to SR 520 Improved Access)

Please acknowledge receipt of above
Its my home address.
Thankyou

Faxed 9:21 am 6/5/98 Wa. St. Dept. Trans. 206-440-4805
" 9:35 am 6/5/98 Dong - Bellevue Trans. 425-452-5272
Faxed [illegible]

King County
Department of Transportation
821 Second Avenue
Seattle, WA 98104-1598

June 5, 1998

Terry Marpert
City of Redmond Planning Department
P.O. Box 97010
Redmond, WA 98073-9710

Re: Overlake Neighborhood Plan and BROTS Update

Dear Mr. Marpert:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study Update (BROTS). Staff comments address the Overlake Neighborhood Plan vision and policies, and the policies in the BROTS Update policy, as well as the transit service and development regulations proposed in implementing those plans.

King County is encouraged by the vision statement (pgs. 2-4) relating to development and design that would support a higher level of transit service. Staff supports elements of the plan that reflect and work towards this vision, including higher densities, close building-street orientation, and a complete network of pedestrian and bike pathways. We also support policies such as N-OV-12 which, through mixed use, could reduce demand for both auto and transit travel.

As you know, King County owns and operates a 395-space park and ride facility in the Overlake Neighborhood. The summary of existing transit service (pgs. 3-4) should include the high level of direct service connecting this area to downtown Redmond and Bellevue (Routes 230, 232 and 253), as well as peak period linkages to Totem Lake/Rose Hill (Route 239), Kirkland (Route 230) and Renton/Kent (Route 247). The referenced service on NE 20th St. is Route 233. The Overlake Park and Ride is currently at 75% occupancy.

I.A.

As part of its 1998 budget, the County established a Transit Oriented Development (TOD) Program which includes the Overlake park and ride as a pilot project. A typical TOD project would entail joint use structured parking with three or more levels of wood-framed mixed income housing above.

Goals in achieving a TOD project include maximum density (through Floor Area Ratio and height allowances), minimum parking ratios, increased transit ridership, pedestrian and transit supportive design elements and the result of being perceived as an asset to the neighborhood. Incentives included in the Housing Emphasis Area of the Retail Commercial Zone and in the Housing Redevelopment Overlay of the Overlake Neighborhood Plan are critical to the success of a transit-oriented development project.

The proposed Transit Supportive Development regulations (Chapter 20D.240) are an excellent means of demonstrating the City's commitment to encouraging transit use as an alternative to the single occupant vehicle. It can be argued that redeveloping housing in a predominantly commercial and employment area creates transit-oriented development. Chapter 20D.240 could go even further in facilitating housing redevelopment within the Overlake area.

We suggest consolidating *all* of the City's development regulations and incentives that are "friendly" to transit-oriented development in Chapter 20D.240. We would also suggest including a reduced parking ratio (1 or less /dwelling unit) and a maximum ratio (1.5-1.8/dwelling unit), reduced building setbacks, density bonuses and increased height limits (up to seven feet), crediting public spaces created by transit supportive design standards for on-site open space requirements, and other incentives. I.A.

Over the next several months, King County staff will be working with City staff in identifying the specific technical needs of a successful TOD project on this site. The goal is to incorporate those elements that will facilitate a successful TOD project into the Overlake Neighborhood Plan policies and development regulations, and into the BROTS Update. We believe such a project may provide a catalyst in achieving Redmond's preferred future for the Overlake neighborhood.

However, there are still other codes (building, fire) that may cumulatively make a TOD project less successful. King County discovered this in the Benson Glen project in 1993 and it is a concern of the development community as well. We will also be working with the Fire Marshall and City building officials in this process of discovering fatal flaws to a transit oriented development project in Overlake.

King County is encouraged by policy statements (pgs. 3-4) supporting transit and pledging support for transit service, including evaluation of each road improvement for opportunities to increase transit speed and reliability, and considering transit signal priority on all priority level one transit corridors. The Draft Environmental Impact Statement (DEIS) analyzed the impacts of necessary transportation facilities supporting Overlake's future development. It was less clear in the DEIS how these improvements will be funded. I.D.

Impact and mitigation fees are standard methods for raising needed capital funds and the application of these fees must always be balanced with other goals such as housing affordability and economic development. Consistent with proposed Policy N-OV-17 (Section 2.1.5.5), the City should consider discussing and analyzing in the Final EIS the impact of providing discounts

and/or exemptions to transportation mitigation and impact fees for housing redevelopment. The feasibility of redevelopment of commercially viable land to housing, such as King County's TOD project, may need this additional incentive in order to compete on a basis of highest and best use of the land in the Overlake area. I.D.

As noted on page 4-50, pedestrian and bicycle facilities are lacking in this area. King County Transportation Planning staff encourages the cities of Bellevue and Redmond to provide more nonmotorized facilities, as called for in the Bellevue Comprehensive Plan. We also encourage the cities to continue their transportation demand management efforts to reduce drive-alone trips. King County Metro Transit staff recommends the EIS discuss transportation projects that specifically address pedestrian linkage problem areas, which are a priority of ONP. For example, access to and along Bell-Red Rd., and access between 148th NE and 140th NE, and between 140th NE and 132nd/134th NE could benefit from investment in pedestrian linkages. III.B.1.

Policy N-OV-58 calls for eight-foot sidewalks at transit stops, and a stop spacing of 2,000 feet, which are minimal criteria. Staff suggests that a width of 10 feet be provided at transit stops to ensure good accessibility. Our stop spacing goal is a minimum of about 1,200 feet in built-up neighborhoods, for rider convenience, although many areas do have wider spacing. Transit shelters are costly to install and maintain, and so are generally limited to stops with high boarding volumes. If additional shelters are desired, they should meet our minimum design standards but may be installed and maintained by the jurisdiction or property owner.

Over time, factors related to traffic design and pedestrian safety can affect and change proper placement of bus stops. Flexibility of streetscape design should allow for such changes. Specifically, sidewalks and curbs should not be separated by swales or berms, but rather should be level. (Note: this may be in conflict with the landscaping requirements proposed in 20C.50.25-080 (2)(b), on page A-18.) I.A.

Staff also suggests that policies in the Overlake Plan support the focusing of transit improvements (facilities and service) where use is highest, and in only one or two corridors (such as 148th Ave. NE which bisects the larger community and has a dense development mix). Aside from HOV lanes being built on SR-520, the projects listed in the BROTS Update do not appear to specifically benefit transit, except as may be peripheral to the main focus of alleviating auto traffic congestion. Metro Transit has expressed specific support for Project 14.0, which is beneficial to out-of-service transit.

Thank you again for the opportunity to comment. King County's Department of Transportation strongly supports the vision and policies reflected in the Overlake Neighborhood Plan. The Overlake plan proposes precisely the intent of the Countywide Planning Policies. By adopting

the Overlake plan and its implementing regulations and facilities plan, the City of Redmond is demonstrating its commitment to providing housing opportunities in the designated urban centers of King County.

If you have any questions, please feel free to contact Ron Posthuma, Manager of the TOD Program at (206) 684-1007.

Sincerely,

Paul A. Toliver
Director, Department of Transportation (DOT)

cc: Carin Weiss, Deputy Director, DOT
Rick Walsh, General Manager, Metro Transit Division, DOT
Ron Posthuma, Government Relations Administrator, DOT

One Microsoft Way
Redmond, WA 98052-6399
Telex 160520
Fax 206 936 7329

Microsoft

June 5, 1998

Mr. Terry Marpert
Planning Department
City of Redmond
P.O. Box 97010
Redmond, WA 98073-9710

Re: Draft EIS for Overlake Neighborhood Plan and Bel-Red / Overlake Transportation Study

Dear Mr. Marpert:

Microsoft Corporation has reviewed the Draft EIS for the Overlake Neighborhood Plan and the Bel-Red / Overlake Transportation Study (the "Draft EIS"). We have the following comments on the Draft EIS:

1. Table 3-2 needs to be updated to reflect the following changes:

a. Project 74.0 – This project is fully funded by a concurrency commitment from Microsoft, Fountain Court, and Quadrant. Therefore, its capacity should be assumed for Network A and Network B. In addition, the cost of this project should be removed from the net BROTS cost.

b. Project 28.0 – This project is partially funded by a concurrency commitment from Microsoft. Specifically, Microsoft has committed to construct a second westbound left turn lane and channelize a yield for the westbound right turn lane. Therefore, this capacity should be assumed for Network A. In addition, the cost of the Microsoft improvements should be removed from the net BROTS cost. **III.A.3.**

c. Project 79.0 – This project is partially funded by a SEPA commitment from Fountain Court. Specifically, Fountain Court has committed to construct a second westbound left turn lane. Therefore, this capacity should be assumed for Network A and Network B. In addition, the cost of the Fountain Court improvements should be removed from the net BROTS cost.

d. Project 27.0 – This project is fully funded by a commitment from City of Redmond as outlined in the NE 40th Street Interchange Memorandum of Understanding. Therefore, this capacity should be assumed for Network A. In addition, the cost of the City improvements should be removed from the net BROTS cost.

Microsoft Corporation is an equal opportunity employer.

e. Project 29.0 – This project is partially funded by a concurrency commitment from Microsoft. Specifically, Microsoft has committed to construct a second southbound left turn lane. Therefore, this capacity should be assumed for Network A. In addition, the cost of the Microsoft improvement should be removed from the net BROTS cost.

f. Project 32.0 – This project is fully funded by a SEPA commitment from Microsoft. Therefore, this capacity should be assumed for Network A. In addition, the cost of the Microsoft improvement should be removed from the net BROTS cost. III.A.3.

g. Project 85.0 – A traffic signal at this location is fully funded by a concurrency commitment from Safeco Phase 3. Therefore, this improvement should be assumed for Network A and Network B. In addition, the cost of the Safeco improvement should be removed from the total BROTS cost.

2. There appear to be incorrect statements in Section 3.3.1.

The third paragraph on page 3-5 contains a statement that the TRG Recommended Network includes all of the Baseline projects. This does not appear to be true when Table 3-2 is examined. Which projects are in the Baseline plan, and which of those are funded? Which projects are in the Preferred Alternative but not in the Baseline plan? How will those projects be funded? The Preferred Alternative does not include some projects that are in the Baseline plan. Have the costs for those projects been taken out of the BROTS program funding? III.A.4.

3. Table 3-2 needs to be modified by deleting certain projects.

Projects 65.0, 69.0, 71.1, and 67.0 either upgrade streets to City standards or add two-way left turn lanes on roadway links. These are not "system improvements". From a concurrency standpoint, these projects do not add capacity to the system and new development should not be required to contribute funding toward these projects. III.A.5.

4. Section 4.7.5 should be modified to provide for a less conservative mode split.

Mode choice is important because it affects trip generation. Specifically, a mode choice that is more favorable toward HOV will generate fewer trips and require less infrastructure improvement. Appendix C-6 shows that a conservative 2010 baseline mode split of 19 percent HOV is assumed for the study. The statement that it is possible to achieve as much as 35 percent HOV is also made in Appendix C-6. The City of Bellevue's goal for 2010 is 20 percent HOV and the City of Redmond's goal for 2010 is 30 percent. The mode split utilized in the Draft EIS should be greater than 19 percent. III.B.4.

5. Section 4.7.7 needs to be expanded to include more discussion of funding for the transportation facility plans.

The cost of the Baseline plan and the funding mechanisms for the alternative networks need to be discussed.

6. The Overlake Neighborhood Plan - Draft 2 Development Regulations in Appendix A should be modified in accordance with the following comments:

a. Section 20C.60.20-030. This chart of permitted land uses should be modified as follows:

(1) Athletic clubs and fitness centers should be either a permitted use or a conditional use requiring general development approval.

(2) Factory outlets should be either a permitted use or a conditional use requiring general development approval.

(3) Electrical and electronic equipment and components should be either a permitted use or a conditional use requiring general development approval.

(4) Education: Colleges, universities, etc. should be either a permitted use or a conditional use requiring general development approval.

(5) Commercial parking lots and parking garages should have footnote 19 deleted.

b. Section 20C.60.25-050. No additional setback should be required for buildings taller than three stories. The setbacks are already substantial for an area where growth is to be concentrated.

c. Section 20C.60.25-060. This list of items that may exceed the height limit should be expanded to include mechanical equipment screens, elevator penthouses, and roof access stair enclosures. It would also be more consistent with the Design Standards if it were possible to have more height in feet so long as the number of stories is maintained. More articulation would be possible.

d. Section 20C.60.25-080. The site requirements chart should be modified as follows:

(1) The 1.5-acre minimum tract area should be reduced to one acre.

I.A.

(2) Grass should count as landscaping for the 20 percent landscaping requirement. If not, it would appear that everything on a site might be concrete, asphalt, shrubs, or trees.

(3) The height limits established are too low to accommodate the allowed floor area ratio. The extensive buffers, setbacks, and overlay zones preclude use of significant land area. Height limits of 60 to 70 feet or five to six stories would be more appropriate.

(4) The maximum floor area without TDRs is 0.4 which is less than the 0.45 to 0.7 range stated in policy LU-54 of the Comprehensive Plan. The maximum FAR without TDRs should be 0.45.

(5) A new footnote 16 should be added to the section, and it should read as follows: "FAR may be averaged across adjoining properties under common ownership." The footnote should be added next to footnote 11 and footnote 12 on the "Maximum Floor Area ratio" rows.

e. Section 20D.210.60-050. This section makes it virtually impossible to obtain bank financing for a building that utilizes trip credits. The potential requirement to vacate the space in the future will make this section available only to a user who does not anticipate any financing for their real estate, and the requirement should be eliminated.

I.A.

f. Section 20C.70.035-020(2). Subsection (a) of this section should have the last sentence modified so that the buffer also does not expand into any parking areas or other developed areas that previously exist. Also, supplementation of the buffer should not have to occur within one plan after adoption of the regulations. Normally, compliance is not required until a development application that includes the property is submitted for review.

g. Section 20C.70.035-040(3). The transfer of floor area ratio that is contemplated by Subsection (c) may not be possible with the height limits imposed by the development regulations. If the height limits are not sufficiently tall, this potential transfer of floor area ratio may not be possible.

h. Map OV-2. A maximum height of 35 feet creates a problem. This height limit will allow only two stories with today's office buildings that require more floor to floor clearance for mechanical and electrical systems.

i. Section 20C.70.035-070. This Overlake SEPA Planned Action could be useful. However, the constraints placed upon it make it unlikely that it will provide a lot of benefit. The following constraints will limit its applicability:

(1) Subsection (2)(b) provides that no transportation facility system improvement shall be covered by the planned action. Many developments may be required to construct transportation facilities in conjunction with the project;

(2) Subsection (2)(c) provides that the planned action will no longer be viable in the Overlake area after 3,233,708 square feet of nonresidential development is constructed. This is not very much development and will probably be consumed fairly quickly; and

(3) Subsection (3)(e) essentially provides unreasonable control to the city to require public facilities from an applicant that wants to utilize the planned action procedures.

j. Section 20D.230.30-020. This section establishes the maximum height for structures within a Transition Overlay. Obtaining bonuses yields only an additional five feet of height. This is not a significant amount for the provision of bonuses. Additional height should be allowed.

I.A.

k. Section 20D.230.30-040(2)(d). The requirement to remove structures or uses located in one of these new buffers is not reasonable. Any such removal should be required only if it is economically and operationally reasonable for the owner.

l. Section 20D.230.30-050. Subsection (1) of this section should be deleted or a provision should be added allowing the ground vehicle use areas to be screened from residential zones. In actuality, Subsection (2) should be enough to address the concern.

m. Section 20D.230.30-080. The phrase, "to minimize adverse impacts on other properties and uses and" should be deleted from this section. Conditions imposed on discretionary approvals and development permits should be limited to ones that implement the policies of the Comprehensive Plan. This is consistent with SEPA which requires that any condition be linked to an adopted SEPA policy.

n. Section 20D.240.20-020. Subsection (5) should be modified to allow parking lots wider than one bay and one driving lane to be located between a building and a Green Street if the parking is screened. This is particularly important if a development site has a Transition Overlay located on one side of it and a Green Street in front of it. It then becomes very difficult to locate the parking on the site.

Thank you for the opportunity to comment on the Draft EIS.

Sincerely,

MICROSOFT CORPORATION

Randy Hamblin

Randy Hamblin
Real Estate Development Manager

cc: Ms. Roberta Lewandowski
Ms. Carol Osborne
Ms. Faith Lumsden
Mr. Jonathan Dong

Marpertltr.doc

Reg & Joyce Clift
2919, 129th Avenue N.E.
BELLEVUE, WA, 98005

Phone : (425) 885 - 1781
FAX : (425) 867 - 1207

May 31, 1998

Jonathan Dong, City of Bellevue Transportation Department ***(Receipt requested)***
PO Box 90012, BELLEVUE, WA 98009

Copies to: Terry Marpert, City of Redmond Planning Department. (E-mail)
Mike Cotton, WA State Department of Transportation. (E-mail)
Heidi Benz-Merritt, BROTS TRG Member. (FAX)
Bellevue City Council Members. (E-mail)

Re: Draft Environmental Impact Statement for BROTS

Dear Sir,

We are concerned that the proposed interchange at 130th Ave. on SR520 has been designated part of the baseline network. This proposal is one of several that should be considered under the heading of **SR520 Improved Access Project.** Not included in the impact statement were the two options located at 124th Ave.

This designation ***may*** be an error in drafting the EIS. However it conforms to a pattern of previous errors (or misrepresentations), and we are concerned that the many adverse impacts of the 130th Ave. interchange are not being considered adequately in selecting the best solution to the SR520 problem.

III.B.10.

First; in the initial presentation of the various options, the cost of the 130th Ave. intersection was grossly underestimated. This was due to an unrealistic estimate of land acquisition costs. These will need to be much greater than originally stated, due to Federal and State concerns about the location and design of the ramps. Moreover, the substantial land acquisition and construction

costs for a **new road** (NE 16th St.) to facilitate the entry of large and articulated vehicles into the traffic flow were ignored. The 130th Ave. option would be a bad solution to SR520 congestion if it could not accommodate the insertion of such vehicles easterly into SR520. Presently, these vehicles cannot negotiate easterly access to Northup Way at the 124th Ave. intersection. The relative cost estimates for the two 124th options and the 130th Ave. option have been the main (in fact the only) factors favoring the 130th access option. Clearly the comparative estimates must be reworked.

Second; the 130th Ave. option has **NOT** been evaluated for land use and other environmental impacts. These include traffic volumes (particularly directed to Cherry Crest Elementary School), lines of sight at unsignalled intersections, and the effect of closely spaced intersections, air quality, noise and other neighborhood impacts. **III.B.10.**

Third; the volume of community concern at this proposal is enormous. This reflects the (admittedly lay) observation that either of the 124th Ave. options is clearly superior to the 130th Ave. option in solving the problems which were generated by the original ridiculous decision to build half a traffic diamond at the 124th Ave. interchange. The State Department of Transportation has acknowledged this and has also expressed a singular lack of enthusiasm for the 130th Ave. option.

Given all these considerations the vigor and zeal with which the Bellevue Transportation staff has pursued the 130th Ave. proposal is surprising and disturbing. We are anxious to know what lies behind this dedication which has thus far obstructed an objective evaluation of the various possible solutions to the SR520 problem.

Sincerely,

R.A. Clift

Joyce Clift

BRIDLE TRAILS COMMUNITY CLUB

RECEIVED 6-5-98 2:00 p.m. BB

June 4, 1998

To: **City of Bellevue**
Jonathan Dong
Transportation
PO Box 90012
Bellevue, WA 98009
452-4894
Fax 452-5272

City of Redmond
Terry Marpert
Planning Dept.
PO Box 97010
Redmond, WA 98073

WA State Dept. of Transportation
(WSDOT)
Mike Cotten, PE; Project Manager
District 1
15700 Dayton Ave. N.
(206) 440-4612/Fax (206) 440-4805

From: **Steve Coleman**, Bridle Trails Community Club, President
4000 140th Ave. NE, Bellevue, WA 98005-1128
425-881-7604 Fax/425-885-3133

Re: **DRAFT ENVIRONMENTAL IMPACT STATEMENT for BROTS - COMMENTS**

After review and discussion by our membership, the Bridle Trails Community Club has the following comments regarding the Draft Environmental Statement for BROTS:

1. The BROTS Update Draft Environmental Impact Statement does not mention the SR 520 Access Study, nor does it mention information about the model runs substituting 124th Avenue NE for 130th Avenue NE. The jury is still out on which (if any) option will be adopted and EIS should include both. **III.B.10.**

2. The level of current and future traffic congestion in the Overlake area appears to be significantly underestimated.

3. As part of the above, the document underestimates both current and future traffic congestion levels in the Bridle Trails neighborhood. Congestion levels for the Bridle Trails area should be recalculated with the addition of the intersection at NE 40th/140th NE. **III.B.9.**

4. Adverse environmental impacts to surrounding Bellevue neighborhoods are minimized, or not mentioned at all. **III.C.4.**

5. The environmental impact of signalizing neighborhood intersections, versus leaving them unsignalized is misleading, not adequately disclosed, and in some cases, erroneous. **III.B.18.**

6. All changes to the 140th corridor and the intersection of NE 40th/140th NE should **not** be included in the statement. The community has said that it will discuss in good faith with the City of Bellevue Transportation Department any changes in this area, but **nothing** has been agreed to. These projects are not included in Bellevue's CIP or TFP and should show an unsignalized intersection. **III.B.16.**

7. The environmental impacts of widening neighborhood streets in both Bellevue and Redmond are not adequately disclosed. **III.B.18.**

8. A section should be included titled "Neighborhood Recommendations." **I.C.**

9. Measures which would reduce neighborhood environmental impacts and ways to protect neighborhoods from adverse environmental impacts should be included. **III.C.4.**

10. Consider Heidi Benz-Merritt's comments dated June 1, 1998 to be representative of the general thoughts, feelings and comments of the Bridle Trails Community Club (attached). **I.A.**

Sincerely,

Steve Coleman
President, Bridle Trails Community Club

Enclosure

City of Bellevue
East Bellevue Community Council • (425) 452-6805
Post Office Box 90012 • Bellevue, Washington • 98009 9012

June 3, 1998

Redmond Planning Commision
City of Redmond
15670 NE 85th Street
Redmond, WA 98073-9710

Re: Environmental Impact Statement for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study

Dear Planning Commissioners:

The Environmental Impact Statement for the Overlake Neighborhood Plans (Overlake Neighborhood Plan and Bellevue/Redmond Overlake Transportation Study) addresses item that will impact the East Bellevue Community Council and fails to consider I-90 conditions and limitations. These impacts on surrounding Bellevue neighborhoods should be included in the EIS and identify the adverse traffic impacts of the Plan, including traffic counts and projections on 140th, 148th,156th etc.. The EIS should also identify measures that would reduce or mitigate the impacts. These measures should include things such as design changes or other ways to protect neighborhoods from adverse traffic impacts with the use of speed bumps, roadway narrowing, traffic circles and other feasible changes. III.C.4.

Overlake development has an impact on I-90, and, I-90, in turn, impacts Overlake development and any changes made to accommodate that development. I-90 should be included in the EIS since current conditions and limitations may negatively impact the perceived benefits of the changes made in an effort to accommodate Overlake development. I.D.

Thank you in advance for your consideration. Please include our comments as part of your public hearing process.

Sincerely,

The East Bellevue Community Council M.M.
Bellevue, Washington

cc: Tom Noguchi, Acting Deputy Director
Jonathan Dong, Project Manager

Terry Marpert

From: Steve Zabinsky [stevez@MICROSOFT.com]
Sent: Friday, May 08, 1998 3:17 PM
To: 'tmarpert@ci.redmond.wa.us'
Subject: Overlake improvements

Here's a REAL easy and cheap one:

We could use a crosswalk across the BelRed road where NE 30th crosses it. There is a pedestrian/bicycle entrance to Microsoft there, and it's pretty hard to cross BelRed there.

I can give you details of the intersection if you're not familiar with it -- it's got left and right turn lanes from NE 30th, but nothing that works at all for someone going from NE 30th onto the Microsoft campus.

I.D.

Please let me know if you need any other information -- fixing this should (except for administration and traffic studies) require nothing more than a can of white paint.

Thanks very much,
Steve Zabinsky
936-2768 (work)
(206)322-1287 (home)

REDMOND PLANNING COMMISSION
MINUTES

Bellevue Senior Center, 4063 148th Avenue NE, Bellevue, WA

May 13, 1998

NOTE: These minutes are not a full transcription of the meeting. Tapes are available for public review in the Redmond Planning Department.

COMMISSIONERS PRESENT: Bateman, Eades, and Hackler. Plackett arrived at 7:30 p.m.

STAFF PRESENT: Tim Trohimovich, Senior Planner; Terry Marpert, Senior Planner; Christy Hulin, Recording Secretary

OTHERS PRESENT: City of Bellevue - Faith Lumsden, SEPA Coordinator, Jonathon Dong, Transportation Planner, Nicholas Matz, Planner; TRG Task Force - Heidi Benz-Merritt, Dean Hobson, consultant, CDH Engineering; Jan Briggs, King County Department of Transportation; Citizens - Jim Antell, Ernest Aguilera, Louise Calvert, Jeanette Flodin, Kurt Helner, Candace Hunterly, Joe Krupa, Cindy Ludwig, Frank McLean, Joseph Oliva, Bill Rahr, Elfi Rahr, Ken Seal, Maarten Van Dantzich, Brian Ward, Richard Welk, Julie Williams, and other members of the public.

CALL TO ORDER

Faith Lumsden, Environmental Coordinator, City of Bellevue, opened the meeting at 7:05 p.m. She explained the purpose of the meeting- a public hearing for the BROTS study, the City of Redmond Overlake Neighborhood Plan, and the Environmental Impact Statement (EIS) on the two plans. She reviewed the EIS process and some of the issues raised in the BROTS EIS.

PUBLIC HEARING – OVERLAKE PLAN & BEL-RED/OVERLAKE TRANSPORTATION STUDY (BROTS) UPDATE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND STUDY RECOMMENDATIONS

Chairperson Hackler gave an overview of the meeting agenda and explained the role of the Redmond Planning Commission. She noted that this was a joint hearing between Bellevue and Redmond.

Tim Trohimovich, Senior Planner, City of Redmond, described the Overlake Neighborhood Plan, summarizing the policies and regulations proposed by the plan and the environmental impacts that have been identified in the EIS.

Dean Hobson, CDH Engineering, 15608 SE 24th Street, Bellevue, one of the consultants on the project, explained the BROTS Study and the forecasting models and described the six different scenarios.

Mr. Trohimovich briefly summarized the environmental impacts identified in the EIS relating to the traffic network system, development on wetlands, and monitoring of water and sewer capacity.

Chairperson Hackler introduced the Planning Commissioners and reviewed the rules of procedure for the hearing.

The meeting was opened to public testimony.

Ernest Aguilera, 5758-146th Avenue NE, stated that there is no morning and afternoon rush hour in Overlake, rather, it is 24 hours a day, particularly with traffic from Microsoft. He thought the report was deficient in alternate modes of transportation such as biking and walking, especially crossing SR-520 and the construction on 148th Avenue NE, as there are no sidewalks. He suggested an overpass for pedestrian and bikes such as on I-405 and I-90. **IV.B.23.** **III.B.1.**

Joseph Oliva, 17020 NE 28th Place, Bellevue, asked for a brief summary of the adverse impacts on the neighborhood; specifically, which neighborhoods and streets would be impacted, and the worst case impacts to each neighborhood. **I.C.**

Mr. Trohimovich described the primary improvements that will be constructed.

(Holly Plackett arrived at 7:30 p.m.)

Dean Hobson talked about some of the key improvements in the larger study area.

Ms. Lumsden referred questions such as Mr. Oliva's to Table 1-6 in the EIS, which talks about the full range of adverse impacts and provides a summary. She explained that although those kinds of questions are helpful, tonight is the time for comments, and specific questions could be directed to staff or submitted by written comment.

Chairperson Hackler added that the comment period on the DEIS is open until June 5.

Cindy Ludwig, 12336 NE 24th Street, said she understood there is discussion of an off-ramp at 124th Avenue NE. She said that would move the traffic into the neighborhoods. She said her house faces the freeway and she has noticed that most of the cars going east have one driver and will probably not use the HOV lanes now under construction on SR 520. Also, in the afternoon, traffic is to the west. She said she did not think any entrances and exits would resolve the problem on SR 520; rather, it would have to be a combination of things. She said she has stopped coming to these meetings because she thought the input wouldn't matter and that what would be built would be built anyway. She said she felt that this was being done to accommodate businesses in Seattle, not the concerns and comments of the residents. Ms. Ludwig suggested that a noise report be obtained as a result of some of these projects, noting that the noise from traffic is very loud on her deck. **IV.E.1.**

Maarten Van Dantzich, 1828-12th Avenue #302, Seattle 98122, said he bicycles to the Microsoft campus from his home in Seattle. He said people from the businesses use surface level streets to bypass SR-520 when it is busy and that situation will be a bit better with the HOV lanes on SR-520. He said when the plans talk about bike and pedestrian improvements that often means a sidewalk, and if someone is commuting more than five miles it is not feasible to ride on a sidewalk because it is too slow. He said it would be worth studying the construction of bike paths to connect to the freeways. **III.B.1.**

Joe Krupa, 14510 NE 30th Place, said he attended a Redmond Planning Commission meeting concerning the construction on the Hart property and when he left he felt that the "show" had already been planned and choreographed. He was also disturbed by the architect of the project because when he talked about his traffic concerns the architect seemed to be unaware of the problems that all the development in the area is bringing in. He said a lot of businesses, because of a high occupancy rate on the Eastside, are now going to South King County. He wondered what would happen if companies decided to go somewhere else. He said the problem needs to be solved for both the residents and the businesses. **I.A.**

Julie Williams, 6817-147th Court NE, said recently the road she lives on was expanded by the City of Redmond from two lanes to three, which decreased the quality of her life due to the amount of traffic on the road. She said according to the plan, the cumulative effects will greatly impact west of 148th Avenue NE 24 hours a day. She said making neighborhood streets into thoroughfares is not the answer. **I.A.**

Ms. Plackett asked how long Ms. Williams has lived in her home. Ms. Williams replied six years. She said since Microsoft has come and the road was widened, the traffic has become worse.

Heidi Benz-Merritt 3006-130th Place NE, Bellevue, a member of the BROTS Citizens Committee, shared the last speaker's frustration, because one of the things the committee did was to work hard on putting infrastructure into the commercial district to spare neighborhoods. She said some of the people on the committee supported widening 140th into Redmond and the widening of the road of which Ms. Williams spoke. She said she lives in the Bridle Trails area, which covers over 5,000 residences and over 10,000 people in the City of Bellevue, and that area feels strongly that making three lanes out of any residential street only increases traffic and speeds and decreases pedestrian safety and brings deleterious effects to the neighborhood as a whole. Because of that, the neighborhood will vigorously oppose any widening or routing of traffic onto NE 40th, NE 24th or 140th as a means for downloading the commercial development that has been authorized by Redmond. The plan has as a baseline project, the widening of 140th from 60th to 80th, but on April 30, 1998 she heard from two of Redmond's Councilmembers that the city does not have the money for that. She urged the Commission not to recommend the widening of a street through a peaceful neighborhood in Redmond, because the City of Bellevue has not recommended the widening of 140th in Bellevue. She said the cities need to work together to make sure that because it is a low impact land use, that residential areas are not dumped on to meet 15.4 million square feet. The least the city can do is to protect neighborhoods if there will be a livable relationship with commercial neighbors. In terms of NE **III.B.18.**

29th Street, the TRG did recommend that that be built, but the only reason many of the committee members went along with that is because they put in traffic calming and turn lanes that funnel traffic into the commercial neighborhood. Ms. Benz-Merritt said her frustration with that is that in the document, in one chapter, both Redmond and Bellevue's staffs recommended additional turn lanes be made and a through lane on 140th be put in to decrease driver frustration. She said most people are tired of decreasing driver frustration as an excuse for adding more lanes into residential areas. Basically, there is a lot of misrepresentation when staff recommends that the neighborhood streets be widened, but the committee and Council say not to. She also said the interchange that was used as baseline for the model, 130th, is not a done deal and the record should reflect that those changes should be made and that there should be additional modeling to reflect three way operations, arterial and LOS function on both the lanes and signals for interchanges at 124th. **III.B.10.**

Ms. Plackett asked if there was fact to the statement that widening a road increases traffic. Ms. Benz-Merritt said 140th is a good example because there are several model runs with and without the widening, and the widening clearly shows more traffic is there. The document also shows in Scenario B the area from NE 40th up to 80th functioning at LOS F even with a widening. She said widening does not improve the LOS so it does not buy anything with growth management.

Ms. Plackett asked Ms. Benz-Merritt what she would suggest for the problems on 140th. Ms. Benz-Merritt said she thinks there should be no improvements since it is residential, and the improvements should be where the land use warrants it, which is in commercial areas. She said traffic should be discouraged there, not accommodated.

Frank McLean, 14717 NE 4th Place, Bellevue, said he has lived in Bellevue since 1963, and when he moved in, 148th was not much of a road. He said when the sound barriers were put up and left turns were deleted, he could get out of his driveway. He said it has always seemed that Bridle Trails believe they are exempt from any kind of traffic. He said 140th and 148th are the only two roads that go all the way from I-90 to the end of it and people who live along 140th should have realized that when they bought their homes. He said with sound barriers now and other measures, traffic noise does not affect the residential area off 148th. He said Bridle Trails should share the load. **I.A.**

Candace Hunterly, 14625 NE 34th Street, Bellevue, said she agreed with the person who talked about NE 70th as a three-lane road as a waste of money. She said if NE 70th or Old Redmond Road was to be a major thoroughfare it should have been made into a boulevard like 148th. Cities should not think they can add more and more commercial buildings without people being able to get to work. She was concerned about what a "high wage" business is. She was concerned about the types of businesses going in, the wages that they have, the roads that are there and where people have to live in order to get to these places to work. She said she lives three blocks from her place of work and it takes her three minutes to drive there if there is no traffic. With traffic on 148th and 36th Street, it takes her 15 minutes to make a left turn to go south on 148th. From the building that is going on at Allied Signal's property, that will make the situation worse. She said the safety of pedestrians should be considered. She said she did not feel safe walking to work anymore because there are too many bushes along the road and not **I.A.**

sidewalks in some places. She said she would like the cities to consider more localized child care options so people do not have to drive their kids to child care, which contributes to the clogging of roads.

Jeanette Flodin, 14517 NE 40th Street, said if 140th is turned into three lanes and continue what is going on at 148th, her street will become a go-through street which is now completely residential except for one chiropractor's office. She did not want the development on 140th because it takes her too long to drive anywhere, and that will only be made worse. She said she was considering moving if the situation continues.

III.B.16.

III.C.4.

Kurt Helner, 16243 NE 30th, Bellevue, said he has lived at his home for thirty years. He referred to page 3-11 projects 44 and 44.1 and Figures 3-2 and 3-3 which have to do with a cut through of a road from 156th over to Bel-Red Road which does not now exist, and also the installation of a light at Bel-Red Road and NE 30th Street. He said there is a project which started out widening a 22-foot wide street to a 52-foot wide street all through residential areas which has been substantially reduced, that the traffic on 164th to NE 30th and then to Bel-Red Road and the reverse of that is now for the most part through traffic and not local traffic to accommodate people avoiding NE 24th and Bel-Red Road. The inclusion of such a road through there has been discussed in the past with Microsoft and the Sherwood Forest Community Club and the traffic on 30th is now so loud that it wakes them up at 4:30 a.m. The community club's concern is this road is being included and Microsoft has agreed it is not necessary and simply adds a stoplight to NE 30th which would not be a through east-west because they already have enough traffic. Mr. Helner said that by putting a stop light, the traffic will also be increased on 164th and NE 30th.

III.B.10.

Brian Ward, 3820-140th Avenue NE, said the issue of widening or putting a light at NE 40th is access. He said people will not be able to move through the area. He said they have been through this issue with Bellevue, and there was a discussion that similar streets had a similar problem, then a light was put in and the Transportation Commission and City Council voted it down. Also, BROTS excluded it. He said there is an agreement between Bellevue and Redmond to mitigate the traffic at SR-520 and 40th, but city staff still feels that they will recommend it. He noted that the area is zoned R-1. Another concern was the process in Bellevue to resolve these issues. He commented that it is frustrating to have so many committees and nothing happens. He said everyone needs to face that planned communities and mass transit are needed, not unfettered automobiles.

I.B.

Jan Briggs, King County Department of Transportation, 821-2nd Avenue, Seattle, spoke on the concept of the Overlake Neighborhood Plan. She said the King County DOT strongly supports the vision and the policies in the Overlake Neighborhood Plan from the perspective of growth management and encouraging transit-oriented development, which has the potential to reduce single-occupancy vehicle trips. The Overlake Neighborhood Plan proposes what the Countywide Planning Polices intended, which is to bring housing and transportation and commercial developments into one cohesive community. This will not happen all at once, but piece by piece it can happen. The plan is bold but Redmond has shown leadership in risking innovation, as examples, Lionsgate and Redmond Town Center are changing the fabric of Redmond. King County's TOD program has been established to promote housing opportunities on county owned

properties, specifically the Overlake Park and Ride site south of NE 40th off of 152nd. She said a typical TOD project would entail structured parking or at least one level of platform parking with three or more levels of housing above. The goals in these projects would be maximum density and minimum parking to promote transit ridership. There would be transit facilities either at or nearby the site. She said there has been enthusiastic developer response to this concept and especially on this site, which is a pilot project for the TOD program. She proposed working with city staff, including the fire marshal, building official and the Planning Commission to iron out the specific needs of a successful project and Redmond's needs.

I.A.

Ms. Plackett said she attended an Eastside leadership meeting where the pilot project was discussed and the issue of safety came up.

Ms. Briggs said there are a couple of safety issues. One is the safety of structured parking which can be handled with television monitors and light wells. She said in terms of the residents who live there and direct access, key cards are an option as well as having one level for a park and ride and the other level for residents only.

Ms. Plackett asked if she sees families living in the project. Ms. Briggs replied in the affirmative.

Ms. Plackett commented on the Houghton Park and Ride where a housing development was put in behind it and asked whether those residents have been surveyed to see if they actually take advantage of being by a park and ride. Ms. Briggs said they have not done so yet, but they intend to survey occupants of similar housing.

Richard Welk, 2422-124th Place NE, Bellevue, said he used to live on 148th and on NE 40th, and as a runner, he is familiar with the traffic patterns in the area. He said since Microsoft has expanded, traffic on NE 24th Street has tripled on 148th in the last 18 months; also, the cars tend to go faster. He said 148th in the Overlake area is unfriendly as far as its design. He liked the idea of an overpass at SR-520. He said the interchange is not well designed either. He said he did not think the problems in the area will be any better until 148th works well.

I.A.

Louise Calvert, 1503-151st Avenue NE, said 148th is like a mini freeway and the plan to put an overpass on it will be disastrous. She said anytime anything is widened it will get worse and the residential neighborhoods will be ruined, as they are getting to be already. She agreed with measures to slow down traffic like speed bumps and traffic circles as it is a residential area.

I.A.

Ken Seal, 15433 SE 8th, Bellevue, said he has lived here for 40 years. He said 148th was built to be a main thoroughfare and all the roads, 140th, 164th, 156th, suit our needs well, but not the needs of the commercial Overlake area. He said the people who support the commercial area have to live north, south or west; going east is difficult as the roads are choked all day long, and the way to solve it is to disperse the commercial area. He said with the proposal tonight it sounds like growth management is intended to make us look like Manhattan - a combination of commercial, retail and residential, and people do not want to live that way. He said the way to

I.A.

solve that is to limit the commercial development in each area. He said dispersing commercial area means moving it out into other areas.

Jim Antell, 14206 NE 40th Place, said the current capacity for infrastructure does not meet the buildup rate. There is very little support for increasing the capacity on 140th by adding lanes or signals at 40th and 140th. The purpose of this would be to help the development plans in the Overlake area, which cannot accommodate today's growth, let alone future anticipated growth. In addition, there were a series of mitigation plans that should have been implemented to route traffic along the avenues that were designed to accommodate the higher volumes of traffic in non-residential areas.

III.B.18.

Mr. Aguilera said a lot of the studies are based on completing two interchanges at 130th and 40th, and asked what the probability is that they will be built.

Terry Marpert explained that the work should begin in the next six months and is a two-year project to complete the NE 40th interchange.

Elfi Rahr, 16509 SE 18th Street, Bellevue, said she has been able to observe how Switzerland has dealt with their growth problems. They decided not to destroy the infrastructure and pedestrian aspects of their towns and cities, instead, they built thruways underground, which has many advantages. She acknowledged that it is expensive to do this, but pointed out that NE 8th Street has been reconstructed several times which has resulted in a lot of expense. Also the carbon monoxide that is created could be treated so as not to impact the lakes. She said 148th is a typical example where a throughway could be put underground. She said expanding roads will impact the lake systems. She suggested that we consider a lesson from other countries.

I.A.

Hearing no further testimony, the public hearing was closed at 8:40 p.m.

Chairperson Hackler reviewed the next steps in the process. She said written comments must be received prior to June 5, then the EIS will be finalized and the Redmond Planning Commission will look at ONP and BROTS Update and making comments and recommendations to the Redmond City Council.

Faith Lumsden said Bellevue is primarily involved in the EIS and traffic issues for the BROTS Update, so as part of the final process, the Bellevue City Council and Redmond City Council need to come to some agreement with regard to which of the traffic improvements will be incorporated into each of the city's Capital Improvement Plans (CIPs). In order to do that in Redmond's Comprehensive Plan and Bellevue's traffic plans there needs to be funding, and that is a major question that needs to be worked on. After the Redmond Planning Commission finishes, the two Councils will spend some time talking about which projects are the right projects, how to fund them and a timeline. The first step is to finish the EIS that will detail the pros and cons. She added that the comments tonight will be put into that as well as comments on Overlake Neighborhood Plan and the zoning.

Ms. Plackett asked how many people in the audience are opposed to any increase in square footage in Overlake. The majority of people were opposed to it.

Ms. Plackett asked how many people in the audience feel the RTA or any type of public transit is any part of the solution.

ADJOURNMENT

Chairperson Hackler declared the meeting adjourned at 8:50 p.m.

May 13, 1998
MINUTES APPROVED ON

Christy Hulin
RECORDING SECRETARY

5.2 Response to Comments

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I. SEPA PROCESS

This section contains the Lead Agencies' responses to the comments received on the DEIS during the public comment period. The responses are grouped by topic and generally follow the outline of the DEIS. The headings are short-hand notation for the text in the response and do not constitute part of the response. The responses correspond to the comments that are labeled in the right hand margin of each comment letter in Section 5.1.

A. Non-EIS Comments

The SEPA Rules specify that comments on a DEIS should address either the adequacy of the environmental document or the merits of the alternative (WAC 197-11-550). Comments should be as specific as possible and may comment on the proper methodology, additional information required, and appropriate mitigation needed. Comments referred to this response were either not sufficiently specific or addressed issues unrelated to the adequacy of the analysis in the DEIS. Comments related to the merits of the proposal will be considered by the decisionmakers.

B. No Change Comments

The Lead Agencies have reviewed the comment and determined that no further action is required.

C. Planned Action

The Integrated GMA Document and DEIS analyzed the air quality impacts of the transportation network and the traffic it would carry. The DEIS correctly noted that the transportation facility conformity process in Chapter 173-420 WAC will be used to analyze whether the transportation facilities comply with state and federal air quality standards under the Clean Air Act and state law. The proposed Planned Action provides that if a transportation facility is determined to violate air quality standards and the project cannot be modified to conform to the standards, a new project will be developed. If a new project cannot be developed, the Planned Action can be suspended. Therefore, the requirements for a Planned Action are fully met.

The Integrated GMA Document and FEIS include, by reference, the analysis from the *City of Bellevue Traffic Task Force Recommendations FEIS* (March 1998) and additional analysis of potential traffic impacts outside the study area.

The DEIS analyzes the land use impacts of the proposed BROTS Update projects on residential neighborhoods, business and commercial areas, and adjacent land uses. This analysis was reviewed by the Transportation Review Group, a citizen advisory group made up of neighborhood residents, area property owners, and area businesses. This analysis is summarized on Table 4-22 of the Integrated GMA Document and DEIS and Table 4-24 of the FEIS.

Table 4-25 of the FEIS analyzes land use impacts in terms of whether additional right of way is needed, number of private parking spaces that may be eliminated if the right of way is acquired, whether the acquisition of buildings is necessary, and whether curb parking would be eliminated.

The DEIS analyzed the impacts of the proposed land uses on land use, aesthetics, light, and glare. As part of this analysis it took into account that Redmond requires all sizable multi-family and non-residential buildings to undergo design review. The analyses also accounts for Redmond's existing policies and regulations, the proposed policies and regulations, and the impacts likely from specific developments on specific sites. It is permissible under SEPA to rely on existing procedures, such as Redmond's design review process, and proposed policies and regulations to manage these types of impacts.

The DEIS analyzed the impacts of the proposed land uses on water, sewer, and storm drainage. As to water, a question exists as to whether the existing and planned water storage facilities will be adequate to serve Overlake at buildout. A citywide comprehensive water plan is currently under development that will address this issue. The City of Redmond reviews each development to ensure that the water supply and water distribution systems are adequate to serve the development. The city will continue to conduct this analysis.

As to sewer, the city has just completed and adopted a new *General Sewer Plan* that analyzed the waste water system for Overlake and the entire city and identified any needed improvements. The findings of that study are summarized in the DEIS. These facilities will be constructed as needed.

As to stormwater, the DEIS identified areas where new development would lead to increased impervious surfaces and increased stormwater runoff. These impacts were analyzed in the light of Redmond's existing development regulations that require the preparation of stormwater management plans to provide for water quality treatment and the management of stormwater volumes. Based on this analysis, it was determined that no significant adverse impacts would result.

The analysis for streams and Lake Sammamish was similar to stormwater. The DEIS identified areas where new development would lead to increased impervious surfaces and increased stormwater runoff. These impacts were analyzed in the light of Redmond's existing development regulations that require the preparation of stormwater management plans to provide for water quality treatment and the management of stormwater volumes. Here, the DEIS also took into account that the Planned Action requires all development falling under it in the Lake Sammamish basin to provide the level of water quality treatment needed to meet the requirements of the *Lake Sammamish Water Quality Management Plan*. Based on this analysis, it was determined that no significant adverse impacts would result.

WAC 197-11-172 sets out the process for verifying that the probable significant adverse environmental impacts of a project hoping to qualify as a planned action were adequately addressed in an EIS. This process is included in Subsection 20C.70.035-070(4), *Overlake SEPA Planned Action.* So the proposed Planned Action regulations do include a process to verify whether a proposal can be covered under the Planned Action and that process meets the requirements of WAC 197-11-172.

In 1997, RCW 36.70B.110(9) was amended to clarify that environmental determinations could be made at a time other than the time the project decision was made. The requirements of RCW 36.70B.110(9) only apply to environmental determinations made at the same time as the project decision. Since WAC 197-11-172(3) requires that a project public notice state whether a project is a planned action, the decision on a planned action will have to be made before public notice is given. So RCW 36.70B.110(9) does not apply to decisions on whether a proposal is a planned action. An appeal of a planned action determination would need to be consolidated with any other appeals to comply with the limitations on hearings.

The statement regarding the appeal of a concurrency determination appears to be directed towards the proposed amendment to Section 20D.210.10-220. The proposed amendments do not provide for an appeal of a concurrency exemption; Redmond's existing regulations provide for such an appeal. The City of Redmond Department of Planning and Community Development agrees that any appeals of concurrency decision would need to be consolidated with other appeals of the permit and Redmond's existing regulations provide that such an appeal is consolidated with other permit appeals.

D. Outside Scope

The Lead Agencies have determined that the comment is outside the scope of this FEIS and therefore no further action is required.

II. LAND USE

A. Alternatives

1. New Tables

The tables (Tables 1-3, 4-6, and 4-11) showing the amount of square footage consumed by existing and approved development applications have been updated to be current with the approximate date of issuance of the FEIS.

2. No-Action Alternative

The Lead Agencies have determined that the No-Action Alternative should consist of the target land use in Redmond's Comprehensive Plan of 11.4 million square feet of non-residential space and Network B. These are the levels of development adopted in Redmond's planning documents and do not include the development applications.

3. Development Applications vs. Preferred Square Footage

The difference between Overlake's existing development plus the development applications in the permit pipeline and the preferred land use estimate for non-residential square feet is estimated at 2.9 million square feet. See Table 4-11, *Non-residential Square Footage by TAZ for Existing, No Action, and Preferred.*

B. Impacts

1. FAR Use

The FEIS uses floor area ratios (FAR) as the primary density type information because these ratios are specifically addressed in Redmond's *Comprehensive Plan* for the Overlake Neighborhood planning area. The other types of information suggested in the comment are also useful, but are not used to determine or limit the intensity of development as are the floor area ratios.

2. Advanced Technology Center

The Bellevue Department of Planning and Community Development is correct that the Redmond Comprehensive Plan designated Overlake as an Advanced Technology Manufacturing Center. The King County Countywide Planning Policies do not designate Overlake as an Advanced Technology Manufacturing Center. The analyses under Countywide Planning Policies will be revised to correct the impression. An analysis of how the zoning proposed to implement the Overlake Neighborhood Plan complies with the Countywide Planning Policies has been added to Section 4.6.1.2, *Preferred Alternative (CAC Recommended Alternative).*

3. Consistency

Table 4-10 addresses how both the No-Action Alternative and the proposed ONP addresses Redmond's Advanced Technology Center policies. This includes an analysis of the existing 11.4 million square foot target. The analysis points out that since the 11.4 target has been exceeded by applications, that allowing future development will be difficult unless the capital facilities plans for Overlake are updated.

4. Sprawl

During the scoping process, which is used to identify the issues to be analyzed in the DEIS, one commentator requested that the intensity of development be considered to determine whether or not development at the floor area ratios (FARs) proposed in the ONP would be at an intensity that would result in sprawl. Sprawl is defined as low-intensity, defused development. The DEIS analyzed that issue and concluded that development at the proposed FARs would not result in sprawl. An analysis of whether other urban centers could accommodate this growth is not relevant to the issue of development intensity and sprawl within Overlake. This is especially so since designating Overlake as an Urban Center or Advanced Technology Manufacturing Center is not an issue being addressed by this FEIS.

III. TRANSPORTATION

A. Alternatives

1. Low Projection

The Low Scenario in Table 1-1 does not include all buildings, or square feet, in Redmond's application pipeline. The Low Scenario and the No-Action Alternative are generally the same. Since Redmond's application pipeline exceeds the Low scenario, there is no development application projection for the Low scenario.

The transportation modeling for the BROTS Update analyzed all the scenarios in Table 1-1, including the Low Scenario. In the EIS, the No-Action Alternative is the adopted targets in the Bellevue and Redmond *Comprehensive Plans*. Since the Overlake Neighborhood Plan is an amendment to the Redmond *Comprehensive Plan*, it was decided to compare the proposal with the existing comprehensive plan targets. This approach is being maintained.

2. Old BROTS Projects

Table 3-1 is included primarily for historical interest. However, some of the projects in Table 3-1 are included in the TRG Recommended Plan: for example: A-25, A-1 (partial), and A-8 (partial). These are BROTS projects 29.0, 19.0, and 25.2, respectively.

3. Baseline Projects

The baseline projects included in Network A were determined at the start of the study in 1995. The Lead Agencies have determined not to adjust the initial list of baseline projects to maintain consistency of analysis during the study.

4. List of Baseline Projects

The Baseline network is Network A, primarily consisting of funded projects in the two City 6-year plans. However, there are some Baseline projects that do not have funding, but were included since the cities believed that these projects would be built by 2010. The Baseline projects are indicated by an "X" in the Network A column of Table 3-2. Note that all of the Baseline projects also have an "X" in the Network E column of Table 3-2, indicating that these projects are also included with the TRG Recommended Plan. One exception to this is the SR 520 interchange at 130th Avenue NE, which could be moved to another location through the ongoing SR 520 access study. The No-Action Alternative projects are shown in Table 3-2 by an "X" in the Network B column. Text changes have been made to help clarify this issue.

5. Network B

Projects in Table 3-2 were not intended to be only projects that add capacity. These projects can be designated as system improvements, as they improve the system by providing safety or other benefits. Center turn lanes add capacity to the system, since they improve the flow of traffic.

Network B is the 12- to 14-year Transportation Facility Plan (TFP) network. As part of the process used to develop the BROTS preferred alternative, a series of different land use and transportation networks were modeled. Under scenario 2, this network was used to mitigate the low land use scenario of 11.9 million square feet. At the time scenario 2 was performed (which was mid-1996), the adopted 12-year Transportation Facility Network was used. The adopted 12-year Transportation Facility Plan was the 1994 City of Bellevue TFP. In December 1996, the City of Bellevue TFP was updated. Because it was not known what projects would be in the final updated 1996 City of Bellevue TFP, the 1994 City of Bellevue TFP was used in Network B.

The Bellevue Transportation Department does not plan to revise Network B for consistency.

6. BROTS Study Area

The BROTS Update is confined to a defined study area. It is correct to say that the growth of Overlake development and resulting traffic will impact other parts of Bellevue. The City of Bellevue 12-year Transportation Facility Plan addresses how the City will mitigate traffic in other parts of Bellevue.

7. 152nd Ramps

The BROTS Transportation Review Group (TRG) and staff from the Cities of Bellevue and Redmond reviewed numerous transportation projects designed to mitigate the impact of growth in Overlake. The transportation projects examined included those from the previous BROTS study. Those ultimately chosen for further consideration were reviewed according to criteria adopted by the TRG, including whether the project was necessary for compliance with the

adopted level-of-service standards of each city. The slip ramps to/from SR 520/152nd Avenue NE were not needed as mitigation, and therefore were not included in the TRG's final recommended project list, Network E.

A list of projects from the previous BROTS study and their status may be found in the FEIS at Table 3-1, and in the BROTS Technical Memorandum #2, pages 5 through 9.

B. Impacts

1. Non-Motorized Plans

Technical Memoranda #4 and #6 in Appendices C-4 and C-6 contain more detailed information on mode split and transit service. The primary focus of the BROTS Update was on development of a roadway plan. Other planning processes are in place to deal with transit, pedestrian, and bicycle modes.

2. SR 520 LOS

The Cities of Bellevue and Redmond are willing to work with the Washington State Department of Transportation to set a level of service (LOS) standard for State Route (SR) 520. The two cities could then amend their comprehensive plans to include the LOS standard. The current LOS for urban highways is D, and the Cities understand that WSDOT is likely to maintain this standard when it reviews LOS for highways of statewide significance such as SR 520.

3. 1997 LOS with Current Projects

This information has been added to the FEIS as Appendix C-9, 1997 LOS with development applications to 1998.

Based on the City of Redmond's 1997 traffic counts for the Overlake Transportation Management District (TMD 5) the average intersection level of service, or the volume to capacity ratio, is 0.85. This average intersection level of service was calculated using a computer program called NCAP. The results from NCAP may not be directly comparable with the results from the Bellevue-Kirkland-Redmond (BKR) transportation model post processor that calculates average intersection level of service. The NCAP results do provide an average intersection level of service indication using actual intersection traffic counts.

The level of service calculations in the table in Appendix C-9 do not include all of the transportation facilities that will be provided by the applicants. When those improvements are included, it is believed that the Overlake Transportation Management District will meet the level of service standard set for that district.

4. Mode Split

The mode split values used in the forecasting process were derived using the BKR Transportation Model, and resulted in a 1995 mode split of 12 percent and a 2010 Baseline mode split of 19 percent for the BROTS study area. The discussion in Section 4.7.4 reports data that were collected through requirements of the Commute Trip Reduction (CTR) laws. The CTR data cover "affected" employees, which is approximately 44 percent of total employees in the study area, and indicates that 21 percent of these employees used non-SOV modes in 1995. To match the 1995 mode split factor of 12 percent (derived using the BKR model), the "non-affected" employees would need to have a mode split factor of five percent. Thus, the BKR model is reasonably estimating 1995 mode split in the BROTS study area.

CTR data can be expected to have errors and distortions, as any survey of this type will have. The surveys are completed by employees, not the employer. Even with errors and distortions, the CTR surveys provide a reasonably accurate portrayal of the mode split that is occurring at affected employers.

The mode split values used in the travel forecasts were based on the BKR Transportation Model and 2010 Scenario 1 (Baseline). Compared with current mode split values in other parts of Bellevue and Redmond (Bellevue CBD, for example), it appears that the 19 percent study area average is realistic. The mode split factors used in modeling include all non-SOV trips: transit, carpooling, bicycle, and walking. The Bellevue CBD had a 1995 mode split of 24 percent and downtown Redmond had a 1995 mode split of 16 percent. With the development that is forecast for 2010/2012 and the anticipated improvements in non-SOV modes, it is reasonable to believe that a mode split factor of 19 percent for the BROTS study area is appropriate for this study. Some MMAs and TMDs would be more than 19 percent (i.e. Overlake - 22 percent). The project Technical Advisory Committee made the decision to use the 19 percent mode split level for all six 2010/2012 scenarios evaluated, to remain somewhat conservative, with respect to the level of travel by non-SOV modes.

5. Trip Cap

The discussion of the proposed Trip Cap has been expanded in Section 4.8.1.2 to address the comments the Bellevue Department of Community Development raised and measures that have the potential to minimize those potential impacts.

The Redmond Department of Planning and Community Development disagrees that effective implementation of the trip cap requires regulating both floor area ratios and trips. They believe the measures described in the FEIS and monitoring the Overlake area will provide for effective implementation.

6. 152nd NE Overpass

All of the BROTS scenarios, except Baseline (Network A) included an SR 520 overcrossing in the vicinity of 152nd Avenue NE. Some alternatives had the overcrossing on the NE 31st Street alignment, with access provided to 152nd Avenue NE. Thus, there is no direct comparison of "with and without" the 152nd Avenue NE overcrossing. An additional run of the model would be required to answer the question raised.

7. 1995 Data

The traffic model was calibrated based on 1995 data. This was the latest calibration when the BROTS Update was started in late 1995. Once calibrated, the model can reliably be used to forecast future travel.

8. Future Infrastructure

The FEIS states in several sections that the current traffic conditions are near the LOS standards for the TMDs and MMAs covered by the BROTS Update (see Table 4-16). Under the No-Action Alternative, future conditions worsen. In some districts, the average LOS exceeds the standard (see Table 4-19). Without additional traffic mitigation including possible new infrastructure, the ability to allow future development without exceeding the adopted LOS standards is limited.

9. Bridal Trails Signal Analysis

The City of Bellevue calculates level of service for each of the Management Mobility Areas by averaging the LOS at selected signalized intersections in the Management Mobility Area. For the Bridle Trails Management Mobility Area, only one signalized intersection exists and thus only one intersection is counted. Currently, NE 24th St./Northup is signalized. The volume/capacity ratio at this intersection is 0.74.

If the intersection at NE 40th/140th Ave. became signalized, this signalized intersection as well as other signalized intersections in Bridle Trails would be averaged to determine the level of service for the Bridle Trails MMA.

10. SR 520 Access at 130th

The City of Bellevue is currently conducting a study entitled, SR 520: Bel-Red Area Improved Access Project. The purpose of this project is to improve mobility in the Bel-Red area by providing access to/from the east on SR 520. This study will address in detail the impacts on roadways, land use and the environment.

The original BROTS recommended that the new access ramps be located at 130th Avenue NE. The project is partially funded in the City of Bellevue Capital Investment Program and is listed

as a baseline project. For purposes of modeling transportation improvement alternatives, the SR 520 Improved Access Project was located at 130th Avenue NE.

On December 8, 1997, the Bellevue City Council passed a resolution directing staff to provide environmental analysis of three SR 520 interchange design alternatives. Two of the three design alternatives to be studied are located at 124th Avenue NE. The third alternative is located at 130th Avenue NE.

An Environmental Impact Statement is being prepared that examines all three alternatives, plus a no-build action alternative. The DEIS is expected to be completed in Spring 1999. In Fall 1999, the FEIS will be completed and a preferred alternative will be approved by the City of Bellevue, Washington State Department of Transportation and the Federal Highway Administration.

No recommendation has been made by the City Council regarding the location of the SR 520 Access ramps. The FEIS refers to the SR 520 Access ramps in Section 3.3.1. Table 3-2 lists the project as Project 14.0 and identifies the project as a funded project in the 6-year Funded list. For purposes of modeling only, the location of the SR 520 Access ramps was identified at 130th Avenue NE.

The FEIS has additional analysis of the changes in volumes and LOS due to locating the SR 520 ramps at 124th Avenue NE rather than 130th Avenue NE in Section 4.8.3.7.

11. Revise Table 4-24

Table 4-24 and accompanying text has been revised, as suggested.

The land use impacts discussed and shown in Table 4-24 were those that were identified by the TAC and reviewed by the TRG. Unsignalized intersection LOS for major intersections is included in the FEIS Technical Appendix. P.M. peak hour traffic volumes for 1995, the 2010 No-Action Network, and the 2010 Preferred Alternative are included on Figures 4-6, 4-10, and 4-13, respectively, as well as being summarized in Table 4-20.

12. Project 60.0

Project 60.0, construction of a collector on a NE 18th/NE 16th Street alignment, between 120th Avenue NE and Bel-Red Road , was included in the No-Action Alternative. Following evaluation of estimated traffic volumes with Project 60.0, the project was deleted by the Technical Advisory Committee and was not included in any other scenario (the TRG did not suggest its further evaluation). The project received no further consideration because it did not divert sufficient traffic from other arterials, and because of its high cost and significant environmental impacts.

13. 140th Capacity

The statement has been revised to clarify that the capacity increase mentioned is on 140th Avenue NE.

14. Overlake Traffic and NE 40th Street

The text in section 4.8.3.2 has been revised to state that increased density in land use in Overlake has increased p.m. peak hour volumes for NE 40th Street.

15. Unsignalized Bridle Trails

There is no intent to imply that something should be done at these intersections or at 140th Avenue NE/NE 40th Street. If there are no changes in geometry or traffic control at the intersections, they will continue to operate at LOS F in the future if the preferred land use and roadway network are implemented.

The intersection of 140th Avenue NE/NE 40th Street has been added to the list of unsignalized intersections in Section 4.8.2.5. This intersection was inadvertently left off the list. Signalization of 140th Avenue NE/NE 40th Street was recommended by city staff. The staff recommendations have not been included as a part of the TRG recommendations.

16. Unsignalized LOS F

The unsignalized intersections in question operate at LOS F, now and in the future due to regional traffic and a network that is saturated with respect to level of service.

17. NE 24th Street/130th Avenue NE

Signalization of NE 24th Street/130th Avenue NE and NE 24th Street/134th Avenue NE is not proposed. Thus, the impacts of signal spacing were not evaluated.

18. Staff Recommendations

Level of service analysis was performed on the staff recommended projects. The FEIS states that the additional southbound through lane is to address p.m. peak hour conditions. Traffic volumes in 2010 are expected to increase, which will result in the need for additional capacity at 140th Avenue NE/NE 24th Street. More detailed analysis of the impacts of the proposed facilities can be performed through a corridor study. The corridor study can address whether the proposed projects will improve safety, reduce driver frustration, improve travel time and the impacts to the residential and business communities. Bellevue staff propose performing a corridor study before the projects are constructed.

Existing traffic conditions as well as projected traffic volumes for 2010 have prompted Bellevue Transportation staff to propose safety improvements for 140th Avenue NE. The major reason for

proposing the projects to address vehicle and pedestrian safety. Currently, there are no sidewalks along 140th Avenue between NE 24th Street and the City limits. The proposed widening of 140th Avenue NE will not increase capacity. The proposed improvements include a three-lane configuration which includes a middle turning lane.

19. SR 520/148th

Two BROTS projects improve the SR 520/148th Avenue NE interchange. Project 68.0 would add an auxiliary northbound lane between the east to north off-ramp and the north to west on-ramp. Project 28.0 would: (1) add a third southbound through lane on 148th Avenue NE, which would feed into the south to west on-ramp and (2) add a second westbound to southbound left turn lane on the westbound off-ramp.

20. Table 3-1

Staff have reviewed projects in question and have verified that these projects were listed in the 1994-2005 TFP. This was the TFP used at the time the study was developed. In 1996, Bellevue's TFP was revised and these projects were removed.

It is correct to say that the original BROTS plan included an interchange at NE 31st.

21. NE 31st

The NE 31st Street interchange is included in Table 3-1, as Project F-2, add an eastbound off-ramp at 148th Avenue NE that extends to NE 31st Street. This project was eliminated in favor of the NE 40th Street interchange.

22. NE 29th Place

The proposed addition of NE 29th Place will increase traffic at the intersection of NE 24th Street and 140th Avenue NE. The NE 29th Place extension is part of a series of projects designed to help relieve traffic congestion at 148th Avenue NE/SR 520 Access ramps. Projects 28.0, 46.2 57.2 and 25.2 are meant to be built together to provide an alternative travel route between the Bel-Red commercial area and Overlake.

Project 57.2 proposes to widen NE 24th Street to four lanes from east of NE 29th Place to 140th Avenue NE. The facility will provide two westbound lanes, one eastbound lane, and a two-way left turn lane. Project 25.2 adds a second westbound left turn lane at NE 24th Street/140th Avenue NE.

These proposed improvements are intended to facilitate the flow of traffic from 148th Avenue, through NE 29th Place to 140th Avenue. Most of the traffic will be traveling to the Bel-Red commercial area and thus will be going south through 140th Avenue NE.

The adjacent wetlands east of NE 24th Street and 140th Avenue are required to be protected through Bellevue's environmental guidelines. During the project development, the project will undergo environmental review. During environmental review, issues such as impacts to adjacent wetlands will be addressed. During the development of the DEIS, impacts to adjacent wetlands were not identified as an issue. However, page 4-120 in the BROTS Update DEIS does state that:

> "There is a strong likelihood that numerous smaller wetland exist throughout the study area. These areas may range from regularly mowed, low, wet areas in backyards and parks to relatively undisturbed seeps along the banks of the many small streams and drainages within the study area. While individually these areas may be small, their cumulative ability to provide wildlife habitat, storm water and floodwater storage and alteration, and groundwater exchange should not be overlooked."

During the design phase of the specific project, the issue of impacts to wetlands will be addressed. This includes the NE 29th Place Extension project.

23. Peak-Hour Traffic Volumes

The traffic models used in the analysis are based on a peak hour period even though actual traffic volumes may be heavy during other periods of the day. The intent of the models are to identify and describe traffic during the worst case scenario.

C. Mitigation

1. Monitoring Program

The FEIS discusses the need for a monitoring program in Section 4.8.3.8 and recommends such a program in Section 4.8.4.2. The Cities will develop the detailed program during implementation of the ONP and BROTS Update.

2. Impact Fees

The two cities are willing to discuss the potential for including SR 520 improvements in their impact fee systems. Historically, Redmond has collected fees from development for state transportation facilities such as the SR 520/202 Interchange.

3. TransLake

The Lead Agencies acknowledge that the TransLake Study is charged with identifying a set of reasonable and feasible solutions to improving mobility across Lake Washington. Both Bellevue and Redmond are actively participating in the TransLake Study.

The TRG recognized that the role of principal arterial highways is to connect cities and regional centers. One of the TRG's key principles was that regional traffic should be on regional facilities. The TRG hopes to channel traffic between Redmond, Bellevue, and Seattle to SR 520.

4. Traffic Calming

The FEIS contains additional discussion of traffic calming mitigation measures in Section 4.8.4.2.

5. Speed Limits

Speed limits are established through speed studies conducted by the Redmond Department of Public Works. In a speed study, the speed of vehicles using 148th Avenue NE is determined. The speed limit is set using this data, by calculating the speeds in the 85th percentile (the speed at which 85 percent, and fewer, of the vehicles travel on 148th Avenue NE). The speed limit is set using this calculation.

IV. OTHER ELEMENTS

A. Air Quality

1. Additional Study

The FEIS contains a supplemental air quality analysis where the Preferred Land Use of 15.4 million square feet of non-residential space was modeled using the No-Action Alternative traffic scenario of Network B. The results are discussed in Section 4.10.4 and in Appendix D-3.

The transportation activity air quality conformity process established by Chapter 173-420 WAC provides for the review of transportation facilities to determine if they comply with relevant state and federal air quality requirements. Since the potential air quality impacts of the preferred alternative result from traffic using the proposed transportation facilities, and not emissions from the various land uses, the transportation activity air quality conformity process is a mitigating measure that applies both to the traffic that results from growth and the proposed transportation facilities.

B. Water Supply

1. Adequacy

As to water, a question exists as to whether the existing and planned water storage facilities will be adequate to serve Overlake at buildout. The City of Redmond reviews each development to ensure that the water supply system and water distribution system is adequate to serve the

development. Redmond is also preparing a new water system plan to address water supply issues in Redmond and in Overlake.

C. Sewer Facilities

1. Projected Flows

In projecting sewer flows, Redmond's recently adopted *General Sewer Plan* used the flows that would result from the higher of the floor area ratios (FARs) examined during the Overlake Neighborhood Plan planning process. So, the planned flows can accommodate the development proposed by the Overlake Neighborhood Plan.

D. Water Quality - Lake Sammamish

1. Impervious Surface

The FEIS concludes that there will be new impervious surface generating additional runoff under the Preferred Alternative but that the amount will not create significant impacts due to the implementation of project specific stormwater controls.

2. Drainage Regulations

Policy N-OV-69 encourages redevelopment that meets community goals. An important community goal is reducing damage from stormwater to streams and other aspects of the natural environment. See, for example, proposed policy N-OV-2, which requires the protection of streams and receiving waters from erosion and other adverse impacts. The streams that receive runoff from Overlake can only accommodate the predevelopment flows before being eroded and suffering other adverse impacts from increased stormwater. By requiring drainage controls based on predevelopment levels in redevelopment projects, damage to streams will be reduced over time and the environment will be protected. Redevelopment projects that include such drainage controls will meet community goals and therefore comply with policy N-OV-69.

E. Noise

1. Noise Analysis

A noise analysis was provided in Section 4.11 of the EIS.

6. Distribution List

6.1 Federal Agencies

US Environmental Protection Agency (USEPA)
US Army Corps of Engineers

6.2 State Agencies

Commission to Washington State Utilities and Transportation
Washington State Department of Trade and Economic Development
Washington State Department of Ecology and GMA Coordinator, Environmental Review Section
Puget Sound Waster Quality Action Team
Washington State Ecological Commission
Washington State Parks and Recreation Commission
Washington State Department of Fish and Wildlife
Washington State Department of Natural Resources
Washington State Department of Community Development
Washington State Department of Financial Management
Washington State Utilities and Transportation
Washington State Department of Transportation
Washington State Department of Transportation Office of Urban Mobility
Washington State Department of Social and Health Services
Washington State Department of Corrections
Washington State Interagency Committee on Outdoor Recreation
Washington State Department of Health
Washington State Superintendent of Public Instruction

6.3 Regional Agencies

Puget Sound Air Pollution Control Agency
Seattle-King County Economic Development Council
Puget Sound Regional Council
Bellevue School District
Lake Washington School District
King County Department of Natural Resources, Water Pollution Control Division

6.4 King County Agencies & Office

King County Department of Parks and Cultural Resources
King County Department of Development and Environmental Services
King County Department of Transportation

6.5 Neighboring Cities

Kirkland
Issaquah
Woodinville

6.6 Bellevue and Redmond Departments

A copy was provided to all Bellevue and Redmond departments

6.7 Utilities & Services

Northwest Pipeline Company
Puget Sound Energy

6.8 General Interest Groups

CARE, (Civil Action, Redmond Environment)
East Lake Washington Audubon Society
Redmond Chamber of Commerce
League of Women Voters
Muckleshoot Indian Tribe
Snoqualmie Tribal Council

6.9 Libraries

Municipal Research Center Library
King County Library System
Redmond Library
University of Washington Library
Bellevue Library
Kirkland Library

6.10 Newspapers

Eastside Journal
Seattle Times
Seattle Post-Intelligencer
Kirkland Courier Review

7. Glossary

7.1 Glossary

adverse impacts	The highest height, expressed in feet above sea level, of the level of floodwaters occurring in the regulatory base flood.
chlorophyll *a*	Measure of algal concentration.
density	Measurement of households, housing units or jobs for a given land area.
drainage area	An area in which surface runoff is concentrated into a particular stream.
erosion	The wearing away of the land surface by water, wind, ice and gravity. Lands are susceptible to varying degrees of risk of erosion based on a combination of slope, soil characteristics, and exposure to wind or water.
flood plains	The area that is likely to be covered with water during a given frequency of flooding. The 100-year floodplain is the area with a 1% chance of being flooded in any given year. The total area subject to inundation by the base flood.
impermeable	A surface preventing the passage of water.
infiltration/inflow	The flow of water into soil material. It is also used to describe the process of storm water inflow into a sanitary sewer system.
land uses	[Defined in ONP Existing Conditions Report.]
Level of Service (LOS)	A method of assessing roadway traffic conditions.
MMA	Mobility Management Area
mitigation	Mitigation includes: avoiding an adverse impact by not taking a certain action or parts of an action; minimizing adverse impacts by limiting the degree of magnitude of the action and its implementation; rectifying an adverse impact over time by preservation and maintenance operations during the life of the action; and compensating for adverse impacts by replacing or providing substitute resources or environments. (WAC 197-11-768)
mode	A method of travel such as transit, automobile, or bicycle.
mode split	The shares of method of travel.
multi-modal	Two or more modes or methods of transport.
node	Clustered in a specific location.
phosphorus	Nutrient which stimulates plant growth.
pollutants	A contaminant that adversely alters the physical, chemical or biological properties of the environment.

preferred alternative	The CAC Recommended Land Use (15.4 million square feet of commercial space) together with the TRG Recommended Network (Network E).
riparian corridors	A sensitive area that includes a vegetation community integrated with the water course ecosystem which provides food, shelter, breeding, and rearing areas for aquatic and terrestrial animals and birds.
Secchi disk transparency	Measure of water quality.
TAZ	Traffic Analysis Zones
TMD	Transportation Management District
transitional design	Focuses on building and site design to minimize impacts on nearby uses.
transitional uses	Limiting uses abutting or near sensitive uses to those with less potential adverse impacts.
transitional zoning	Technique of placing the zone with less impacting uses between a zone with sensitive uses and a zone with uses that generate more impacts.
transportation network	The network of roads, railways, transit, and pedestrian ways.
wetland	Areas inundated or saturated by surface or ground water at t frequency and duration sufficient to support, and that under normal circumstances, do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non wetlands sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, waste water treatment facilities, farm ponds, and landscape amenities. However, wetlands include those artificial wetlands intentionally created to mitigate the conversion of wetlands.
zone	Refers to a zoning district, an area mapped on the official zoning map that regulates the uses that can occur in that area.

8. List of Acronyms

8.1 Acronyms

BMPs	Best Management Practices
BROTS	Bellevue-Redmond/Overlake Transportation Study
CAC	Citizen Advisory Committee
CIP	Capital Improvement Program/Plan
Corps	U.S. Army Corps of Engineers
EIS	Environmental Impact Statement
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
GMA	Growth Management Acts of 1990 and 1991, as amended
HOV	High Occupancy Vehicle
HPA	Hydraulic Project Approval
LOS	Level of Service
MG	million gallon
MMA	Mobility Management Area
ONP	Overlake Neighborhood Plan
SEPA	State Environmental Policy Act
SR	State Route
TAZ	Transportation Analysis Zone
TFP	Transportation Facility Plan
TIP	Transportation Improvement Plan
TMD	Transportation Management District
TRG	Transportation Review Group
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WDOE	Washington Department of Ecology
WQS	Sensitive Lake Protection Standards (Water Quality Standard)

9. Development Regulations

Overlake Neighborhood Plan
Planning Commission Recommended Development Regulations

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Introduction

This is the City of Redmond Planning Commission recommended Overlake Neighborhood Plan Development Regulations. These regulations were written to implement the vision and policies of the Overlake Neighborhood Plan. They consist of the following major parts.

- A new Retail Commercial (RC) zone is added to the existing Commercial Zones in Redmond Community Development Guide Chapter 20C.50. This zone will be applied to the retail trade and office area in Overlake, principally south of SR 520. It is also shown on the Zoning Map.

- A new Overlake Business and Advanced Technology (OV) zone is added to the existing Business, Manufacturing and Industrial Zones in Chapter 20C.60. It is applied to the employment areas of Overlake. It is also shown on the Zoning Map.

- The Overlake Business and Advanced Technology zone includes Convenience Commercial Clusters to provide retail and service uses to serve the employees in the Overlake Business and Advanced Technology zone. The pre-designated Convenience Commercial Clusters are shown on the zoning map.

- The proposed Zoning Map is on page 9 - 50. The proposed Zoning Map only covers the employment and retail trade areas of Redmond's Overlake Neighborhood. The zones applied to the purely residential areas of Overlake are not being amended.

- An Overlake Neighborhood Trip Cap that will allow development greater than that allowed by the floor area ratios (FARs) in the Retail Commercial and Overlake Business and Advanced Technology zones. FARs are a method of limiting the amount of development on a particular piece of land based on the size of the property.

- New neighborhood specific regulations. These regulations include the following provisions:
  - Supplemental requirements for certain buffers in the Overlake Business and Advanced Technology zone.
  - Standards for duplexes, threeplexes, and fourplexes in the R-4, R-5, and R-6 zones of Overlake. These zones are primarily single-family residential zones and are applied to many of Overlake's residential areas.
  - Supplemental FAR and height Overlays for the Overlake Business and Advanced Technology zone.
  - Provisions for interjurisdictional review of development in Overlake by Bellevue and Redmond.
  - Regulations that implement the Overlake Neighborhood Planned Action. A planned action means that the environmental impacts of various developments have been analyzed and addressed in an environmental impact statement (EIS). If a planned action is adopted, development projects that meet certain standards will not have to go through separate SEPA review.

- New transitional regulations that have special provisions for development on the edges of more intense zones when they are located next to less intense zones. The purpose of these regulations is to reduce incompatibilities between uses in neighboring zones. If adopted, these regulations will apply citywide.

- New transit supportive development regulations that include requirements that encourage walking, biking, carpooling, vanpooling, and transit use. If adopted, these regulations will apply citywide.

The changes to Redmond's existing regulations are shown with side bars and underlines for additions and side bars and cross thoughts for deletions. The new sections are labeled as new chapter or new sections and are in plain text.

Two tables summarizing the Retail Commercial (RC) zone and the Overlake Business and Advanced Technology (OV) zone follow the proposed regulations. The tables are on pages 9 – 94 and 9 – 95.

20C.50 Commercial Zones

20C.50.10 General Provisions

20C.50.10-010 Purpose

~~(1)~~ The purpose of this chapter of the Community Development Guide is to provide for:

(1~~a~~) A well distributed system of community based retail, service, neighborhood convenience and regional based retail uses;

(2~~b~~) Land uses that~~which~~ meet the needs of local residents and attract regional populations;

(3~~c~~) Land areas within the City to meet the needs of commercial development.

20C.50.10-020 Summary Description

(1~~2~~) This chapter describes the intent and specific characteristics of commercial development that may take place in Redmond. The chapter begins with a description of the Neighborhood Commercial, General Commercial, and Retail Commercial zones, permitted land uses and site requirements. This chapter describes related regulations that~~which~~ affect development and use activities in these zones.

(2) Additional requirements are found in other chapters of the Community Development Guide such as parking (Chapter 20D.130 RCDG), outdoor storage (Chapter 20D.120 RCDG), landscaping (Chapter 20D.80 RCDG), design standards (Chapter 20D.40 RCDG), compatibility with neighboring zones (Chapter 20D.230 RCDG), transit supportive development (Chapter 20D.240 RCDG), limits on external effects of uses (Chapter 20D.250 RCDG) and developing in environmentally sensitive areas (Chapter 20D.140 RCDG) and shoreline jurisdiction~~areas~~ (Chapter 20D.150 RCDG). Area specific requirements for outside of the City Center can be found in Chapter 20D.70 RCDG. Procedures for development applications, administrative review and design review procedures, public hearings, and other procedural requirements are found in RCDG Subtitle 20F~~ of the Community Development Guide~~. The Comprehensive Plan ~~policies~~provides policy guidance for the location and development of these business and industrial activities as provided~~described~~ in RCDG Subtitle 20B. The Comprehensive Plan, Subtitle 20B, is published as a separate document.

20C.50.15 Commercial Zones

20C.50.15-010 Purpose

Commercial zones provide areas for the development and operation of retail and service businesses in support of community needs. These zones complement the Downtown City Center zones (Chapter 20C.40 RCDG). Mixed uses are encouraged in the commercial zones. Exclusive of the City Center zones and special design district zones, three types of commercial zones are established within the City. These include: Neighborhood

Commercial (NC), General Commercial (GC), and Retail Commercial (RC) as described in the following sections.

20C.50.15-020 Neighborhood Commercial (NC) Zone

The Neighborhood Commercial (NC) zone provides for small-scale shopping areas that offer retail convenience goods and personal services for the daily needs of nearby neighborhoods. When near business or manufacturing neighborhoods, NC zones also include business services to serve these neighborhoods. This zoning district is designed to reduce trips by providing convenient shopping. The allowed uses serve the neighborhood. Uses that tend to draw traffic into the neighborhood are not allowed. NC zones are located on transit routes and near pedestrian facilities and bike paths to encourage transit use, walking and biking. Each neighborhood commercial area is compact to prevent commercial strip development. Buildings are located so customers can walk from building to building to meet their daily needs. Neighborhood commercial sites are limited in size to keep them in scale with the neighborhoods they serve and nearby uses. In addition, high quality design and landscaping is used to make the area attractive, functional and to minimize negative impacts on nearby uses. Other measures, such as buffering requirements and limits on hours of operation, may be used to reduce impacts to nearby residences. Mixed-uses and above-ground-floor residential uses are encouraged. The decision to include Neighborhood Commercial Zones, their specific location, and size, are made during the neighborhood planning process.

20C.50.15-030 General Commercial (GC) Zone

The General Commercial (GC) zone provides for retail uses which are land intensive, serve travelers, or offer warehouse sales and sales of larger goods which are not well suited to the City Center zone or to the Overlake area. High quality design and landscaping are used to make these areas attractive, functional and to minimize negative impacts on nearby uses. While automobiles are accommodated by this zone, site and building design also encourage pedestrian, bicycle, and transit use. Complementary uses are encouraged to cluster together. Shared parking and accesses are encouraged. Residential uses are allowed in the upper floors of buildings through the General Development Permit process where negative impacts will not result.

20C.50.15-040 Retail Commercial (RC) Zone – Purpose

(1) The Retail Commercial (RC) zone provides a broad variety of retail commercial, service, professional office, and office uses to meet the needs of neighborhood residents, residents of other nearby areas, and nearby businesses. Residential uses are also encouraged in this zone. Residential uses are particularly encouraged along 152nd Avenue NE. Development is expected to accommodate automobiles, except where a site is located next to a Housing Emphasis Area or Green Street. The zone's development standards promote attractive development and an open and pleasant street appearance. Development is intended to be aesthetically pleasing and functional for motorists, transit users, pedestrians, bicyclists, and the businesses located in this zone.

(2) The Retail Commercial zone also includes a Housing Redevelopment Overlay. The purpose of the Housing

Policy LU-127, Commercial Designation, contains the policy basis for this zone. The Overlake Neighborhood Vision sets out the preferred future for the Retail Commercial zone in Overlake.

Redevelopment Overlay is to encourage housing production within a part of the Housing Emphasis Area well suited to housing and where redevelopment is likely to occur. The Housing Redevelopment Overlay expresses the community objective of including a substantial number of housing units in this area, either as part of mixed-use developments or in buildings used entirely for housing. The uses allowed in the Housing Redevelopment Overlay will help provide for compatibility with the permitted residential uses.

20C.50.20 Permitted Uses

20C.50.20-010 Purpose

The Commercial Land Uses chart indicates where categories of commercial land uses may be permitted and the associated review process for those uses. Only commercial zones are included in this chart. Land uses not listed are prohibited unless otherwise provided by this Chapter. Further interpretation of permitted uses within these Zones may be obtained as defined in Section 20F.10.450, Interpretation and Conflicts or its successor. Land uses are also subject to the requirements described in any footnotes contained within this chart.

20C.50.10-020 Allowed Uses

(1) The symbols used in the chart represent the following:

P Permitted Use.

G Allowed conditional use, requiring a General Development approval.

S Allowed conditional use, requiring a Special Development approval.

(2) Procedural requirements related to the General and Special Development Permit processes are described in RCDG Subtitle 20F.

(3) Uses similar to those listed may be established as permitted or conditionally allowed through the interpretation procedure in the RCDG SubTitle 20F., Administration and Procedures ~~Chapter, 20F~~. In determining whether a use should be permitted, the Administrator shall refer to the purpose statements found in RCDG~~Section~~ 20C.50.10-010, *Purpose*, RCDG Division 20C.50.15, *Commercial Zones*~~05 above~~, and the latest issued version of the *Standard Industrial Classification Manual.*

20C.50.20-0320 Permitted Land Uses in Commercial Zones

Commercial Zones Permitted Land Uses Chart

	NC	RC	Housing Re-develop-ment Overlay	GC
Housing				
Residential Mixed Use[1]	P	P	P	P
Residential Multi-Family, four or more housing units per building		P	P	
Cultural, Entertainment, and Recreation				
Cultural Facilities (Libraries, Museums, Galleries)	G[2,8]	P	P	
Nature Exhibits, Zoos, Aquariums, Botanical Gardens		G	G	
Adult Entertainment Facilities[3]				
Indoor Public Assembly and Entertainment: Including theaters, conference centers, arenas, auditoriums, skating rinks, video arcades. Does not include Adult Entertainment Facilities.		P		P
Outdoor Public Assembly: Including amusement, fairgrounds, swap meets		S		
Athletic/Fitness Centers	P[2,8]	P	P	P
Private and Public Parks and Open Space	P	P	P	P
Wholesale and Retail Trade				
Building Materials and Garden Supplies, Hardware Centers (with gross floor area less than 75,000 square feet)		P		P
Regional Retail/Wholesale (with gross floor area over 75,000 square feet)		S		P[4]
General Merchandise, Apparel and Accessories, Miscellaneous Retail, including used merchandise stores not otherwise listed with less than 75,000 sq. ft. of gross retail floor area.		P	G	P
General Merchandise, Apparel and Accessories, Miscellaneous Retail, including used merchandise stores not otherwise listed with 75,000 sq. ft. or more of gross floor area.		P		P
Food Stores, Grocery Stores and Drug Stores (and other accessory retail uses)	G	P	P	P
Bakeries, Coffee Shops, Florists, Video Stores, and similar retail uses	P[2,8]	P	P	P
Factory Outlets – retail				P
Factory Outlets – retail (with gross floor area of less than 75,000 sq. ft. total for the development).		G		P

Commercial Zones Permitted Land Uses Chart (Continued)

	NC	RC	Housing Re-development Overlay	GC
Eating and Drinking Establishments (sit-down and/or carry-out) (No drive through)	P[2,8]	P	P	P
Eating and Drinking Establishments with Drive-through Service		P		P
Taverns, Brewpubs		P	P	P
Outdoor Produce Stands (Does not include those authorized as temporary uses)	P	S	S	P
Retail Vehicle Fuel Sales, with or without Mini-Mart (Gas Stations)[5,6]	G	P		P
Carts and Street Vendors[7]	G	P	P	
Auto and Marine Parts & Accessories	P[2,8]	P		P
New and Used Vehicle Sales		S		G
Manufactured Products				
Printing, Publishing, Graphic Arts[8]		G		
Crafts, Handcrafted Stone, Clay, Glass Products with associated retail		P		P
Services				
Commercial/Industrial Photography, Cinematography, Video Production[9]		P	S	P
Finance, Insurance & Real Estate, Banks, Savings and Loans, Title Offices, Real Estate Sales and Brokerage	P[2,8]	P	P	P
Personal Services: Laundry and Dry Cleaning, Barker and Beauty Salons, Travel Agencies	P[2,8]	P	P	P
Business Services: Computer Rentals, Mailing Centers, Copy, Fax, Telework Centers		P	P	P
Professional Services: Physicians, Out-Patient Clinics, Dentists, Social Services, Architects, Engineers, Accountants, Attorneys		P	P	P
Funeral Homes and Related Services		P		P
Veterinary Offices and Hospitals	G	G		P
Kennels, Animal Shelters[10]				P
Day-Care Centers[11]	P[2,8]	P	P	P
Rental Storage and Mini-Warehouses[12]				P
Rental Services: Furniture, Tools, and Equipment		S		P
Vehicle Rentals: Autos, Trucks, Trailers, Recreational Vehicles[13]		S		G[14]
Auto and Boat Service[13]		S		G
Hotels and Motels		P	P	P

Commercial Zones Permitted Land Uses Chart (Continued)

	NC	RC	Housing Re-develop-ment Overlay	GC
Hospitals and In-Patent Clinics		P	S	
Long-Term Care Facilities and~~,~~ Residential Care Facilities		P	P	
Government Services (excluding Maintenance Shops)	P[2,8]	P	S	P
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade[15]		P	S	
Churches, Temples, Synagogues with 750 and fewer seats and related activities and uses[16]		P	P	
Churches, Temples, Synagogues, and related activities and uses with more than 750 seats[16]		P		P
Charitable, Social, Professional and Labor Organizations		P		
Transportation, Communication and Utilities				
Transit Facilities: Taxi and Bus Stations, Park-and-Ride Lots, Transit Centers		P	S[17]	P
Commercial Parking Lots and Commercial Parking ~~and~~ Garages and Structures[18]		P	G	
Large Satellite Dishes/Amateur Radio Antenna(e)[19]	P	P	P	P
Broadcast and Relay Towers[19]	S	S	S	S
Wireless Communication Facilities[19]	P	P	P	P
Local Utilities	G	P	P	P
Regional Utilities	S	G	S	S

[1]Limited to upper stories in mixed-use structure.

[2]Hours of operation may be limited if residential uses are located in upper stories of the same building.

[3]See Adult Entertainment Regulations in RCDG 20D.20.10.

[4]Not allowed when abutting residential zones. Allowed if within or abutting non-residential zones with retail sales.

[5]Subject to aquifer protection and Sensitive Areas regulations.

[6]Gasoline stations are permitted only when three sides of the site contain non-residential zones.

[7]Subject to Special Use Criteria, RCDG 20D.170.35, *Carts and Street Vendors.*

[8]Limited to gross floor area of 5,000 square feet per establishment in mixed use or multi-tenant buildings only.

[9]On-site hazardous waste treatment and storage permitted provided that Washington State siting criteria (RCW 70.105) are met as determined by the Technical Committee.

[10]Subject to Special Use Criteria, RCDG 20D.170.15, *Animal Boarding*.

[11]Subject to Special Use Criteria, RCDG 20D.170.50, *Day-Care*.

[12]No business activities are permitted to operate from storage spaces.

[13]Subject to Special Use Criteria, RCDG 20D.170.20, *Auto, RV and Boat Sales*.

[14]Allowed only in conjunction with automobile sales.

[15]Limited to neighborhood-oriented functions such as primary/elementary schools, tutoring, and training centers. This footnote shall not apply to the Retail Commercial (RC) zone.

[16]Subject to Special Uses Criteria, RCDG 20D.170.4, *Churches, Temples and Synagogues*.

[17] Changes to existing transit facilities that do not increase their capacity or intensity of transit use shall be permitted uses.

[18]Street-level retail uses required in parking structures along street frontages. Commercial parking lots, commercial parking garages and commercial parking structures are prohibited from storing ~~Storage or~~ impounded, ~~ment of~~ abandoned, or damaged vehicles ~~prohibited~~.

[19]Subject to Special Uses Criteria, RCDG 20D.170.45, *Telecommunications Facilities*.

20C.50.25 Site Requirements for Commercial Zones

20C.50.25-010 Purpose

This division establishes the basic site requirements for the Commercial zones. These standards implement the Washington State Growth Management Act (RCW 36.70A), the Countywide Planning Policies, and Redmond's Comprehensive Plan, while also protecting Redmond's commercial areas from public nuisances, incompatible uses, and hazards.

20C.50.25-020 Chart of Site Requirements

(1) Purpose. RCDG 20C.50.25.120, *Site Requirements in Commercial Zones,* ~~This section~~ establishes the dimensional requirements for commercial development. The standards and rules shall be determined to be the minimum requirements, unless stated as maximum by this division~~section~~. The standards and rules are established to provide flexibility in project design, prevent fire danger, provide adequate access and circulation, reduce incompatibilities and prevent overloading of infrastructure due to the impacts of development.

(2) Explanation of Chart. RCDG 20C.50.25.120, *Site Requirements in Commercial Zones* ~~The Chart of Site Requirements~~ is arranged in table~~matrix~~ format. Development standards are listed down the left column and the commercial zones are identified across the top row. The matrix cells contain the minimum or maximum dimensional requirements of each zone. The footnotes identify particular requirements applicable to either a specific use or zone.

20C.50.25-030 Minimum Lot Frontage

(1) Purpose. The minimum lot frontage is designed to prevent congestion by allowing for onsite parking and to reduce public nuisances that result from an inability of emergency vehicles to access a building either because vehicles block the access or the lot is not wide enough to allow the effective use of fire trucks from the street.

(2) Requirements. Minimum lot frontage is the width of the lot which adjoins a public or private street, or access corridor.

20C.50.25-040 Building Setbacks

(1) Purpose. The purpose of front, street, side, and rear building setbacks is to help maintain the desirable character of the community, provide adequate light and air to all properties, and reduce incompatibilities such as excessive light and noise, prevent overloading of public infrastructure, and prevent public nuisances such as the danger of fire from buildings constructed too close to each other.

(2) Requirements

(a) *Measurement.* All setbacks shall be measured at right angles, or as near to right angles as possible, to the nearest property line in a plane horizontal to the ground. Front, side, and rear directions shall be determined as provided in paragraph (4) of this subsection.

(b) *Setback Exceptions.* Upon the presentation of a binding site plan, an approved site plan or a planned commercial development processed in accordance with Chapter 20F, setbacks may be modified as follows:

(i) Side setback distances may be modified to permit a zero side setback to accommodate clustering.

(ii) Front setbacks may be modified from private streets and access corridors, provided front setbacks are maintained from all public streets.

(iii) Setback exceptions may trigger additional requirements under provisions of the Uniform Building Code (UBC).

(c) *Improvements.*

(i) Improvements less than 30 inches above grade including decks, patios, walks and driveways are permitted in setbacks. Fences, landscaping, flagpoles, street furniture, transit shelters and slope stability structures are permitted in setback areas provided that all other applicable requirements are met. No other structures including accessory structures are permitted in setback areas.

(ii) Projections or Equipment. Attached or detached mechanical structures or equipment such as, but not limited to, electrical equipment boxes, heat pumps, air conditioners, emergency generators, and water pumps are allowed in a street setback. However, mechanical structures or equipment shall not be allowed in a required setback or buffer abutting a residential zone. Landscaping shall screen such structures. Where there is no alternative location and the equipment will generate no noise, electrical or utility equipment boxes may be located in a setback abutting a residential zone, but not a buffer.

(d) *Lot Orientation.* For the purpose of applying setback regulations, the following shall be applied: the front shall be toward the public or private street, or access corridor, from which the lot is addressed or which provides the primary access; the rear is opposite to the front or as nearly so as the lot shape permits; and the sides are ninety degrees to the front or as nearly so as the lot shape permits.

(e) *Private Streets and Access Corridors.* Setbacks from private streets and access corridors ~~must~~shall be met when the private street, or access corridor, serves more than two separate lots, except as provided by RCDG 20C.80.900, Subdivision Regulations - Lots for Building Pads.

(3) Setback from 152nd Avenue NE in the RC Zone and Setback on Green Streets.

(a) These setback standards apply to 152nd Avenue NE in RC Zone and all "Green Streets" outside the City Center zones. The standards may be modified by the zones in which the "Green Streets" are located. For the purpose of this subsection, 152nd Avenue NE in RC Zone shall be consisted a "Green Street."

(b) The setbacks along 152nd Avenue NE in RC Zone and all Green Street Streets outside the City Center zones, including the Housing Redevelopment Overlay shall be:

(i) Minimum Setback: 10 feet.

(ii) Maximum Setback: 20 feet.

(c) Standards for Applying Setbacks. At least 50 percent of the length of the ground level street-facing facade of the structure shall be within the maximum setback. Except as provided in this section, no structures are allowed within the minimum setback.

(i) 152nd Avenue NE in the RC zone or a Green Street. Where the site is adjacent to one Green Street, the requirements in RCDG 20C.50.25-040(3), *Building Setbacks*, shall be met on the Green Street.

(ii) Frontage on more than one Green Street or 152nd Avenue NE and a Green Street. Where the site is adjacent to more than one Green Street, the following shall apply:

(A) If two or more of the Green Streets or 152nd Avenue NE and a Green Street intersect, the requirements in Subsection 20C.50.25-040(3), *Building Setbacks*, shall be met along two of the intersecting Green Streets or 152nd Avenue NE and one Green Street. The requirements do not have to be met along the other Green Streets. The applicant may choose which intersection to use.

(B) If none of the streets intersect, the requirements in Subsection 20C.50.25-040(3), *Building Setbacks*, shall be met on 152nd Avenue NE or along one of the Green Streets if the property does not abut 152nd Avenue NE. In the event that the property does not abut 152nd Avenue NE, the applicant may choose which Green Street.

(iii) The maximum setback shall not apply to flag lots.

(4) Alternative maximum setback option for large retail developments on 152nd Avenue NE in the RC Zone or on a Green Street. For the purpose of this subsection, 152nd Avenue NE in RC Zone shall be consisted a Green Street.

(a) **Purpose.** The intent of these regulations is to allow deeper street setbacks for very large retail stores locating along Green Streets in exchange for a pedestrian and transit-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller commercial buildings close to the street and by creating an internal circulation system that is similar to a street to separate the parking area into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks.

(b) **Regulation.** A building with at least 75,000 square feet of floor area in retail sales uses shall be exempt from the maximum setback requirement of this section if all of the following requirements are met:

(i) Other buildings on the site have ground level walls within the maximum setback for at least 25 percent of the frontage on a Green Street and 152nd Avenue NE. For sites with frontage on more than one Green Street or 152nd Avenue NE and a Green Street, the regulations of RCDG 20C.50.25-040(3)(c)(ii), *Building Setbacks*, apply. These buildings shall be constructed before or at the same time as the large retail store.

(ii) Internal circulation system. An internal circulation system that meets the following standards shall be provided.

(A) Internal accessways that are similar to streets shall divide the site into parking areas no greater than 55,000 square feet each.

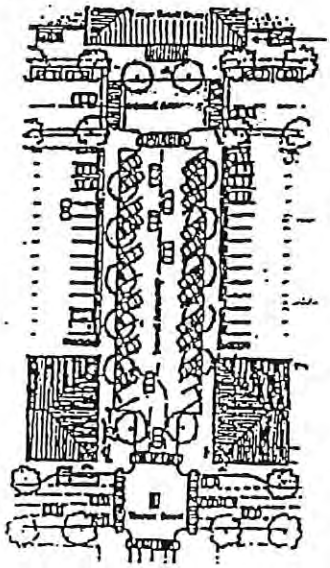
(B) One of the internal accessways shall connect to the Green Street at least once every 250 feet of frontage on the Green Street, unless the access cannot be allowed for traffic safety or capacity reasons.

(C) Each internal accessway shall have at least one auto travel lane, curbs, planting strips, and sidewalks on both sides of the accessway. Each sidewalk shall be at least six feet wide. Each planting strip shall be a minimum of four feet wide.

(D) Along each internal accessway that intersects a Green Street, the parking shall be provided between both sidewalks and the auto travel lanes. Parking shall not be allowed within 75 feet of the Green Street intersection, measured from the street lot line.

(E) Curb extensions that are at least the full depth of the parking bays shall be provided, as shown in Figure 1, at the intersections of internal accessways that have parking.

Figure 1
Internal Circulation System



20C.50.25-050 Maximum Lot Coverage - Structures and Total Impervious Surface

(1) Purpose. Maximum lot coverage of Structures and Impervious Surface helps to maintain community character by providing for green spaces, reduce adverse impacts from stormwater runoff, and reduce public nuisances such as increased flooding due to decreased stormwater infiltration and increased runoff.

(2) Requirement. Maximum lot coverage indicates the maximum percentage of the land that can be developed and covered with structures (including outdoor storage) and other impervious surfaces, such as parking lots, sidewalks, and plazas.

(3) Modifications. As part of an approved binding site plan, subdivision or planned commercial development the Technical Committee may allow increased maximum impervious surface limits on individual lots within a multi-lot development provided that the total amount of impervious surface for the entire development does not exceed that set forth by the Site Requirements Chart. If a modification is approved, the development shall be conditioned and recorded with the property's title to ensure compliance with the total impervious surface limits set by the Chart.

20C.50.25-060 Maximum Height of Structures

(1) Purpose. The maximum height of structures maintains Redmond's visual character and limits potential overburdening of related infrastructure. Shoreline height limits are established to protect habitat and the aesthetic resources of the shoreline while preserving views in shoreline areas.

(2) Requirements. Maximum height requirements set the limit measured from the finished grade above which structures shall not extend. Antennas, heating, cooling and ventilation equipment, and flagpoles, may exceed the height limit by not more than 15 feet. Please refer to Chapter 20A.20 *Definitions*, for measuring building height. For additional shoreline regulations, please refer to Chapter 20D.150, *Shoreline Regulations*.

20C.50.25-070 Allowed Residential Density

(1) Purpose. The allowed residential densities and minimum lot sizes maintain the desirable character of Redmond's commercial areas and prevent public nuisances that would result from overcrowding residential housing units within commercial areas~~uses~~ and overloaded and overused public facilities.

(2) Requirements

(a) For residential units located within the commercial zones, dwelling unit densities shall be determined as noted below. Other regulations in the Development Guide may reduce the number of dwelling units otherwise allowed in this chapter.

(b) To determine the allowed density for residential development in Commercial zones, please refer to the requirements of RCDG 20C.30.25-030(3*), Allowed Density Calculations*, found in the Site Requirements Division for Residential zones.

20C.50.25-080 Landscaped Areas

(1) **Purpose.** Landscaping is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. It also helps reduce stormwater runoff by providing a surface into which stormwater can percolate. Landscaping is required for all commercial and employment-zoned lands abutting R zoned lands to provide buffering and promote the livability of the residential lands.

(2) **Minimum landscaped area standards.**

(a) RCDG 20C.50.25-120 sets the required amounts of landscaped areas.

(i) The required landscaped areas shall be at ground level. For residential uses, up to one-half of the required landscaping may be at other levels if it is in a common area the residents are allowed to use.

(ii) The required landscaped areas shall comply with at least the L1, General Landscaping Standard, in RCDG 20C.50.25-080(2)(d), *Landscaped Areas.*

(iii) The required landscaping areas shall also comply with the applicable provisions of RCDG Chapter 20D.80 *Landscaping and Tree Protection.*

(iv) Up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities.

(v) Any required landscaping, such as for required setbacks or parking lot landscaping, applies towards the landscaped area standard if it meets the requirements of this section.

(b) Any parking lot adjoining 152nd Avenue NE, the sidewalk on which the Housing Emphasis Area is located, shall have a 10-foot wide landscaped area between the street and the parking lot. This area shall be landscaped in compliance with the L1, General Landscaping Standard in RCDG 20C.50.25-080(2)(d), *Landscaped Areas*. The landscaping shall allow people to see into the parking lot from 2½ feet to eight feet above the finished grade.

(c) **NC, RC and GC zones.** In the NC, RC and GC zones, the land between a building and a street shall be landscaped to at least the L1, General Landscaping Standard in RCDG 20C.50.25-080(2)(d), *Landscaped Areas*, or paved for use by pedestrians. Unless developed as a pedestrian plaza, paved areas for pedestrian use shall not exceed 14 feet in width. The landscaped area may be counted towards any minimum landscaped area requirements. Vehicle areas, including parking and driveways, and exterior display, storage, and work activities, if allowed, are exempt from this requirement but must comply with any other applicable landscaping requirements.

(d) L1 General Landscaping Standard. To be moved to Chapter 20D.80, *Landscaping and Tree Protection*, when that chapter is updated.

(i) Intent. The L1 standard is a landscape treatment for open areas. It is intended to be applied in situations where distance is used as the principal means of separating uses or development or landscaping is required to enhance the area in-between or where landscaped areas are provided for aesthetic purposes. While primarily consisting of ground cover plants including lawns, it also includes a mixture of trees, high shrubs, and low shrubs.

(ii) Required materials. The L1 standard has two different requirements for trees and shrubs. Where the area to be landscaped is less than 30 feet deep, the requirement is one tree per 30 linear feet. Where the area is 30 feet deep or greater, the requirement is one tree per 800 square feet and either four high shrubs or six low shrubs per 400 square feet of landscaped area. The shrubs and trees may be grouped. Ground cover plants shall fully cover the remainder of the landscaped area within three years. Lawns may be used as a ground cover.

(iii) Notwithstanding the provisions of RCDG 20F.10.60, *Legal Nonconformances*; tenant improvements which do not increase the area of a building shall not be required to comply with the requirements of this section (RCDG 20C.50.25-080, *Landscaped Areas*) provided there is no reduction in landscaped areas.

20C.50.25-090 Floor Area Ratio (FAR) Bonus for Residential Uses

(1) **Purpose.** The Floor Area Ratio Bonus is provided to encourage housing development within the Retail Commercial zone in Overlake. Overlake has a large number of jobs. Providing housing close to those jobs will help reduce automobile trips to and from Overlake by encouraging people to live close to work and walk, bike, and ride transit to and from work. This reduction in automobile trips will reduce traffic and its associated impacts. These impacts include noise, cut through traffic in residential neighborhoods, air pollution, water pollution, and energy consumption.

(2) **Bonus for Residential Uses.** Within the RC zone, the gross floor area of a building or part of a building used for residential purposes may be increased up the amount of gross floor area that would be allowed by the bonus in RCDG 20C.50.25-120, *Site Requirements in Commercial Zones*, without the requirement to purchase TDRs. The building area resulting from the bonus shall only be used for residential purposes. Residential purposes includes living areas, common areas used to access living areas, offices for the renting, leasing, or selling the housing units in the development, and recreational areas used exclusively by residents and their guests. The bonus may be used whether any of the floor area set by the "Maximum Floor Area Ratio without TDRs" is used for residential purposes. In addition to the bonus, the floor area of a building may be increased by purchasing TDRs up to an additional 0.05 FAR and this area can be used for either residential or non-residential uses.

20C.50.25-100 Ground Floor Windows

(1) **Purpose.** In the Commercial (NC, RC and GC) zones, blank walls on the ground level of buildings are limited in order to:

(a) Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;

(b) Encourage continuity of retail and service uses;

(c) Encourage surveillance opportunities by restricting fortress-like facades at street level; and

(d) Avoid a monotonous pedestrian environment.

(2) **Required amounts of window area.**

(a) In NC, RC and CG zones, exterior walls on the ground level that are within 30 feet of the street lot line shall meet the general window standard in Paragraph b below. However, on corner lots, the general standard shall be met on one street frontage only. The general standard shall be met on the street that has the highest street classification in the Comprehensive Plan's Arterial Function Classification and Street Plan, Map TR-7 or its successor and Table TR-7, Arterial Function Classification Summary or its successor. On the other street(s) the requirement is 1/2 of the general standard. If two or more streets have the same classification, then the applicant may choose on which street to meet the general standard.

(b) General standard. The windows shall be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units or to parking structures when set back at least 5 feet and landscaped to at least the L1 standard.

(3) **Qualifying window features.** Required window areas shall be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows shall be no more than 4 feet above the adjacent exterior grade.

(4) **Adjustments.** Public art may be considered for adjustments to the ground floor window provision. The Design Review Board, after consulting with the Redmond Arts Commission, will review the application to determine whether public art is appropriate at the location, taking into account the scale and character of the building and area. The budget, selection process, final artwork, and installation shall approved by the Design Review Board, after consulting with the Redmond Arts Commission, and follow any guidelines the commission may adopt. Legally binding provisions that run with the land shall be required to ensure the installation, preservation, maintenance, and replacement of the public art. The provisions, if acceptable, shall be approved by the Administrator and City Attorney and be recorded in King County's real property records.

20C.50.25-110 Pedestrian Standards

(1) **Purpose**. The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between the street and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

(2) **Standards**. The standards of RCDG 20C.50.25-110, *Pedestrian Standards*, apply to all development in Commercial zones. An on-site pedestrian circulation system shall be provided. The system shall meet all standards of this section.

(a) Required Connections.

(i) Connection to the Street. The system shall connect all adjacent streets to the main entrance. One of the connections should be no longer than the straight-line distance from the entrance to the closest sidewalk. It may not be more than 20 feet longer or 120 percent of that straight-line distance, whichever is less. Buildings or sites where all of the floor area is used for residential uses are only required to provide this connection to one main entrance.

(ii) Connection to Neighboring Uses. The system shall connect to all adjacent properties. The connections shall run to the property line and connect to paths or sidewalks on neighboring properties or to the likely location of connections on those properties. Where no connections exist on a neighboring property and extending a connection would create a safety hazard or it is not possible to determine the likely location of future connections on that property, the Administrator may enter into a legally binding agreement with the owner of the property being developed to construct the connection to the neighboring use when the property on which the use is located develops or redevelops. This agreement shall run with the land and be recorded in King County's real property records. Buildings or sites where all of the floor area is used for residential uses are only required to provide this connection to one main entrance.

(iii) Internal connections. The system shall connect all buildings on the site, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities.

(b) Materials.

(i) The circulation system shall be paved, and be at least 5 feet wide.

(ii) Where the system crosses driveways, parking areas, and loading areas, the system shall be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other equally effective methods. Striping does not meet this requirement.

(iii) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or another physical barrier. If a raised path is used the ends of the raised portions shall be equipped with curb ramps.

(iv) Lighting. The on-site pedestrian circulation system shall be lighted to intensity where the system can be used at night by the employees, residents, and customers. Lighting should be a height appropriate to a pedestrian pathway system.

20C.50.25-0120 Site Requirements in Commercial Zones

	NC	RC	GC
Commercial Zone Requirements			
Minimum Lot Frontage (in feet)	80'	30'	30'
Minimum Building Front-, and all Street Setbacks (in feet)	20'	15' except for 152nd Ave NE[1]	10'
Minimum Building Rear Setbacks (in feet)	10'[2]	0'[2]	0 [2]
Minimum Building Side Setbacks (in feet)	10'[2]	0'[2]	0[2]
Maximum Lot Coverage of Structures and Other Impervious Surfaces ~~(%)~~	75%	85%	75%
Minimum Landscaped Area/Landscaping Requirements	See RCDG 20C.50.25-080.	15 % of site area. See RCDG 20C.50.25-080.	See RCDG 20C.50.25-080.
Maximum Height (in feet)[3]	2 stories or 35' whichever is less	4 stories or 52'[4] whichever is less	2 stories or 35' whichever is less
Maximum Height in Shoreline Areas (in feet)	30'	30'	30'
Maximum Floor Area Ratio (FAR) without TDRs[5]~~3~~	NS	0.36	0.35
Maximum Floor Area Ratio with TDR[6]~~4~~	NS	0.41[7]	0.70
Floor Area Ratio (FAR) bonus for residential uses.[8]	NA	2.5[7]	NA
Ground Floor Window Standards Apply[9]	Yes	Yes	Yes
Pedestrian Requirements		Yes[10]	
Residential Uses in Commercial Zones~~Areas~~			
Maximum number of dwelling units per gross acre of site area.	12[11]	(See FAR bonus for residential uses above)	30

1 See RCDG 20C.50.25-040(3), *Building Setbacks.*

2 Setback shall be 10 feet if abutting a property in a residential zone. This setback shall be landscaped as required by Chapter 20D.80. RCDG, *Landscaping and Natural Screening* or its successor. Also see Chapter 20D.40 RCDG, Design Standards, for buffer requirements when adjacent to residential areas ~~and RCDG 20C.80.250, Landscaping, Natural Screening and Tree Preservation~~.

3 See RCDG 20C.230.30-020, *Maximum Height of Structures*, for maximum building heights in Transition Overlays.

4 See RCDG 20C.50.30-020(2)(b), *Mixed Use and Residential Development*, for a residential height bonus.

5~~3~~ All legal ~~conforming~~ lots are allowed the greater of either the maximum allowed FAR or 10,000 square feet of building(s)~~able area~~ provided~~given they can meet the~~ all other applicable site requirements are met. The purchase of TDRs shall not be required for the 10,000 square feet minimum building(s).

6~~4~~ Please refer to RCDG 20D.200.10 Transfer of Development Rights (TDR) Program, and RCDG 20C.50.30-050, Receipt of Development Rights in Commercial Zones.

7 Allowable development may be increased as provided for in RCDG 20D.210.60, *Overlake Neighborhood Trip Cap*. RCDG 20D.210.60, *Overlake Neighborhood Trip Cap*, may not be used in the Housing Redevelopment Overlay of the Retail Commercial (RC) zone.

8 The bonus may only be used for residential uses as defined in RCDG 20C.50.25-090, Floor Area Ratio (FAR) Bonus for Residential Uses.

9 See RCDG 20C.50.25-100, Ground Floor Windows.

10 See RCDG 20C.50.25-110, Pedestrian Standards

11 Residential uses allowed on upper floors.

20C.50.30 Special Commercial Zone Regulations

20C.50.30-010 Purpose

Special commercial requirements are intended to fulfill several purposes. First, this section identifies special requirements for development and uses within the Commercial zones. Secondly, this section provides references to other sections of the Community Development Guide which contain requirements affecting commercial developments. Finally, this section identifies how special programs may be implemented in these zones, such as the Transfer of Development Rights (TDR) program.

20C.50.30-020 Mixed Use and Residential Development

(1) **Allowed Uses.** ~~Mixed use~~Mixed-use development in commercial zones is allowed as indicated by the chart of Permitted Land Uses. Within the RC zone, freestanding multi-family residential buildings are also allowed and encouraged. Permitted uses in each zone may be developed within ~~mixed use~~mixed-use projects subject to the provisions of the Chart. Residential ~~mixed use~~mixed-use development is encouraged in the Neighborhood Commercial ~~and Retail Commercial~~ Zones so long as the residential portion of the project is located above the ground floors of buildings. Residential mixed-use development in the General Commercial Zone is allowed.

(2) **Housing Emphasis Area in the RC Zone.**

(a) Purpose. While both freestanding and mixed use developments are allowed in the RC Zone, the Overlake Neighborhood Policies identify a Housing Emphasis Area along 152nd Avenue NE. This area is intended to be the focus of housing in the RC zone. This section includes regulations to provide for housing in this area.

(b) Regulations.

(i) RCDG 20C.50.25-090, *Floor Area Ratio (FAR) Bonus for Residential Uses*, grants a bonus for housing in this area.

(ii) Height Bonus. This bonus applies to all properties zoned RC whether within or outside the overlay. For buildings that include housing in the second and higher floors, the maximum height shall be 5 stories and 60 feet, whichever is less. If the building includes housing in the second and higher floors and a pitched roof approved by the Design Review Board, the maximum height shall be 5 stories and 65 feet, whichever is less. These maximum heights shall supercede the maximum height in RCDG 20C.50.25-120, *Site Requirements in Commercial Zones.*

(iii) The Housing Redevelopment Overlay is applied to the part of the Housing Emphasis Area most likely to redevelop. Its use, setback, and other requirements are designed to make this area attractive to and compatible with residential uses.

The Overlake Neighborhood Vision and Policies N-OV-10 to N-OV-17 guide housing development in the Retail Commercial zone. The Design Standards also guide building and site design for housing in this area.

20C.50.30-030 Outdoor Storage

~~Complete~~ ~~R~~regulations for outdoor storage are ~~contained~~ in Chapter~~RCDG~~ 20C.120~~80.350~~, *Outdoor Storage and Service Areas.*

20C.50.30-040 Commercial Design ~~Guideines~~Standards

Design ~~guidelines~~ standards for Commercial development are provided in Chapter 20D.40 RCDG, *Design Standards*. Administrative procedures for Planned Commercial Development are in RCDG 20F.

20C.50.30-050 Receipt of Development Rights in Commercial Zones

(1) Procedures detailing how Commercial properties may receive a~~the~~ Transfer of Development Rights (TDR) from the sending areas are provided for ~~detailed~~ in Division 20D.200.10, *Transfer of Development Rights (TDR) Program*.

(2) Development rights may be used~~applied only~~ in GC and RC zones. Projects incorporating additional transferred development rights ~~must~~shall present sufficient documentation in the form of a deed of transfer as required~~described~~ in RCDG 20D.200.10-090, *Deed of Transfer of Development Rights*, and extinguishment document as required in RCDG 20D.200.10-100, *Extinguishment Document*, to demonstrate that the transfer has been finalized.

(3) The Transfer of Development Rights (TDR) ~~must~~shall meet all site requirements of the receiving zone except as provided for~~described~~ in RCDG 20D.200.10-120, *Use of Development Rights* ~~RCDG 20C.20A.328 which allows regulatory flexibility from public or private park land requirements, increased building height and/or additional parking.~~

(4) Within the RC zone, TDRs may be granted for pedestrian plazas that comply with the requirements of this subsection.

(a) To obtaining the TDRs, the pedestrian plaza shall meet the following requirements:

(i) The pedestrian plaza shall be adjacent to and open to a public street and sidewalk on at least one side.

(ii) The pedestrian plaza design shall allow people walking or driving by to see into the plaza from a height of 2½ feet to eight feet above finished grade. Lighting shall be included and allow people walking or driving by to see into the plaza at night.

(iii) The pedestrian plaza shall meet one of the following requirements:

(A) The seating area of a restaurant shall overlook the pedestrian plaza on at least one side. At least 25 percent of the restaurant wall abutting the pedestrian plaza shall be windows.

(B) A food, refreshment, coffee or espresso cart shall be located in the pedestrian plaza during at least half of each working day.

(C) The pedestrian plaza shall include a fountain of at least 100 square feet and children's play equipment.

(D) Any other feature that will provide equivalent or better surveillance of the pedestrian plaza.

(iv) The pedestrian plaza shall be open to the public during daylight hours.

(v) The portions of the pedestrian plaza not landscaped shall be surfaced in textured concrete, bricks, pavers, or similar or better material.

(v) Up to 25 percent of the pedestrian plaza may include lawns or ground covers. All landscaped areas that do not include lawns shall include trees. Tree wells shall not be included in the in this limit.

(vi) The pedestrian plaza shall have at least 30 percent of its area covered by trees. If the pedestrian plaza includes a covered area used for siting and other purposes, then the area covered by trees may be reduced to 15 percent of the pedestrian plaza.

(vii) The pedestrian plaza shall be located and designed so that wind within the pedestrian plaza does not interfere with its use for siting and similar activities.

(viii) Eighty percent of the plaza, outside of any covered area, should not be shaded during the hours of 10 a.m. to 2 p.m. in the winter, except by the trees within the plaza. If possible, the plaza shall have a southern exposure.

(ix) The pedestrian plaza shall include seating for at least twenty people. At least some movable chairs shall be included.

(x) The Design Review Board shall determine if the pedestrian plaza complies with the Design Review Standards.

(xi) The pedestrian plaza shall not be used by motor vehicles for any purpose, other than maintenance.

(xii) The pedestrian plaza shall not be bordered by a drive-in lane on any side.

(b) For each square foot of pedestrian plaza that the Administrator concludes meets the requirements of this section, not including any adjoining sidewalks, the Administrator shall grant the property owner one square foot of TDR.

(c) No more than two TDRs (which total 17,424 square feet of transferable space) shall be granted for any property or property in a common ownership under this subsection.

(d) The approved TDRs can be used for any purpose authorized by 20D.200.10-120, *Use of Development Rights*, or its successor. The pedestrian plaza shall be maintained and comply with this subsection for the life of the structure or use incorporating the TDRs.

(e) The TDRs granted under this subsection shall only be used on the property providing the pedestrian plaza or an adjacent parcel under the same ownership.

~~Additional parking may only be used in conjunction with a proposed project in the receiving areas.~~

20C.50.30-060 Exterior Light Regulations

(1) Purpose and Policies. All exterior illumination shall be consistent with Comprehensive Plan Policies NE-90 and NE 91 to minimize excessive glare and light trespass on neighboring properties.

(2) Requirements. Exterior lighting requirements are found in Chapter 20D.90 RCDG, *Lighting Requirements*. Additional lighting ~~design~~ requirements are found in Chapter 20D.40 RCDG, Chapter 20D.230 RCDG, *Transitions between Zones*, and Chapter 20D.250 RCDG, *Limitations on External Effects of Uses*.

(3) Plan. An exterior lighting plan shall be submitted with all development proposals showing lighting type, intensity, spacing, height of light fixtures, and provisions to minimize glare and light trespass onto nearby properties. Luminaire shields, or cutoffs, shall be used where lighting impacts may result on surrounding properties.

20C.50.30-070 Planned Commercial Development

Requirements are in Chapter 20C.60 RCDG.

20C.60 Business, Manufacturing and Industrial Zones

20.C.60.10 Purpose and Summary Description

20C.60.20-010 Purpose

The purpose of this chapter of the Community Development Guide is to provide for:

(1) Business and manufacturing employment opportunities for existing residents of the City and those in adjacent communities;

(2) Opportunities for office, research and development use to community and regional economic development goals in a manner consistent with the Comprehensive Plan;

(3) A variety of industrial uses, in limited and appropriate areas, to accommodate existing industries, and minimize adverse impacts to the environment and surrounding uses;

(4) Protection of residential and other uses from adverse impacts from office, manufacturing, and industrial uses;

(5) Protection of office park, manufacturing park, and industrial areas from other uses that may interfere with the purpose and efficient operation of those areas.

20C.60.20-020 Summary Description~~Intent~~

(1) This chapter describes the intent and specific characteristics of business and industrial~~y~~ development that may take place in Redmond. The chapter begins with a description of the business park, manufacturing and industrial zones, permitted land uses and site requirements. This chapter describes related ~~regulations which~~regulations that affect development and use activities in these zones.

(2) Additional requirements are found in other chapters of the Community Development Guide such as parking (Chapter 20D.130 RCDG), outdoor storage (Chapter 20D.120 RCDG), landscaping (Chapter 20D.80 RCDG), design standards (Chapter 20D.40 RCDG), compatibility with neighboring zones (Chapter 20D.230 RCDG), transit supportive development (Chapter 20D.240 RCDG), limits on external effects of uses (Chapter 20D.250 RCDG), and developing in environmentally sensitive areas (Chapter 20D.140 RCDG) and shoreline jurisdiction (Chapter 20D.150 RCDG). Additional requirements for specific neighborhoods outside the City Center can be found in Chapter 20D.70 RCDG. Procedures for development applications, administrative review and design review procedures, public hearings, and other procedural requirements are found in RCDG Subt~~T~~itle 20F~~ of the Community Development Guide~~. The Comprehensive Plan provides policy guidance for the location and development of these business and industrial activities as provided~~described~~ in RCDG Subt~~T~~itle 20B. The Comprehensive Plan, Subtitle 20B, is published as a separate document.

20.C.60.15 Business, Manufacturing and Industrial Zones

20C.60.15-010 Purpose

Business and manufacturing zones provide areas for the development and operation of a diversity of businesses and industries that serve as employers for the residents of the City and region. These zones provide land areas for office, high technology, research and development, warehouse operations, light industrial and manufacturing types of uses. Mixed uses are allowed in the business park and business and advanced technology areas. There are four business and manufacturing zones established within the City. These include: Business Park (BP) zone, Manufacturing Park (MP) zone, Industry (I) zone, and the Overlake Business and Advanced Technology (OV) zone as provided for~~described~~ in the following sections.

20C.60.15-020 Business Park (BP) Zone – Purpose

The Business Park (BP) zone provides areas to locate software development, research and development and associated offices and related manufacturing activities which have non-retail components. These areas complement commercial activities typically found in the City Center and have limited outdoor storage. Advanced technology and biotechnology businesses are encouraged in this zone. Manufacturing and wholesale distribution are allowed when it is conducted largely indoors. A mix of compatible businesses which provide technical consulting, personnel and productivity support services, as well as limited retail and service uses that support the above land uses are also allowed within the Business Park zone. This mix of business activities is intended to internalize vehicle trips and provide needed support services within close proximity to other Business Park uses. Service businesses that primarily serve the general public are prohibited. Limited residential uses (and associated increased building heights and floor area ratios) may be allowed in upper stories of buildings through Special Development approval.

20C.60.15-030 Overlake Business and Advanced Technology (OV) Zone – Purpose

The Overlake Business and Advanced Technology (OV) zone helps implement comprehensive plan policies calling for the creation of a high wage employment center to serve the region and an Advanced Technology Center at Overlake. The zone provides for advanced technology uses, research and development uses, corporate offices, compatible high technology manufacturing, distribution uses, and uses that serve these uses and nearby neighborhoods. The development standards provide for a low to moderate intensity of development to match the available public facilities, especially transportation facilities. Development standards also provide for attractive developments with significant areas of trees and open spaces. Development regulations to enhance compatibility between the uses in this zone and neighboring residential areas are also included. New development and redevelopment should encourage walking, biking, carpools, vanpools, and transit use. The mix of allowed uses is also intended to help reduce motor vehicle trips in the area.

Policy LU-131, Overlake Business and Advanced Technology Designation, contains the policy basis for this zone. The Overlake Neighborhood Vision sets out the preferred future for the Overlake Business & Advanced Technology

20C.60.15-040 Manufacturing Park (MP) Zone – Purpose

The Manufacturing Park (MP) zone is intended to provide areas for primarily manufacturing, and related research and development, wholesale, assembly and distribution uses. Uses that require significant space for indoor and outdoor storage of materials and equipment are also allowed. Offices are limited to those that support the primary uses noted above. Residential uses are not allowed. Retail sales of goods, materials, resources and products are allowed given that they are mined, extracted, assembled or processed on the property.

20C.60.15-050 Industry (I) Zone – Purpose

The Industry (I) zone allows manufacturing, research and development, industrial uses, mineral and resource extraction and processing, wholesale trade and distribution, and associated warehouse and storage activities. Existing uses and proposed development within the Industry zone shall assure protection of ground water quality through the application of performance standards, permit conditions, and all environmental sensitive areas regulations.

20C.60.20 Permitted Uses

20C.60.20-010 Purpose

RCDG 20C.60.20-030, *Permitted Land Uses in Business, Manufacturing and Industry Zones,* ~~The Chart of Permitted Land Uses indicates~~ lists the ~~types of~~ land uses permitted within each of the Business, Manufacturing Park and Industry zones. Uses requiring General and Special Development approvals are indicated. Footnotes at the end of the Chart provide further clarification.

20C.60.20-020 Allowed Uses

(1) The symbols used in the chart represent the following:

- **P** Permitted Use.
- **G** Allowed conditional use requiring General Development (GDP) approval.
- **S** Allowed conditional use requiring Special Development (SDP) approval.

(2) Procedural requirements related to the General and Special Development Permit processes are described in RCDG Subtitle 20F.

(3) Uses similar to those listed may be established as permitted or conditionally allowed through the interpretation procedure in RCDG Subtitle 20.F, *Administration and Procedures*. In determining whether a use should be permitted, the Administrator shall refer to the purpose statements found in RCDG Division 20C.60.10, *Purpose,* RCDG 20C.60.15, *Business, Manufacturing and Industrial Zones,* and the latest issued version of the *Standard Industrial Classification Manual.*

20C.60.20-0230 Permitted Land Uses in Business, Manufacturing and Industry Zones

Business, Manufacturing and Industry Zones Permitted Land Use Chart

	BP	OV	MP	I
Housing				
Residential Mixed-Use	G[1]	G		
Recreation and Entertainment				
Adult Entertainment Facilities[2]	P	P	P	P
Indoor Public Assembly: Arenas, Auditoriums, Conference Facilities		P		
Corporate Conference Centers accessory to primary business activity	P	P		
Libraries and Museums		S		
Athletic Clubs and Fitness Centers	P	G	P	
Public and Private Parks and Open Space	P	P	P	P
Wholesale and Retail Trade				
Wholesale Trade and Assembly	P	P	P	P
Eating and Drinking Establishments (Sit-down/Carry-out) in multi-tenant buildings[3]	P	P	P	S
Eating and Drinking Establishments (Sit down/Carry-out) in a convenience commercial cluster[4]		P		
Convenience retail commercial uses in a convenience commercial cluster[4]		P		
Retail Vehicle Fuel Sales (with or without mini-marts)[5]	S	S	S	
Manufacturing and Assembly Uses[5]				
Food and Kindred Products		S	P	P
Factory Outlets[6]		G	P	
Apparel and other Textile Products		S	P	P
Building Materials, including wood products, stone, glass and concrete products			P	P
Asphalt and Concrete Batch Plants and other outdoor processing operations[7,8]			G	G
Mining, Quarrying and other Extractive operations[8]				S
Furniture and Fixtures	S		P	P

Business, Manufacturing and Industry Zones Permitted Land Use Chart (Continued)

	BP	OV	MP	I
Paperboard containers and boxes	S	S	P	P
Printing, Publishing, and allied products	P	G	P	P
Pharmaceuticals, ~~and~~ Biotechnology Products and medical equipment and software provided large quantities of toxic materials are not used in the manufacturing process	P	P	P	P
Perfumes, Cosmetics and Similar Preparations		S	P	P
Fabricated Metal Products			S	P
Industrial and Commercial Machinery			S	P
Computer and Office Equipment	P	P	P	P
Advanced Technology: Computer Hardware and Software	P	P	P	
Electrical and Electronic Equipment and Components	G~~P~~	G	P	P
Aircraft Parts, Aerospace~~Guided Missile~~ and Space Vehicles and Parts	G~~S~~	G	G	P
Measuring, Analyzing and Controlling Instruments, Photographic, Medical, Optical, Watches and Clocks	P	P	P	P
Miscellaneous Manufacturing Industries			P	P
Incidental Hazardous Waste Treatment and Storage[9]	G~~S~~	G	P	
Primary Hazardous Waste Treatment and Storage[9]			S	
Services				
Research and Development Facilities	P	P	P	P
Corporate Headquarters and Regional Offices associated with other Permitted Uses	P			
Corporate Headquarters and Regional Offices (Includes all uses allowed in the above category without the requirement to be associated with a permitted use)		P		
Construction/Contractors: Offices and Storage of Materials and Equipment			P	P
Construction/Contractors: Offices only	P	P		

20C.60.20-030 Permitted Land Uses in Business & Manufacturing Zones (Continued)

	BP	OV	MP	I
Commercial/Industrial Photography, Cinematography, Video Production	P	P	P	
Convenience service, personal service, and professional service uses in a convenience commercial cluster.[4]		P		
Business Services: Technology Service and Support, Copy and Connectivity Centers, Consultants who directly support surrounding businesses, Telework Centers	P	P	P	
Day-Care Centers[10]	P	P	P	
Rental Storage and Mini Warehouses[11]			P	
Warehousing and Distribution	P	P	P	P[12]
Rental Services: Furniture, Tools, and Equipment with Exterior Storage	P		P	
Vehicle Rentals: Autos, Trucks, Trailers, Recreational Vehicles, Construction and Heavy Hauling Equipment[13]			P	P
Auto and Boat Repair[13]			P	P
Hospitals, Clinics, Long-Term Care Facilities, Residential Care Facilities		S		
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for up to 150 total students.	S	G		
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for more than 150 students.	S	S		
Churches, Synagogues, Temples, (1~~500~~-750~~0~~ seats); & related activities[14]		G	G	
Churches, Synagogues, Temples, (>750~~0~~ seats), & related activities[14]		S	S	
Charitable, Social, Professional & Labor Organizations	P	P		
Transportation, Communication and Utilities				
Railroad Facilities (Excluding Yards, Shops and Maintenance Facilities)	P	S	P	P
Transit Facilities: Rail and Park-&-Ride Lots[~~15~~]	P	P[16]	P	P
Motor Vehicle Maintenance Garage, Motor Freight Services and Terminals		S[17]	P	P
Heliports and Helicopter Landing and Storage (excluding medivac)	S	S	S	S

20C.60.20-030 Permitted Land Uses in Business & Manufacturing Zones (Continued)

	BP	OV	MP	I
Commercial Parking Lots & Parking Garages	P[18]	P[18][19]		
Film, Video, TV, and/ Radio Broadcasting or Production Studios	P	P		
Towing Operators and Auto Impoundment Yards			P	P
Large Satellite Dishes/Amateur Radio Antenna[20]	P	P	P	P
Broadcast and Relay Towers[20]	S	S	G	G
Wireless Communication Facilities[20]	P	P	P	P
Local Utilities	P	P	P	P
Regional Utilities	G	G	G	G
Solid Waste Transfer Stations			G	

[1] Limited to upper stories in a mixed-use structures. See RCDG 20C.60.25-080 regarding maximum number of dwelling units and maximum building height provisions.

[2] See Adult Entertainment Regulations in Chapter 20D.20 RCDG, *Adult Entertainment.*

[3] When located in a multi-tenant building. Limited to a maximum seating capacity of 50-person capacity. Hours of operation only allowed between 6am to 10pm; on-site parking to be provided for each employee.

[4] See RCDG 20C.60.30-070, *Convenience Commercial Clusters.*

[5] Subject to aquifer protection and sensitive areas regulations in Chapter 20D.140 RCDG.

[6] Provided retail sales are manufactured goods produced on the premises and accessory or secondary to the primary manufacturing or wholesaling activity. The outlet area ~~must~~shall not exceed 10 percent of the user's share of the gross floor area or 1,000 square feet.

[7] Rock crushing equipment, asphalt, and concrete batch plants, silos and other related equipment may extend to a maximum height of 90 feet.

[8] Subject to Special Use Criteria, RCDG 20D.170.20, *Batch Plants and Extractive Operations.*

[9] Subject to Special Use Criteria, RCDG 20D.170.60, *Hazardous Waste Facilities.*

[10] Subject to Special Use Criteria, RCDG 20D.170.50, *Day-Care.*

[11] No business activities are allowed to operate from storage spaces.

[12] When associated with a permitted manufacturing use.

[13] Subject to Special Use Criteria, RCDG 20D.170.20, *Auto, RV, Boat Uses.*

[14] Subject to Special Use Criteria, RCDG 20D.170.40, Churches, Synagogues and Temples.

~~[15] When the site is served by public transportation.~~

[16] Park and ride lots shall obtain a Special Development Permit before being authorized in the OV zone.

[17] Only motor vehicle maintenance facilities for public transit agencies or company owned vehicles are allowed in the OV zone. In the OV zone, motor vehicle maintenance facilities for company owned vehicles shall be accessory to another allowed use. In the OV zone, a special development permit shall be required even though the use is accessory to another use. Motor vehicle maintenance facilities shall not be allowed within a Transition Overlay.

[18] Commercial parking lots, commercial parking garages and commercial parking structures are prohibited from storing impounded, abandoned, or damaged vehicles.~~Storage or impoundment of abandoned or damaged vehicles prohibited.~~

[19] Commercial parking lots not accessory to another use shall obtain a Special Development Permit before being authorized in the OV zone.

[20] Subject to Special Use Criteria, RCDG 20D.170.45, *Telecommunication Facilities*.

20C.60.25 Site Requirements for Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Zones

20C.60.25-010 Purpose

This section establishes site design requirements within the Business Park (BP), Overlake Business and Advanced Technology (OV), Manufacturing Park (MP), and Industry (I) zones. These standards implement the Washington State Growth Management Act (RCW 36.70A), the Countywide Planning Policies, Redmond's adopted Comprehensive Plan, while protecting the City's business park, manufacturing park and industrial areas from public nuisances, incompatible uses, and hazards.

20C.60.25-020 Chart of Site Requirements

(1) **Purpose.** RCDG 20C.60.25-080, *Site Requirements*, establishes the dimensional requirements for business park, manufacturing park and industrial development. The standards and rules are established to provide flexibility in project design, maintain privacy between adjacent uses, and prevent public nuisances.

(2) **Explanation of Chart.** The Chart of Site Requirements is arranged in matrix format. Development standards are listed down the left column and the zones are identified across the top row. The matrix cells contain the minimum or maximum dimensional requirements of each zone. The footnotes identify particular requirements applicable to either a specific use or zone. An "NS" indicates that there is "No Standard" (i.e. special requirements).

(3) For properties within the OV zone, the requirements of RCDG 20C.60.25-080, *Site Requirements*, and Division 20C.60.30, *Special Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Regulations* shall be applied to all adjoining properties in a common ownership. Properties under a lease of at least ten years duration, including renewals, shall be considered an ownership interest for the purposes of this subsection.

20C.60.25-030 Minimum Tract Area

(1) **Purpose.** The minimum tract area is necessary to ensure that developments have enough land to accommodate necessary site requirements, and to provide facilities necessary to make the use compatible with other uses in the zone.

(2) **Requirements.** Where indicated on the chart, the minimum tract area for development establishes the minimum land area required before a development project application may be submitted. Unoccupied, accessory utility facilities are exempt from this requirement. No lot shall be created which is smaller than the minimum tract area except for pad sites where the pad site and the property leased for parking, landscaping, other purposes exceeds the minimum tract area.

20C.60.25-040 Minimum Lot Frontage

(1) **Purpose.** The minimum lot frontage is designed to prevent congestion by allowing for onsite parking and to reduce public nuisances that result from an inability of

emergency vehicles to access a building either because vehicles block the access or the lot is not wide enough to allow the effective use of fire trucks from the street.

(2) **Requirement**. Minimum lot frontage is the width of the lot that adjoins a public or private street or approved access corridor.

20C.60.25-050 Building Setbacks

(1) **Purpose**. The purpose of front, street, rear, and side setbacks area is to help maintain the desirable character of the community, provide adequate light and air to all properties, reduce incompatibilities such as excessive light and noise, prevent overloading of public infrastructure, and prevent public nuisances such as the danger of fire from buildings constructed too close to each other.

(2) **Requirements.**

(a) *Measurement.* Except as provided in 20C.60.25-050(3) below, aAll setbacks shall be measured at right angles, or as near to right angles as possible, to the nearest property line in a plane horizontal to the ground. In the case of access corridors and private streets, setbacks are measured from the inside edge of the access corridor or street to the foundation line of the structure. Front, side street, side, and rear directions shall be determined as provided in paragraph (d) of this subsection.

(b) *Setback Exceptions.* Upon the presentation of a binding site plan, an approved site plan, or Planned Commercial Development application processed in accordance with Chapter 20F, setbacks may be modified as follows: side setback distances may be modified to permit a zero side setback to accommodate joint wall construction and clustering of buildings; front setbacks may be modified from private streets and access corridors, provided front setbacks are maintained from all public streets.

(c) *Improvements.* Improvements less than 30 inches above grade including decks, patios, walks and driveways are permitted in setbacks. Fences, landscaping, flagpoles, street furniture, transit shelters and slope stability structures are permitted in setback areas provided that all other applicable requirements are met. No other structures including accessory structures are permitted in setback areas.

(d) *Lot Orientation.* For the purpose of applying setback regulations, the following shall be applied: the front shall be toward the public street, private street or access corridor from which the lot is addressed or which provides the primary access; the rear is opposite to the front or as nearly so as the lot shape permits; and the sides are ninety degrees to the front or as nearly so as the lot shape permits.

(3) Green Street Setbacks

(a) The Green Street Setbacks shall comply with RCDG 20C.50.25-040(3) except as modified by this subsection. These setbacks are measured from the property line.

(b) Green Street Setbacks in the OV Zone:

(i) Minimum Setback: 27 feet.

(ii) Maximum Setback: 45 feet.

(d) Minimum Landscaping. At least 20 feet of the setback width shall be landscaped to at least the L-1 standard. This required landscaping shall be located between the sidewalk and the building even if the sidewalk is in the street right-of-way. The area between the sidewalk may be counted to meet this requirement even if the sidewalk is located in the street right-of-way.

(e) A planter strip at least five feet wide shall be provided between the curb and the sidewalk. For the portion of the side abutting a transit stop, the planter strip may be reduced in width or eliminated.

(f) Parking and driveways parallel to the street shall be prohibited within a Green Street setback.

(g) All landscaping along a Green Street, including the planter strip and minimum landscaping shall be counted towards the "Minimum Landscaped Area/Landscaping Requirements" in RCDG 20C.60.25-080, *Site Requirements in Business, Manufacturing, and Industrial Zones.*

(4) The setbacks along Neighborhood Protection Streets shall be as follows:

Building Height	Setback from the Property Line
Up to 20 feet	20 feet
21 or more	30 feet

(5) Along the portion of Bel-Red Road identified on Map N-OV-2 as a Neighborhood Protection Street, the setback shall be 120 feet.

20C.60.25-060 Maximum Height of Structures

(1) **Purpose**. The maximum height of structures maintains Redmond's visual character, reduces the danger of fire and other natural emergencies, and limits the potential overburdening of surrounding infrastructure.

(2) **Requirements**. Maximum height requirements set the limit measured from the finished grade above which structures shall not extend. Please refer to Chapter 20A.20, *Definitions*, for measuring building height. Chimneys, antennas, cooling and ventilation equipment, mechanical equipment screens and enclosures, elevator penthouses, roof access stair enclosures, and flagpoles, may exceed the height limit of the underlying zone by not more than 15 feet.

(3) **Residential/Mixed Use Developments**. Within the BP and OV zones, buildings that include a minimum of four residences may exceed the standard height limit and shall not exceed the "Maximum Height" listed under "Residential Uses in Business Park Areas"~~Business, manufacturing, industrial uses and corporate campuses that include residential uses in the upper floors, may have increased height as identified~~ in RCDG 20C.60.25-080, *Site Requirements in Business, Manufacturing and Industrial Zones*.

20C.60.25-070 Maximum Lot Coverage of Structures and Other Impervious Surfaces

(1) **Purpose**. The Maximum Lot Coverage maintains community goals by reducing storm drainage and flooding impacts, retaining visual separation between buildings and reducing large expanses of on-site parking.

(2) **Requirements**. The maximum lot coverage of structures and other impervious surfaces limits the maximum percentage of a lot that can be covered with primary and accessory structures and impervious surface.

(3) **Modifications**. Maximum coverage for portions of a site within a Planned Commercial Development may be increased to encourage clustering with smaller lots where comparable open space is provided elsewhere within the development. For projects permitted with Binding Site Plans or a Planned Commercial Development, maximum land coverage on individual lots within a multi-lot development may be increased to allow clustering or joint wall construction provided that the total amount of impervious surface does not exceed that set forth by RCDG 20C.60.25-080, *Site Requirements*, for the development as a whole.

20C.60.25-080 Site Requirements in Business, Manufacturing and Industrial Zones

	BP	OV	MP	I
Business and Manufacturing Park Requirements				
Minimum Tract Area For Development	1.5 acres	1.5 acres	1 acre	1 acre
Minimum Lot Frontage (in feet)	30'	30'	30'	30'
Minimum Building Front-, and All Street Setbacks (in feet)	30'[1]	10[2]	30'	30'
Minimum Building Rear Setbacks (in feet)	20'[1]	20'[1]	10'[3]	10'[3]
Minimum Building Side Setbacks (in feet)	40'[1]	20'[1]	10'[3]	10'[3]
Minimum Building Separation (Except for Accessory Structures)[4]	NS	NS	NS	NS
Maximum Lot Coverage of Structures and Other Impervious Surfaces	75%	80%	80%	80%[5]
Minimum Landscaped Area/Landscaping Requirements[6]	See RCDG 20D.80.10 -070(2).	20 % of site area.	NS	NS
Maximum Height (in feet)[7]	45'	4 stories or 52'[8] whichever is less	45'[9]	60'[10]
Maximum Floor Area Ratio (FAR) without TDRs[11]	0.45	0.4	0.50	0.50
Maximum Floor Area Ratio with TDR[12]	1.0	0.47[13]	1.0	1.0
Pedestrian Requirements	NS	Yes[14]	NS	NS
Residential Uses in Business Park Areas				
Maximum Number of Dwelling Units Per Acre of Site Area	30[15]	30[15]	NS	NS
Maximum height (in feet)	55'	60'	NS	NS

Notes: NS = No Standard

[1] Subject to buffering and landscaping requirements of Chapter 20D.80 RCDG, *Landscaping and Tree Protection.*

[2] See RCDG 20C.60.25-050, *Building Setbacks.*

[3] No setback is required for joint or common wall construction located on property line.

[4] As required by RCDG Subtitle 20E, *Building and Construction Codes*, or its successor.

[5] Industrial uses ~~having asphalt and concrete batch plants~~ on sites less than ten acres are allowed to exclude lined ponds that are part of a water treatment facility as part of this percentage.

[6] See RCDG Chapter 20D.80, *Landscaping and Tree Protection*, for tree protection and landscaping requirements. Outside of parking lots, the L1 General Landscaping Standard in Section 20C.50.25-080, *Landscaped Areas*, shall be used in OV zone place of the Type IV – Open Area Planting in Subsection 20D.80.10-080(d), Types of Planting.

[7] See RCDG Section 20C.60.25-065 *Maximum Height of Structures in a Transition Overlay*, for maximum building heights in Transition Overlays.

[8] If the proposed building is more than 750 feet from a residential zone or Neighborhood Protection Street, the maximum height may be increased to 5 stories or 65 feet, whichever is less.

[9] Buildings not used exclusively for research and development, manufacturing, warehousing, or allowed light industrial uses shall not exceed two (b) stories and 25 feet. No building over two (b) stories may be converted to office uses.

[10] Rock crushing equipment, asphalt and concrete batch plants, silos, and other related equipment may extend to a maximum height of 90 feet.

[11] All legal conforming lots are allowed the greater of either the maximum allowed FAR, or 10,000 square feet buildable area given they can meet all other applicable site requirements.

[12] Please refer to Division 20D.200.10 *Transfer of Development Rights (TDR) Program*, and RCDG 20C.60.30-050 *Receipt of Development Rights in Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Zones*.

[13] Allowable development may be increased as provided for in RCDG 20D.210.60, *Overlake Neighborhood Trip Cap*.

[14] See RCDG 20C.50.25-110, *Pedestrian Standards*. For closed campuses, the pedestrian standards shall be met, but they can be closed to the public by gates or other means.

[15] Allowed in upper stories of buildings where there are no adverse impacts to surrounding businesses or residences.

20C.60.30 Special Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Regulations

20C.60.30-010 Purpose

Special requirements for the Business Park, Manufacturing Park, and Industry zones are intended to fulfill several purposes. First, this division identifies special requirements for development within these zones. Secondly, this division provides references to other divisions of the Community Development Guide that contain requirements affecting business, manufacturing and industrial uses. Finally, this division identifies how special programs may be implemented in these zones, such as the Transfer of Development Rights (TDR) program.

20C.60.30-020 Mixed Use and Residential Development

(1) Mixed use development in Business Park (BP), Overlake Business and Advanced Technology (OV), Manufacturing Park (MP), Industry (I), and Overlake Business and Advanced Technology (OV) zones are allowed as indicated in RCDG 20C.60.215, *Permitted Land Uses*. Residential mixed-use development is permitted in the BP and OV zones when the residential portion of the project is located above the ground floor of the building. Retail and service business uses are permitted in mixed use developments within all of the zones based on varying criteria as set forth in this division.

(2) Additional Building height and Floor Area Ratio are allowed for residential uses in the Business Park and Overlake Business and Advanced Technology zone as noted in RCDG 20C.60.25-080, *Site Requirements Chart*.

20C.60.30-030 Outdoor Storage

~~Complete~~R~~-~~regulations for outdoor storage are contained in Chapter~~section~~ 20C.120 RCDG~~80.350~~, *Outdoor Storage and Service Areas*.

20C.60.30-040 Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Design Standards

Design standards for business and manufacturing park and industry development are provided in Chapter 20D.40 RCDG, *Design Standards*. Administrative procedures for Planned Commercial Development approval are in RCDG Subtitle 20F.

20C.60.30-050 Receipt of Development Rights in Business Park, Overlake Business and Advanced Technology, Manufacturing Park and Industry Zones

(1) The Transfer of Development Rights from the sending areas ~~Agriculture Zone~~ is provided for ~~detailed~~ in Division 20D.200.10, *Transfer of Development Rights (TDR) Program*. The purpose of this section is to describe the receiving zones in which those development rights can be used and how they can be implemented. Division~~Chapter~~ 20D.200.10, *Transfer of Development Rights (TDR) Program*, describes how development rights are measured, and applied in the receiving zones.

(2) Development rights may be used~~applied~~ in all BP, OV and MP zones. ~~Transfers to the OV zone cannot be completed until adoption of the Overlake Neighborhood Plan by City Council subsequent to the adoption of this section.~~ Projects incorporating additional transferred development rights ~~must~~shall present sufficient documentation in the form of a deed of transfer as required~~described~~ in RCDG 20D.200.10-090, *Deed of Transfer of Development Rights*, and extinguishment document as required in RCDG 20D.200.10-100, *Extinguishment Document*, to demonstrate that the transfer has been finalized.

(3) The Transfer of Development Rights (TDR) ~~must~~shall meet all site requirements of the receiving zone except as provided for ~~described~~ in RCDG 20D.200.10-120, *Use of Development Rights* ~~which allows regulatory flexibility from public or private park land requirements, increased building height and/or additional parking.~~

~~(4) Additional parking may only be used in conjunction with a proposed project in the receiving zones.~~

20C.60.30-060 Exterior Light Regulations

(1) Purpose and Policies. All exterior illumination shall be consistent with Comprehensive Plan Policies NE-90 and NE 91 to minimize excessive glare and light trespass on neighboring properties.

(2) Requirements. Exterior lighting requirements are found in Chapter 20D.90 RCDG, *Lighting Requirements*. Additional lighting ~~design~~ requirements are found in Chapter 20D.40 RCDG, Chapter 20D.230 RCDG, *Transitions between Zones*, and Chapter 20D.250 RCDG, *Limitations on External Effects of Uses*.

(3) Plan. An exterior lighting plan shall be submitted with all development proposals showing lighting type, intensity, spacing, height of light fixtures, and provisions to minimize glare and light trespass onto nearby properties. Luminaire shields, or cutoffs, shall be used where lighting impacts may result on surrounding properties.

20C.60.30-070 Convenience Commercial Clusters in the Overlake Business and Advanced Technology (OV) zone

(1) Purpose. To provide convenient retail and service uses within the Overlake Business and Advanced Technology (OV) zone to serve area employees and nearby residents. Providing such services in the employment area is intended to reduce motor vehicle trips and the impact they have on the community and the environment.

Policies N-OV-18 through N-OV-22 guide the location, development, and operation of convenience commercial clusters in the OV zone.

(2) Definitions. In addition to the definitions included in Chapter 20A.20 RCDG, Definitions, the following definitions shall apply to convenience commercial clusters.

(a) Convenience retail commercial uses are establishments engaged in selling goods or merchandise used on a daily or weekly basis by the general public for personal or household consumption and rendering services incidental to the sale of such goods. Convenience retail commercial uses include, but are not limited to, convenience stores, grocery stores, and supermarkets.

(b) Convenience service uses are services used on a daily or weekly basis by the general public for personal or household consumption and selling goods, merchandise, or intangibles incidental to the performance of such services. Convenience service uses include, but are not limited to, dry cleaners, post offices, retail banks, retail stock brokerages, video rental shops, dentists, doctors, and accountants.

(3) Allowed Uses in Convenience Commercial Clusters.

(a) The allowed uses include all uses allowed in the Overlake Business and Advanced Technology zone including eating and drinking establishments, convenience retail commercial uses, convenience service, personal service, and professional service uses, and hotels and motels.

(b) Including eating and drinking establishments, convenience retail commercial uses, convenience service, personal service, and professional service uses, and hotels and motels is not required in a convenience commercial cluster.

(c) If a hotel or motel is included in a convenience commercial cluster, then an eating and drinking establishment must be included in the hotel, motel or cluster and at least 5,000 square feet of convenience retail commercial uses, convenience service, personal service, or professional service uses shall be included.

(4) Designation of One Convenience Commercial Cluster. Several alternative convenience commercial cluster sites are pre-designated on the zoning map. One of the predesignated sites may be activated as a convenience commercial cluster. A convenience commercial cluster may be activated by:

(a) Being the first of the predesignated sites shown on the Zoning Map to file a site plan application. Once a site plan application is filed, the other alternative sites cannot be developed as a convenience commercial cluster unless the site plan application is denied or approval expires without the construction required in (ii) below. In addition to the other requirements of site plan approval, the site plan must identify the boundary of the convenience commercial cluster. The applicant must option, own, or lease the land within the boundary. The area of the cluster shall be at least two acres in size.

(b) Construct at least 10,000 square feet of one or more of the following uses: convenience retail commercial uses, convenience service uses, personal service uses, and professional service uses.

Once activated, the site may be used as a convenience commercial cluster. Only one convenience commercial cluster may be activated in the OV zone or be used as a convenience commercial cluster.

(5) Designation of alternative Convenience Commercial Clusters as a Neighborhood Commercial zone. Any site in an alternative cluster shown on the zoning map may be rezoned to a Neighborhood Commercial zone through the zoning map amendment process. The amendment shall not be approved unless all of the following criteria are met in addition to the standard zoning amendment criteria in Subsection RCDG 20F.20.980(20), *Amendment Criteria* or its successor. As part of the zoning map amendment process, the designation may be moved from an area and applied to another provided that Cluster C shall not be removed from the transit center site.

(a) The property is zoned Overlake Business and Advanced Technology (OV).

(b) Each convenience commercial cluster shall be at least one half mile from all other convenience commercial clusters, all Neighborhood Commercial zones, Retail Commercial zones, and General Commercial zones.

(c) Each convenience commercial cluster shall be at least one mile from all other convenience commercial clusters that are two or more acres in size.

(d) Each convenience commercial cluster shall be at the intersection of two or more streets or along a street at the location of an existing or proposed mid-block connection that connects through to another street. The mid-block connection shall be at least a quarter mile from another intersection.

(e) No convenience commercial cluster shall be divided by a street. At an intersection, the convenience commercial cluster shall be located on only one corner of the intersection. Convenience commercial clusters may be divided by mid-block connections.

(f) The property zoned Neighborhood Commercial (NC) shall not exceed three acres in size.

(6) Special Convenience Commercial Cluster Development Standards.

(a) Size

(i) Minimum size: 2 acres. This may include multiple lots.

(ii) Maximum size:

(A) For freestanding buildings containing only eating and drinking establishments, convenience retail commercial uses, convenience service, personal service, and professional service uses, and hotels and motels: 40 percent of the development site and not more than 6 acres of land total.

(B) Where the convenience commercial cluster includes one or more buildings containing uses other than eating and drinking establishments, convenience retail commercial uses, convenience service, personal service, and professional service uses, and hotels and motels: 70 percent of the development site and not more than 6 acres of land total.

(C) The parts of the site used for parking for eating and drinking establishments, convenience retail commercial uses, convenience service, personal service, and professional service uses, and hotels and motels shall be included in the percentage and acreage limits.

(b) Additional Development Square Footage Allowed. When one of the following convenience commercial clusters is activated, the property on which it is located shall be allowed the following additional development square footage to be used for eating and drinking establishments, convenience retail commercial uses, convenience service, personal service uses or professional service uses within the convenience commercial cluster.

(i) Cluster A: 25,000 square feet.

(ii) Cluster B: 25,000 square feet.

(iii) Cluster C: 15,000 square feet.

(c) Drive through windows shall be prohibited in all convenience commercial clusters.

(d) New retail vehicle fuel sales establishments shall be prohibited immediately adjacent to transit centers and bus or transit stops.

(e) Deliveries and outdoor maintenance activities shall take place during daylight and early evening hours when uses that generate this activity abut or are across the street from predominately residential neighborhoods.

[The following division is all new.]

20D.210.60 Overlake Neighborhood Trip Cap

20D.210.60-010 Purpose

The purpose of the Overlake Neighborhood Trip Cap is to allow additional development in the Retail Commercial and Overlake Business and Advanced Technology zones above that otherwise allowed by the development regulations where additional motor vehicle trips will not be generated.

20D.210.60-020 Applicability

The Overlake Neighborhood Trip Cap shall apply to the Retail Commercial (RC) zone and the Overlake Business and Advanced Technology (OV) zone. The Overlake Neighborhood Trip Cap shall not be used in the Housing Redevelopment Overlay of the Retail Commercial (RC) zone.

20D.210.60-030 Requirements for Additional Building Space

A proposed building may exceed the "Maximum Floor Area Ratio with TDRs" in RCDG 20C.50.25-120, Site Requirements in Commercial Zones, and RCDG 20C.60.25-080, Site Requirements in Business and Manufacturing and Industrial Zones, provided all of the following requirements are met:

(1) The applicant has sufficient trip credits to allow the proposed space to the extent the space exceeds the "Maximum Floor Area Ratio with TDRs" in RCDG 20C.50.25-120, *Site Requirements in Commercial Zones*, and RCDG 20C.60.25-080, *Site Requirements in Business, Manufacturing and Industrial Zones*. The number of trip credits needed shall be determined by calculating the number of trips that would be generated from the proposed development based on Chapter 20C.100 RCDG, *Transportation Management Code*, and then reducing the number of trips based on any trip credit plan approved under 20D.210.60-040, *Trip Credits*.

(2) The applicant has transferable development rights (TDRs) equivalent to half of the square footage of the proposed space to the extent the space exceeds the "Maximum Floor Area Ratio with TDRs" in RCDG 20C.50.25-120, *Site Requirements in Commercial Zones*, and RCDG 20C.60.25-080, *Site Requirements in Business, Manufacturing and Industrial Zones*.

(3) The maximum floor area ratio (FAR) for the building and all additional buildings on the same lot and the same development shall not exceed a maximum FAR of 1.0 for non-residential development. The residential component of any development shall not exceed a maximum FAR of 3.5.

20D.210.60-040 Trip Credits

(1) The Administer may approve an application for trip credits provided all of the following criteria have been met:

(a) The applicant has proposed a plan that will reduce total single-occupant motor vehicle trips from 7:00 a.m. through 9:00 a.m. and 3:30 p.m. through 6:30 p.m. during the workweek from a development owned or occupied by the application equal to the credit granted. The plan shall describe how it will be implemented and monitored.

(i) The reduction may be based either on reducing motor vehicle trips from an existing development, on reducing motor vehicle trips from a future development, or from a combination of the two. Trip credits shall only be allowed from developments in the Retail Commercial (RC) zone and the Overlake Business and Advanced Technology (OV) zone.

(ii) The plan shall also include a fallback plan that would be implemented if the development fails to achieve the planned trip reduction within two years after initial occupancy.

(iii) The applicant shall demonstrate by the preponderance of the evidence that the trips will be reduced to the extent proposed in

the plan and the fallback plan. The documentation shall be based on either:

(A) Studies of trip reduction measures proposed in the plan that show the measures have worked to the extent relied on in the plan; or

(B) The history of a particular development or company where the company or development has and continues to achieve the trip reduction proposed in the plan under similar conditions.

(iv) In documenting the potential trip reduction, the applicant shall also demonstrate by the preponderance of the evidence that:

(A) The implementation measures proposed in the plan are consistent with or better than the implementation measures used in the studies or company or development history relied on to document the trip reduction.

(B) The conditions are similar to the conditions under which the trip reduction occurred in the studies or company or development history relied on to document the trip reduction. The conditions to be considered include, but are not limited to, the intensities or densities of development, the institutional relationships and partnerships that made the trip reduction possible, the availability of transit service, the type of location, the similarity of the employees, and where the employees lived in relation to the employment site.

(v) If the Administrator concludes that the application has not met his or her burden of proof or that the plan does not comply with this division for other reasons, the application shall be denied. In considering whether the burden of proof is met, the Administrator shall consider the reliability of the studies, the results of other studies, and the experience of the city and the state with the transportation demand management.

(b) The applicant proposes a monitoring and reporting program that will adequately determine whether the trips applied for have been and continue to be reduced. The program shall provide for monitoring by an independent contractor hired by the city or monitoring by city staff. The applicant shall fund the monitoring program. In no case shall monitoring take place less than once every two calendar years. The results shall be reported to the Administrator at least once every two years. The Administrator may require more frequent monitoring.

(c) The reduction in morning and afternoon trips exceeds a non-single-occupancy motor vehicle mode split of 22 percent. No credit shall be granted for trips where the non-single-occupancy motor vehicle mode split after the plan is implemented is not likely to exceed 22 percent.

(d) No trip credit has been granted previously for the reduced trips.

(2) The applicant shall have the burden of proof in showing that are requirements of this Division, *Trip Credits*, have been met.

(3) The Administrator may grant one trip credit for each motor vehicle trip, not including transit trips, which the Administrator determines will be eliminated from 7:00 a.m. through 9:00 a.m. and 3:30 p.m. through 6:30 p.m. during the workweek.

(4) All decisions on trip credit applications shall be in writing.

(5) The Administrator shall maintain a record of all trip credits approved and where they have been used.

20D.210.60-050 Implementation of Trip Credit Plan

(1) The approved plan and any conditions of approval shall be a legal project and permit approval condition for the building or development. It shall be a condition binding on all future owners of the property. A notice stating that the plan and any conditions of approval exists and is a binding permit condition binding on all future owners shall be recorded in King County's real property records.

(2) The applicant, any future owners, or any persons to which trip credits have been transferred shall implement the approved plan and any approval conditions.

(3) If the monitoring program shows that the trips are not being reduced or that trip reductions are not being sustained, the applicant, any future owners, or any persons to which trip credits have been transferred shall either implement the fallback plan, submit a revised plan or vacate the space built under the credit.

(a) For revised plans, the person proposing the revision shall give preference to the use of incentives that encourage non-single-occupancy travel modes. If the Administrator does not approve the revised plan, another revised plan may be submitted. This revised plan shall include incentives that encourage non-single-occupancy travel modes unless the applicant shows they will not be effective.

(b) If the revised or fallback plan does not achieve the planned trip reduction within two years after it is implemented, one additional plan revision will be accepted. This revised plan shall include incentives that encourage non-single-occupancy travel modes unless the applicant shows they will not be effective.

(c) If the Administrator does not approve the second revised plan or the second revised plan does not achieve the planned trip reduction within two years after it is implemented, the space shall be vacated until the Administrator determines that a workable plan has been submitted or that sufficient transportation capacity is available to accommodate the additional trips.

Amend existing RCDG Section 20D.210.10-220 to read as follows:

20D.210.10-220 Administration and Appeals

(1) The Administrator is authorized to prepare documents, forms, and guidelines necessary for the implementation of this Chapter. The forms should include "Transportation Concurrency Request" "Concurrency Certificate" and Overlake Neighborhood Trip Credit Application" forms.

(2) Any appeal of the administration of this Chapter or decisions made pursuant to this Chapter shall follow the process specified in RCDG 20F.20.200, Appeals, to be readopted and recodified as RCDG _____, and this section. The Administrator's decisions under this Chapter that are subject to appeal are:

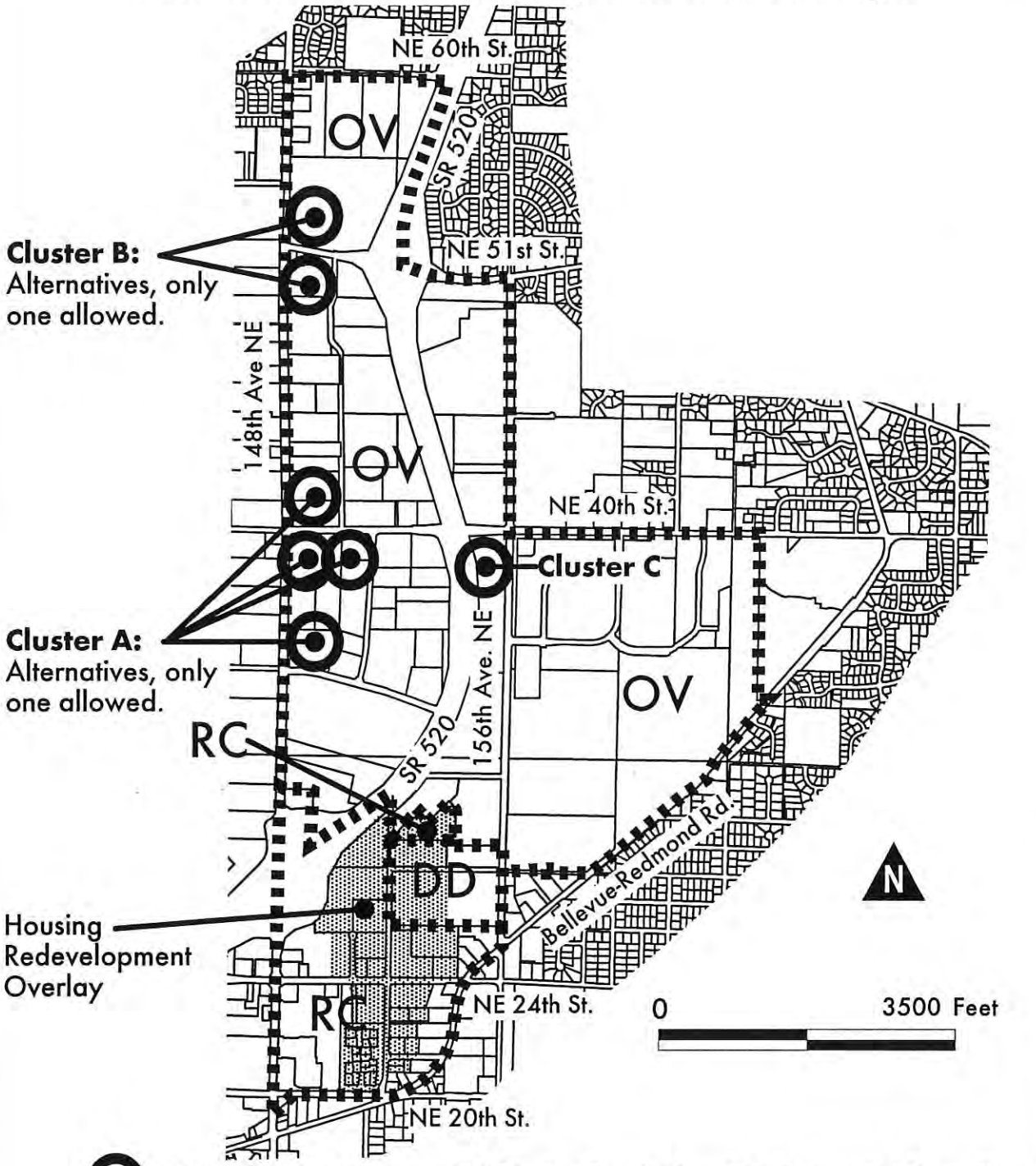
(a) Concurrency Determinations.

(b) Impact Fee Determinations.

(c) All administrative decisions related to trip credit applications and trip credits.

(3) An appeal shall be filed with the Department of Planning and Community Development within 14 calendar days following the issuance of a written decision, if one is required, or an oral decision, if a written decision is not required.

Proposed Overlake Commercial and Employment Zone Map



Convenience Commercial Cluster Pre-designated Conceptual Locations

DD Design District zone

OV Overlake Business & Advanced Technology zone

RC Retail Commercial zone

20C.70.035 Overlake Neighborhood Regulations

How to Use Neighborhood Regulations

There are two types of neighborhood regulations: supplemental regulations and regulations that supercede other regulations.

- Supplemental neighborhood regulations apply in addition to the zoning district in which the property is located and citywide regulations, such as parking regulations. For example, the Willows Business Park Zone Regulations apply in addition to the Business Park zone. So these neighborhood regulations need to be used in conjunction with the zone and city regulations.
- Certain neighborhood regulations supercede zoning districts or citywide regulations. These regulations replace the other requirements. The Gateway Design Districts are an example of regulations that supercede zoning districts and some citywide regulations.

In both cases, where there is a conflict between citywide regulations and neighborhood regulations, the neighborhood regulations apply within the particular neighborhood.

20C.70.035-010 Purpose

The Overlake Neighborhood regulations are neighborhood specific and guide the continuing development of the Overlake neighborhood. They apply in addition to the citywide regulations. These regulations are designed to implement the comprehensive plan policies calling for the development of a regional employment center in Overlake consistent with available transportation facilities, with encouraging housing protection in appropriate areas, protecting and enhancing residential neighborhoods, and protecting the environmental quality of the area.

The Overlake Neighborhood Regulations implement both citywide policies and the Overlake Neighborhood vision and policies. The Overlake Neighborhood vision and policies are included in the Neighborhood Chapter of the Redmond Comprehensive Plan.

20C.70.035-020 Buffer Requirements, Supplemental

(1) **Purpose**. The purpose of the supplemental buffer requirements to protect nearby uses from the potential adverse impacts of more intense uses due to noise, glare, and the scale of development in locations where the lots are large enough for greater buffers than required by other provisions of the Redmond Community Development Guide. The 100-foot greenbelt along the Bellevue-Redmond Road is to provide a complete visual barrier. The buffers along NE 28th Street, NE 40th Street, NE 60th Street and Bridle Crest Trail, and 148th are to screen the uses across these streets and trails from the buildings, uses, and activities adjacent to the buffer.

(2) **Bellevue-Redmond Road Greenbelt.**

(a) A greenbelt buffer 100 feet wide shall be provided and maintained along the portion of the Bellevue-Redmond Road identified in the Overlake Neighborhood Policies as a Neighborhood Protection Street. The greenbelt buffer shall border the Bellevue-Redmond Road right-of-way and the

width shall be measured at right angles to the right-of-way. If the right-of-way expands in the future due to purchases, dedications, the granting of easements, or any other means; the buffer shall also expand except that the buffer shall not expand into any buildings, above ground structures, parking areas, vehicle use areas, or other constructed surfaces inconsistent with a buffer that exist at the time of the expansion.

(b) Notwithstanding any other provision of this title, the 100 foot greenbelt along the portion of Bellevue-Redmond Road identified in the Overlake Neighborhood Policies as a Neighborhood Protection Street shall be planted and maintained so that it blocks vision from the unaided human eye through the greenbelt along both sides of Bellevue-Redmond Road from ground level to a height of 55 feet above the ground surface. This greenbelt shall consist of an evergreen canopy, a middle story of deciduous and evergreen trees, and an understory of shrubs, plants, and smaller trees. While the plants shall be primarily of types native to the area, soils and micro-climate, non-native ornamental plants may also be included.

(c) If this buffer does not meet this standard, it shall be supplemented so that it does meet the standard. The supplemental planting shall take place before a certificate of occupancy is issued for 25,000 or more square feet of additional building space on the Microsoft Main Campus for building permits applied for after the effective date of this regulation. The 25,000 or more square feet shall include building space applied for in multiple building permits.

(d) Notwithstanding Subsection 20D.230.30-040(2)(d)(v), the existing storm water facility located along the Bellevue-Redmond Road at the south end of this buffer shall not be required to be amortized and removed.

(3) **Buffers adjacent to NE 28th Street and NE 40th Street.**

(a) A 50-foot wide buffer shall be provided and maintained along the north side of NE 28th Street between 156th Avenue NE and Bellevue-Redmond Road. If NE 28th Street is ever vacated, the buffer may remain along the former NE 28th Street right-of-way or be moved south to the new property line created by the vacation.

(b) A 50-foot wide buffer shall be provided and maintained along the south side of NE 40th Street between 159th Avenue NE and a north-south line 300 feet east of the northwest corner of Section 24, Township 18 N, R 5 E.W.M. and parallel to the west section line of said section. If 159th Avenue NE is ever vacated, the buffer shall run to the former right-of-way of said street. The buffers are shown on Map OV-2.

(4) **Redmond West Buffers.** The Redmond West covenants, conditions, and restrictions provide for a 200-foot buffer along 148th Avenue NE and a 50 to 75 foot wide buffer along the north boundary of the property. These buffers shall be maintained as follows:

(a) A vegetative buffer shall be provided and maintained along 148th Avenue NE extending approximately 200 feet east from the property line.

(b) A continuous vegetative buffer shall be provided and maintained along the Bridle Crest Equestrian Trail (south of the 60 foot former NE 60th Street right-of-way) between 148th Avenue NE and SR 520. The buffer shall be 75 feet wide south of the property line abutting the plat of Sunrise Park, 50 feet wide south of the property line abutting Benjamin Rush Middle School, and 75 feet wide south of the property line abutting the existing NE 60th Street right-of-way. A minimum 10-foot wide berm plus additional landscaping and a fence separating the equestrian trail and buffer shall be maintained. The existing standing fir trees in the northeast corner of the site adjacent to SR 520 and NE 60th Street shall be maintained as a buffer for noise and views. The 75-foot buffer will be extended as needed to encompass the majority of the tree stand.

(c) Existing mature trees within the buffers and open space shall be retained when possible. Berms within the buffer and open space areas should be planted with a mixture of medium scale evergreen trees and shrubs to provide additional visual buffering to nearby properties.

(d) Notwithstanding Subsection 20D.230.30-040(b)(4)(v), residences on the life estates shall not be required to be amortized and removed until one year after the life estates end.

(5) The greenbelts and buffers provided for in this section shall comply with the applicable requirements of Chapter 20D.80, *Landscaping Standards and Tree Protection*, and RCDG 20D.230.30-040, *Landscaping, Open Space and Buffers*, except as specifically provided by this section.

20C.70.035-030 Duplexes, Threeplexes, and Fourplexes, Supplemental Requirements for the Overlake Neighborhood

Policies N-OV-68 through N-OV-71 guide the duplexes, threeplexes, and fourplexes in the Overlake Neighborhood.

(1) **Purpose**. The Redmond Comprehensive Plan provides that neighborhood plans should decide whether duplexes, threeplexes, and fourplexes should be allowed in residential neighborhoods designated Low-Moderate Density Residential. The Low-Moderate Density Residential Designation is a residential comprehensive plan designation that allows densities of four to six housing units per acre. Through the Overlake Neighborhood Plan, the neighborhood decided to allow duplexes on individual lots after a public hearing, provided certain criteria and conditions are met. Threeplexes and fourplexes are also allowed, but only on individual lots after certain conditions are met. This section contains those conditions.

(2) **Duplexes**. Within R-4, R-5, and R-6 zones in the Overlake Neighborhood, the Hearing Examiner may approve applications for duplexes if the applicant shows by the preponderance of the evidence that all of the following requirements are met:

(a) The density shall not exceed the following:

Zone	**Maximum Number of Housing Units Per Acre [excluding the density bonus in Subsection 20C.70.035-030(4).]**
R-4	6 housing units per gross acre.
R-5	7.5 housing units per acre (shall not be rounded up to 8).
R-6	9 housing units per acre.

(b) The average minimum lot size shall comply with Subsection 20C.30A.5820, *Multiplex Housing*.

(c) The design requirements of Subsection 20C.30A.5820(c), *Multiplex Housing*, shall be met. However, a chimney form is encouraged but not required if the design otherwise has the appearance of a residence.

(d) The decision on whether to allow the duplex shall be made through the Type III process. In this process, the Hearing Examiner decides the application after an open record public hearing. Testimony on the proposed design shall be allowed at the public hearing and the Hearing Examiner shall decide if the design requirements are met

(e) As part of the review of the application, the Hearing Examiner shall decide whether the requirements of this subsection are met, including the design requirement. Testimony on the design shall be allowed at the public hearing.

(3) Threeplexes and Fourplexes. Within R-4, R-5, and R-6 zones in the Overlake Neighborhood, the Hearing Examiner may approve applications for threeplexes or fourplexes if the applicant shows by the preponderance of the evidence that all of the following requirements are met:

(a) The density shall not exceed the following:

Zone	**Maximum Number of Housing Units Per Acre [excluding the density bonus in Subsection 20C.70.035-030(4).]**
R-4	6 housing units per gross acre.
R-5	7.5 housing units per acre (shall not be rounded up to 8).
R-6	9 housing units per acre.

(b) The average minimum lot size shall comply with Subsection 20C.30A.5820, *Multiplex Housing*.

(c) The threeplex or fourplex is on a lot in short subdivision, long subdivision or binding site plan approved after the adoption of Ordinance 1901 and designated for such units.

(d) The design requirements of Subsection 20C.30A.5820(c), *Multiplex Housing*, shall be met. However, a chimney form is encouraged but not required if the design otherwise has the appearance of a residence.

(e) The decision on whether to allow the threeplex or fourplex shall be made through the Type III process. In this process, the Hearing Examiner decides the application after an open record public hearing. Testimony on the proposed design shall be allowed at the public hearing and the Hearing Examiner shall decide if the design requirements are met.

(4) **Density Bonus**. The density bonus in Subsection 20C.30A.5820(4), *Multiplex Housing*, shall apply to duplexes, threeplexes, and fourplexes allowed by this section.

20C.70.035-040 FAR and Height Overlays

(1) **Purpose.**

(a) The purpose of the maximum floor area ratio (FAR) and height overlay is to provide for an effective transition between low and moderate density residential areas and more intense employment areas. The limits on the FARs and heights will ensure the buildings allowed in employment areas are compatible with nearby residential uses.

(b) The purpose of the minimum floor area ratio (FAR) and height overlay is to encourage development at an intensity that will support transit along areas of all day transit service near the Overlake transit center. Providing densities that will support transit will make transit service in this area sustainable over the long-term. This will encourage transit use, reduce pass through traffic in residential neighborhoods, and reduce air and water pollution.

(2) The FAR and Height Overlays are shown on Map OV-2.

(3) Maximum Floor Area and Height Overlay.

(a) The maximum height shall be 45 feet or three stories, whichever is lower.

(b) The maximum FAR shall be 0.30 for any building within or partially within the overlay.

(c) The amount of allowable floor space allowed by the OV zone that exceeds a FAR of 0.30 may be used on any property zoned OV that is contiguous to and in the same ownership as the properties within the Maximum Floor Area and Height Overlay.

(4) Minimum Floor Area Overlay. The minimum FAR shall be 0.35 for any building within or partially within the overlay.

20C.70.035-050 Interjurisdictional Review and Cooperation

(1) **Purpose**. The purpose of the interjurisdictional review and cooperation provisions is to provide for continued coordination, cooperation and impact mitigation within the Overlake area. Providing notice, the opportunity to comment, and mechanisms to lessen adverse impacts can help maintain the health and vitality of Overlake and nearby areas.

(2) The provisions of this section shall apply to the Overlake Special Review Area as that area is designated on a map approved by a memorandum of agreement or understanding between the cities of Bellevue and Redmond.

(3) Within the Overlake Special Review Area, the Administrator shall provide the City of Bellevue with a copy of the following proposed applications:

(a) Comprehensive plan policy or map amendments.

(b) Zoning map or development regulation amendments.

(c) Master Development Plans, Planned Residential Developments, and Planned Commercial Developments.

(d) Site plan applications for office, research and development, manufacturing, and industrial developments of more than 50,000 square feet of gross floor area.

(e) Site plan applications for retail developments of more than 15,000 square feet of gross floor area.

(4) The applications shall be transmitted to the City of Bellevue at least thirty days before a decision is to be made on the application.

(5) The City of Bellevue shall provide its comments to the City of Redmond by the deadline given by the City of Redmond. The deadline shall be at least twenty days after the application is transmitted to the City of Bellevue. Comments received from the City of Bellevue shall be accommodated in the design to the maximum extent possible, consistent with the adopted policies and regulations of the City of Redmond.

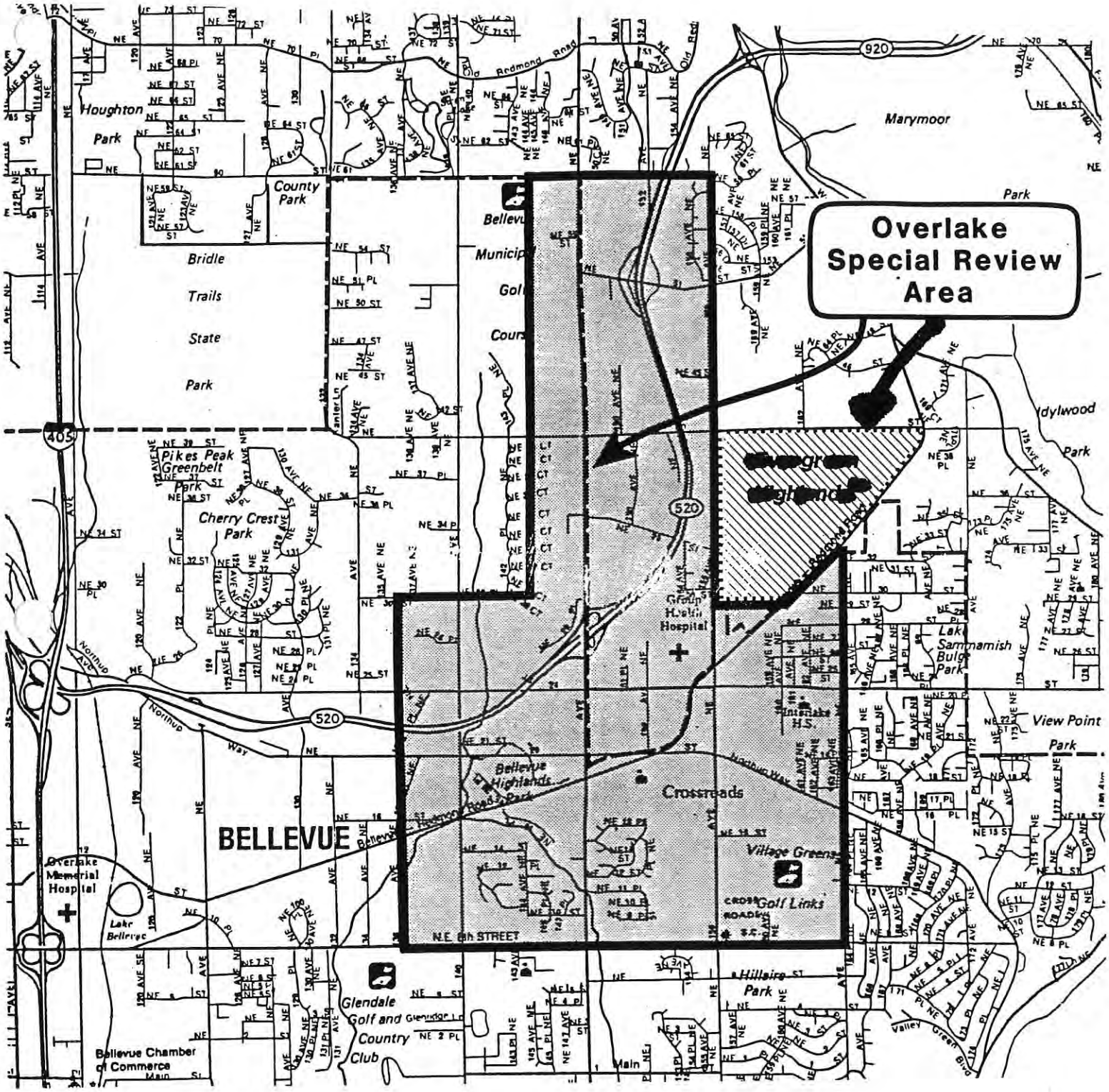
(6) Notwithstanding any other provision of the Community Development Guide, the City of Bellevue may appeal a decision on an application listed in Subsection 20C.70.035-050(3), Interjurisdictional Review and Cooperation, if the City of Bellevue provides written comments to the City of Redmond.

(7) The Cities of Bellevue and Redmond shall maintain a memorandum of agreement or understanding between the two cities which guides the mitigation of transportation impacts between the two cities.

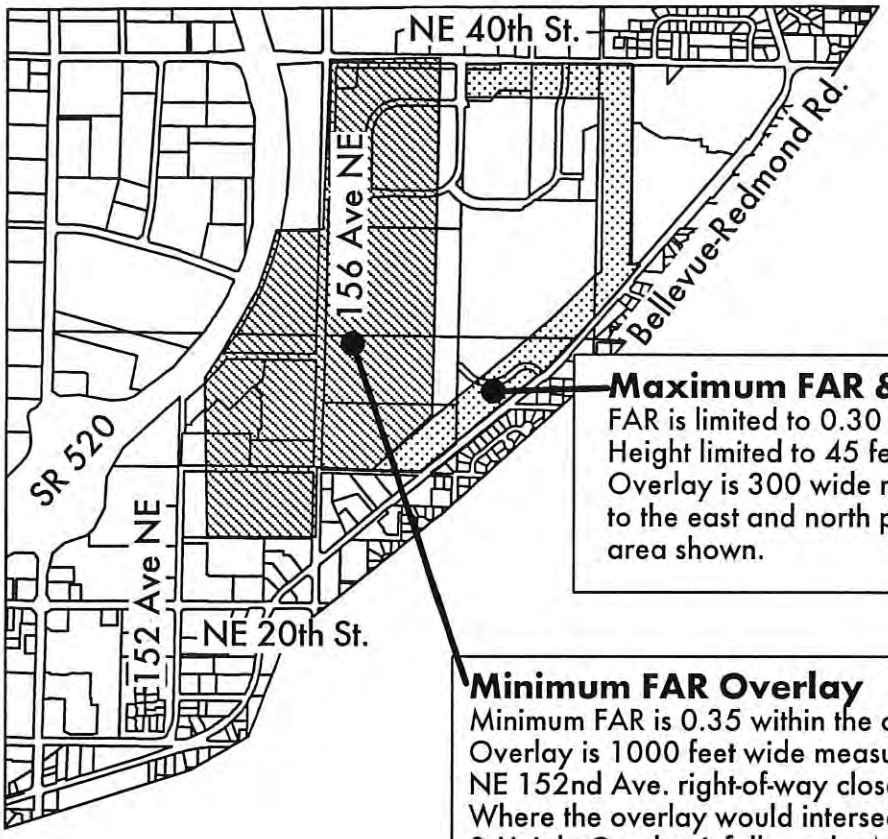
20C.70.035-060 Overlake Design District

(1) The purpose of the Overlake Neighborhood Design District zone is to provide for the hospital in the neighborhood. Hospitals often have special needs that can best be accommodated by special policies and regulations. Redmond anticipates preparing policies and regulations in cooperation with the property owner and neighborhood businesses, employees, and residents as provided for in Comprehensive Plan Policy LU-132.

(2) Until these policies and regulations are prepared, the provisions of the Overlake Business and Advanced Technology (OV) zone and the other applicable requirements of the Community Development Guide shall apply to the Design District zone in the Overlake Neighborhood.


Overlake Special Review Area
Houghton Park
County Park
Bridle Trails State Park
Marymoor Park
Pikes Peak Greenbelt Park
Cherry Crest Park
Group Health Hospital
Interlake H.S.
Bellevue Highlands Park
Crossroads
Village Greens Golf Links
BELLEVUE
Overlake Memorial Hospital
Lake Bellevue
N.E. 8th STREET
Glendale Golf and Country Club
Bellevue Chamber of Commerce
Hillaire Park
View Point Park
Lake Sammamish Bulge Park
Idylwood Park
Northup Way
Redmond Road
Old Redmond Road
Valley Green Blvd
405
520
920

Map OV-2
Height and Floor Area Overlays



Maximum FAR & Height Overlay
FAR is limited to 0.30 within the overlay.
Height limited to 45 feet within the overlay.
Overlay is 300 wide measured perpendicular to the east and north property line for the area shown.

Minimum FAR Overlay
Minimum FAR is 0.35 within the overlay.
Overlay is 1000 feet wide measured from the NE 152nd Ave. right-of-way closest to the property.
Where the overlay would intersect the Maximum FAR & Height Overlay it follows the Maximum FAR & Height Overlay boundary.

0 3500

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20C.70.035-070 Overlake SEPA Planned Action

(1) Purpose. The preparation of the Overlake Neighborhood Plan and Bel-Red/Overlake Transportation Study Update has required the investment of a significant amount of time and money by the cities of Redmond and Bellevue. These planning processes have also benefited from a significant investment in public involvement by neighborhood residents, property owners, businesses, employees, and others. The purpose of the Overlake SEPA Planned Action is to efficiently use these investments of time and money by the public, neighborhood residents, businesses and property owners to make development review more timely, cost-effective, and predictable. The Washington State Environmental Policy Act (SEPA) provides that where an environmental impact statement on a neighborhood plan has adequately addressed the significant environmental effects of a project, that environmental impact statement may be used as the SEPA analysis for that project. If a project complies with the requirements of this section, the environmental impact statement prepared for the Overlake Neighborhood Plan and Bel-Red/Overlake Transportation Study Update may be used as the environmental review document for that project and no further environmental review is required.

(2) Requirements for Coverage Under the Overlake SEPA Planned Action. To be covered by this SEPA Planned Action, a proposed project shall comply with all of the following requirements:

(a) The project shall be located on land within the Overlake Neighborhood and zoned Overlake Business & Advanced Technology (OV), Retail Commercial (RC), or Design District (DD).

(b) The project shall consist of building(s), site improvements, and onsite and offsite improvements to support the building(s) that will be occupied by uses that are allowed by the Overlake Business & Advanced Technology (OV), Retail Commercial (RC) or Design District (DD) zones. Only transportation improvements that meet the transportation management definition of project improvements shall be covered by the Overlake SEPA Planned Action. No transportation facility system improvement shall be covered by the Overlake SEPA Planned Action. If a project includes transportation facility system improvements, the system improvements shall not be planned actions, but the remainder of the project may if it otherwise complies with the requirements of this section. Essential public facilities shall not be included in the covered improvements.

(c) For non-residential projects and the non-residential component of mixed-use projects, the proposed project together with the projects already approved as planned actions shall not exceed the following gross square footage limits for the zone in which the project is located:

Zone	Total Non-Residential Gross Square Feet
Overlake Business & Advanced Technology (OV)	3,233,708
Retail Commercial (RC)	156,984
Design District (DD)	28,000

(d) For residential projects and the residential component of mixed-use projects, the project and the projects already approved as planned actions shall not exceed 1,336 housing units.

(e) The project shall comply with the floor area ratios (FARs), inclusive of allowable TDRs, and density limits set by the Overlake Business & Advanced Technology (OV) zone, the Retail Commercial (RC) zone, or the Design District (DD) and the Overlake Neighborhood Trip Cap.

(f) The application for coverage under the Overlake SEPA Planned Action must be submitted by June 1, 2012. If the application is approved, the project must vest under the statutes and case law of the State of Washington by December 31, 2012 or the approval shall expire.

(g) The project shall not be an essential public facility. Essential public facilities shall not be covered by the Overlake SEPA Planned Action.

(h) The Overlake SEPA Planned Action has not been suspended under the monitoring provisions in Subsection 20C.70.035-070(5), *Overlake SEPA Planned Action*. If the Administer has determined that the Overlake SEPA Planned Action covers a project, a suspension of the planned action shall not revoke that determination.

(3) Required Mitigating Measures. A proposed project that is covered by the Overlake SEPA Planned Action shall comply with all of the following:

(a) The City of Redmond Comprehensive Plan and the Overlake Neighborhood Plan.

(b) All applicable development regulations.

(c) If the Technical Committee determines that the traffic generated by the project will require the construction or modification of the transportation facilities of another local government, the State of Washington, or the United States, the project shall provide the mitigation to that government required by the Technical Committee. The payment of impact fees that cover this the impact will satisfy this requirement.

(d) For properties within the Lake Sammamish Basin or that discharge stormwater into the Lake Sammamish Basin and are required to obtain approved plans and permits by Section 20E.90.10-050, *Activities Requiring Permits*; the proposed project shall comply with the Sensitive Lake Protection Standard in the *Lake Sammamish Water Quality Management Plan* (1996) and all adopted clearing, grading, and stormwater requirements of the City of Redmond.

(e) The proposed project shall provide all offsite and onsite public facilities that the Technical Committee determines are necessary to serve the project including, but not limited to, water facilities, wastewater facilities, stormwater facilities, transportation facilities, fire protection facilities, police facilities, and park and recreation facilities.

(4) Determining if a Project is Covered by the Overlake SEPA Planned Action.

(a) An applicant seeking coverage under the Overlake SEPA Planned Action shall complete a SEPA Environmental Checklist and submit the checklist to the Administrator together with any fee for a Planned Action Coverage Determination set by the City of Redmond City Council. The applicant shall note on the checklist that he or she is requesting an Overlake Planned Action Coverage Determination. If the Administrator has prepared a SEPA Environmental Checklist specific to the Overlake SEPA Planned Action, that checklist shall be used.

(b) To be covered by the Overlake SEPA Planned Action, the project shall comply with all of the following criteria:

(i) The project complies with all of the requirements for coverage under the Overlake SEPA Planned Action in Subsection 20C.70.035-070(2), *Overlake SEPA Planned Action.*

(ii) The *Draft and Final Environmental Impact Statement and Integrated SEPA/GMA Documents for the Overlake Neighborhood Plan and the Bel-Red/Overlake Transportation Study Update* adequately addressed the project's significant adverse impacts.

(iii) The project is a subsequent or implementing project for the proposals analyzed in the *Draft and Final Environmental Impact Statement and Integrated SEPA/GMA Documents for the Overlake Neighborhood Plan and the Bel-Red/Overlake Transportation Study Update.*

(iv) The project is consistent with the City of Redmond Comprehensive Plan and the Overlake Neighborhood Plan, both of which have been adopted under the Growth Management Act.

(v) The project shall implement the required mitigating measures in Subsection 20C.70.035-070(3), *Overlake SEPA Planned Action.*

(c) If the Administrator determines the Overlake SEPA Planned Action covers the project, a project threshold determination or environmental impact statement shall not be required.

(d) If the Administrator determines the Overlake SEPA Planned Action does not cover the project, a project threshold determination is required. In conducting the additional SEPA environmental review, the lead agency may use information and analysis in the *Draft and Final Environmental Impact Statement and Integrated SEPA/GMA Documents for the Overlake Neighborhood Plan and the Bel-Red/Overlake Transportation Study Update* and other documents prepared as part of these planning processes.

(e) The Administrator's determination that a project is or is not covered by the Overlake SEPA Planned Action may be appealed as provided in Section 20F.30.250, *SEPA Appeals.* The appeal shall be filed on a Redmond Appeal Form and be received by the Administrator within 14 days of the date the Administrator makes his or her decision.

(f) If public notice is required for the project, the notice shall state the project is covered by the Overlake SEPA Planned Action.

(5) Monitoring the SEPA Planned Action.

(a) Each year, the Administrator shall monitor the amount and type of development in the Overlake Neighborhood, the amount and type of development covered under the Overlake SEPA Planned Action, and the construction of the transportation facilities provided for in the Bel-Red/Overlake Transportation Study Update. These monitoring efforts shall be integrated with the Bel-Red/Overlake Transportation Study Update monitoring activities.

(b) Based on these monitoring efforts, the Administrator shall consider whether the Overlake SEPA Planned Action should be updated or modified at least once every five years. This review should take place during the five-year evaluation of the Overlake Neighborhood Plan called for by the Redmond Comprehensive Plan. It may also take place more frequently. If the Administrator determines an update or modification is needed, the Administrator shall begin the process of conducting the update or modification or request funds to do so through the city's budgeting process.

(c) Suspension of the Planned Action.

(i) If the Administrator determines that the transportation facilities adequate to serve the projects allowed under the planned action are not likely to be constructed in a timely fashion and that substitute facilities or programs cannot be provided or that continuing implementation of the Overlake SEPA Planned Action would result in probable significant environmental harm, the Administrator may suspend the Overlake SEPA Planned Action for up to one year.

(ii) During the suspension, the Administrator shall work with the Planning Commission and City Council to modify the Overlake SEPA Planned Action to address these deficiencies or to repeal the planned action.

(iii) During the suspension, no new applications for projects to be covered by the Overlake SEPA Planned Action shall be approved by the Administrator. Applicants may withdraw their requests to be covered by the planned action and the project may be reviewed under the standard SEPA environmental review process and the city's permitting processes during any suspension.

(iv) The Administrator's decision to suspend the Overlake SEPA Planned Action may be appealed as provided in Section 20F.20.200, *Appeals*. The appeal shall be filed on a Redmond Appeal Form and be received by the Administrator within 10 working days of the date the Administrator makes his or her decision.

Chapter 20D.230
Transitions between Zones (Applies Citywide)

How to Use the Transitional Regulations

1. Determine if the property is within a Transition Overlay. Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required*, shows when transition overlays apply.
2. Determine where in the Transition Overlay the property is located. Deferent requirements apply in different areas.
3. Determine the applicable requirements. The requirements are located in this chapter and with other similar types of regulations. For example, the transitional height limits are located with other height limits.

Properties located on the border of a Transition Overlay and a protected zone will have to comply with the following requirements:

1. Construction and maintenance of a 20-feet wide buffer. In certain locations, the buffer is wider than 20 feet.
2. A special setback.
3. Height limits.
4. Guidelines on the location of parking and driveways.
5. Guidelines on the location of uses and site operational requirements.
6. Special sign requirements.
7. Exterior lighting requirements.
8. Supplemental design standards.

Other properties in the Transition Overlay must comply with all of the above provisions except for 1 and 2.

20D.230.10 Purpose.

Promoting compatibility between uses is one of the key goals of development regulations. The City of Redmond uses several different techniques to achieve this goal. They include prohibiting the expansion of commercial, office, and manufacturing zones into residential areas, using transitional zones to separate incompatible uses, using transitional regulations to protect nearby uses that may otherwise be incompatible, using operational regulations to provide that the activities under taken as part of uses will be compatible with other uses, and constructing public improvements that lessen adverse impacts on nearby uses.

Comprehensive Plan policies LU-75, LU-87, LU-89, and LU-109 require that development standards, design standards, building and site design, landscaping, and the location of uses should encourage compatibility between uses. These policies and neighborhood policies guide the implementation of this chapter.

This and other chapters contain the transitional regulations. They apply to uses on the edges of zones that allow more intense uses than abutting zones. This and other chapters include regulations on site design, construction, uses, and site operation to

protect uses from adverse impacts and therefore increasing compatibility. In addition to these transitional regulations, other techniques, such the transitional zones and citywide development standards, are also used to minimize potential use conflicts and adverse impacts.

20D.230.20 Transition Overlay.

20D.230.20-010. Applicability.

(1) Unless otherwise provided by this chapter, where Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* contains a circle (**O**) or a box (□) in the cell formed at the intersection of a row and a column, the zone listed in the row shall comply with the transitional regulations in this and other chapters when the zone borders the zone listed in the column.

(2) Unless otherwise provided by this chapter, where Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* contains a triangle (▲) in the cell formed at the intersection of a row and a column, the zone listed in the row may have to comply with the transitional regulations in this and other chapters when it borders the zone listed in the column. If the Administrator determines that the allowed uses and allowed intensity may result in potential adverse impacts in the zone listed in the row under the heading "Zones that are to be Protected by Transitional Regulations" then the transitional regulations in this chapter shall apply.

20D.230.20-020 When Compliance with Transitional Regulations is Required

(1) Protected and Complying Zones

		Zones that are to be Protected by Transitional Regulations (Protected Zones)																
		A	UR	RA-5	R-1	R-2	R-3	R-4	R-5	R-6	R-8	R-12	R-18	R-20	R-30	NC[1]	ORS	ORM
Zones Required to Comply with Transitional Regulations (Complying Zones)	R-12	□	□	O	O	O	O	O	O	O							O	
	R-18	□	□	O	O	O	O	O	O	O							O	
	R-20	□	□	O	O	O	O	O	O	O	O						O	
	R-30	□	□	O	O	O	O	O	O	O	O						O	
	NC	□	□	□	□	□	□	□	□	□	O						□	
	GC	□	□	□	□	□	□	□	□	□	□	□	O	O	O	O	□	O
	RC	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-1	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-2	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-3	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-4	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-5	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	CC-6	□	□	□	□	□	□	□	□	□	O	O					□	O
	BP	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	OV	□	□	□	□	□	□	□	□	□	O	O	O	O	O	O	□	O
	MP	□	□	□	□	□	□	□	□	□	□	□	O	O	O	O	□	O
	I	□	□	□	□	□	□	□	□	□	□	□	O	O	O	O	□	O
	DD	□	□	□	□	□	□	□	□	□	O	O	▲	▲	▲	▲	□	▲

□ A 300-foot wide Transition Overlay shall be required.

O A 150-foot wide Transition Overlay shall be required.

▲ Where the Administer has determined that the transitional regulations shall apply, the Administrator shall determine the width of the Transition Overlay. The Transition Overlay shall be between 100 and 300 feet wide based on the type and intensity of the uses allowed in the zones.

[1]Does not apply if residential uses are not proposed within a Neighborhood Commercial zone within a commercial or employment zone.

(2) See Section 20C.10.10-020, *Establishment of Zoning Districts*, for the zones represented by the symbols in Subsection 20D.230.20-020, *When Compliance with Transitional Regulations is Required.*

(3) DD (Design District) applies to all design districts including the Gateway Design Districts (GDD-1, GDD-2, and GDD-1).

(4) ORS (Outside Redmond Single-Family) refers to primarily single-family residential zones in neighboring jurisdictions that have an allowed density of six or fewer housing units per acre.

(5) ORM (Outside Redmond Multi-Family) refers to primarily small lot single-family residential zones and primarily multi-family residential zones in neighboring jurisdictions that have an allowed density of seven or more housing units per acre.

(6) Except as otherwise provided in this division, the Transition Overlay shall be located within the complying zone.

(7) The transition zone shall be measured at right angles along the boundary of the complying zone. Where this division allows areas within the protected zone to be included in the Transition Overlay, the Transition Overlay shall include these areas where they abut the complying zone.

(8) The Transition Overlay shall include the following areas within the protected zone:

(a) State Route (SR) 520, public street rights-of-way, and railroad rights-of-way.

(b) The Sammamish River, parks or easements for park and open space uses owned by a public agency, and trail rights-of-way or corridors where a public agency owns or leases the right-of-way or corridor or has an easement or equitable servitude for the right-of-way or corridor.

(c) Native Growth Protection Easements and easements or equitable servitudes with similar purposes.

20D.230.30 Development Standards applicable in the Transition Overlay.

20D.230.30-010 Compliance Required. The Transition Overlay development standards are located in the chapters that contain similar requirements or in this division. Transition Overlay development standards shall apply in addition to the development standards in the underlying zone. Where there is a conflict between the standards, the most restrictive shall apply.

20D.230.30-020 Location of Uses and Site Operations. Within the Transition Overlay,

(1) Uses shall be located on a site so as to minimize adverse impacts on protected zones.

(2) All maintenance and testing activities may take place from 7 a.m. through 7 p.m. on Monday through Friday and from 9 a.m. through 6 p.m. on Saturday. On legal holidays for Washington State, no maintenance and testing activities may take place. Emergency maintenance activities may take place at any time and on any day.

(3) Refuse collection and recycling areas should be located away from bordering protected zones and screened from street level views. This screening shall be done by placing the areas behind buildings or by the use of berms, hedges, walls, or equivalent or better methods. Refuse collection and recycling areas shall not be located within a front yard setback or in a setback along a Neighborhood Protection Street.

(4) Outside of the Industry (I) zone, all exterior work activities allowed by the underlying zone shall be prohibited except for the following uses: restaurants, plant nurseries, entertainment and recreation uses that are commonly performed outside, sales of motor vehicle fuels, car washes, parking lots, outdoor markets, and sidewalk sales.

(5) Outside of the Industry (I) zone, no exterior storage of goods or materials shall be allowed within the Transition Overlay. Exterior storage of construction materials and construction equipment during temporary construction activities is allowed.

20D.230.30-030 Authority to Condition Permits and Approvals to Enhance Compatibility. Both within and outside Transition Overlays, decisions makers authorized to decide discretionary approvals by the Community Development Guide may condition discretionary approvals and development permits, including but not limited to site plan approvals, to minimize adverse impacts on other properties and uses and to carry out the policies of the comprehensive plan.

Add the following New Section to Division 20C.30.25, Site Requirements for Residential Zones.

20C.30.25-135 Maximum Height of Structures in a Transition Overlay

(1) Maximum Height of Structures without Bonuses in a Transition Overlay

		Complying Zones			
		R-12	R-18	R-20	R-30
Protected Zones	RA-5, R-1 – R-8, & ORS	40	40	40	40
	R-12, R-18, NC, & ORM			50	50

(2) Maximum Height of Structures with Bonuses in a Transition Overlay

		Complying Zones			
		R-12	R-18	R-20	R-30
Protected Zones	RA-5, R-1 – R-8, & ORS	45	45	45	45
	R-12, R-18, NC, & ORM			55	55

(3) Compliance with the maximum height of structures set by this section is not required when the protected zone or all building sites within a protected zone have an elevation five feet higher than the maximum height of structures with bonuses.

(4) Allowable Height Increase. Except for those zones which have the height limit set at the standard in the underlying zone, the maximum height of structures without bonuses in Subsection 20C.30.25-135(1), *Maximum Height of Structures in a Transition Overlay*, may be increased if one or more of the following features are constructed as part of the development and the intent of this chapter is met. In no case shall the maximum height of structures with bonuses set by Subsection 20C.30.25-135(2), *Maximum Height of Structures in a Transition Overlay*, be exceeded through this subsection.

Feature	Height Increase Allowed
Parking is located under the building	10-foot increase
At least one quarter of the on-site parking is provided in underground parking structures.	10-foot increase
At least one quarter of the on-site parking is located in parking structure(s) outside the transition zone.	10-feet increase
The building has a pitched roof.	10-foot increase
No mechanical equipment is located on the roof.	10-foot increase
The existing grade under the proposed building pad is at least 10 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.	10-foot increase
A greenbelt at least 100 feet wide is provided along at least one public street.	10-foot increase
TDRs are used to increase building height	10-foot increase over 8,712 square feet of gross floor area. See Section 20D.200.10-140, *Use of Development Rights: Floor Area and Regulatory Flexibility.*

(5) Modification to Height. The maximum height of structures without bonuses in Subsection 20C.30.25-135(1), *Maximum Height of Structures in a Transition Overlay*, and the maximum height with bonuses in Subsection 20C.30.25-135(2), *Maximum Height of Structures in a Transition Overlay*, may be increased by the Design Review Board if all of the following conditions are met:

(a) The existing grade under the proposed building pad is at least 20 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.

(b) The modified building height does not exceed the maximum height permitted by the underlying zone for properties outside the transition overlay.

(c) The proposal, with the height modification, will provide an equivalent or better transition to the protected properties as the maximum height of structures without bonuses in Subsection 20C.30.25-135(1), *Maximum Height of Structures in a Transition Overlay*.

Add the following New Section to Division 20C.50.25, Site Requirements for Commercial Zones.

20C.50.25-065 Maximum Height of Structures in a Transition Overlay

(1) Maximum Height of Structures without Bonuses in a Transition Overlay

		Complying Zones		
		NC	GC	RC
Protected Zones	RA-5, R-1 – R-8, & ORS			40
	R-12, R-18, NC, & ORM			50

(2) Maximum Height of Structures with Bonuses in a Transition Overlay

		Complying Zones		
		NC	GC	RC
Protected Zones	RA-5, R-1 – R-8, & ORS			45

(3) Compliance with the maximum height of structures set by this section is not required when the protected zone or all building sites within a protected zone have an elevation five feet higher than the maximum height of structures with bonuses.

(4) Allowable Height Increase. Except for those zones which have the height limit set at the standard in the underlying zone, the maximum height of structures without bonuses in Subsection 20C.50.25-065(1), *Maximum Height of Structures in a Transition Overlay*, may be increased if one or more of the following features are constructed as part of the development and the intent of this chapter is met. In no case shall the maximum height of structures with bonuses set by Subsection 20C.50.25-065(2), *Maximum Height of Structures in a Transition Overlay*, be exceeded through this subsection.

Feature	Height Increase Allowed
Parking is located under the building	10-foot increase
At least one quarter of the on-site parking is provided in underground parking structures.	10-foot increase
At least one quarter of the on-site parking is located in parking structure(s) outside the transition zone.	10-foot increase
The building has a pitched roof.	10-foot increase
No mechanical equipment is located on the roof.	10-foot increase
The existing grade under the proposed building pad is at least 10 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.	10-foot increase
A greenbelt at least 100 feet wide is provided along at least one public street.	10-foot increase
TDRs are used to increase building height	10-foot increase over 8,712 square feet of gross floor area. See Section 20D.200.10-140, *Use of Development Rights: Floor Area and Regulatory Flexibility*.

(5) Modification to Height. The maximum height of structures without bonuses in Subsection 20C.50.25-065(1), *Maximum Height of Structures in a Transition Overlay*, and the maximum height with bonuses in Subsection 20C.50.25-065(2), *Maximum Height of Structures in a Transition Overlay*, may be increased by the Design Review Board if all of the following conditions are met:

(a) The existing grade under the proposed building pad is at least 20 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.

(b) The modified building height does not exceed the maximum height permitted by the underlying zone for properties outside the transition overlay.

(c) The proposal, with the height modification, will provide an equivalent or better transition to the protected properties as the maximum height of structures without bonuses in Subsection 20C.50.25-065(1), *Maximum Height of Structures in a Transition Overlay*.

Add the following New Section to Division 20C.60.25, Site Requirements for Business Park, Manufacturing Park and Industry.

20C.60.25-065 Maximum Height of Structures in a Transition Overlay

(1) Maximum Height of Structures in a Transition Overlay

		Complying Zones				
		BP	OV	MP	I	DD
Protected Zones	RA-5, R-1 – R-8, & ORS	35	35	40	40	40
	R-12, R-18, NC, & ORM				50	50
	R-20 & R-30					

(2) Maximum Height of Structures with Bonuses in a Transition Overlay

		Complying Zones				
		BP	OV	MP	I	DD
Protected Zones	RA-5, R-1 – R-8, & ORS	40	45	45	45	45

(3) Compliance with the maximum height of structures set by this section is not required when the protected zone or all building sites within a protected zone have an elevation five feet higher than the maximum height of structures with bonuses.

(4) Allowable Height Increase. Except for those zones which have the height limit set at the standard in the underlying zone, the maximum height of structures without bonuses in Subsection 20C.60.25-065(1) *Maximum Height of Structures in a Transition Overlay*, may be increased if one or more of the following features are constructed as part of the development and the intent of this chapter is met. In no case shall the maximum height of structures with bonuses set by Subsection 20C.60.25-065(2), *Maximum Height of Structures in a Transition Overlay*, be exceeded through this subsection.

Feature	Height Increase Allowed
Parking is located under the building	10-foot increase
At least one quarter of the on-site parking is provided in underground parking structures.	10-foot increase
At least one quarter of the on-site parking is located in parking structure(s) outside the transition zone.	10-foot increase
The building has a pitched roof.	10-foot increase
No mechanical equipment is located on the roof.	10-foot increase
The existing grade under the proposed building pad is at least 10 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.	10-foot increase

Feature	Height Increase Allowed
The property owner provides a greenbelt at least 100 feet wide is provided along at least one public street.	10-foot increase
TDRs are used to increase building height	10-foot increase over 8,712 square feet of gross floor area. See Section 20D.200.10-140, *Use of Development Rights: Floor Area and Regulatory Flexibility*.

(5) Modification to Height. The maximum height of structures without bonuses in Subsection 20C.60.25-065(1), *Maximum Height of Structures in a Transition Overlay*, and the maximum height with bonuses in Subsection 20C.60.25-065(2), *Maximum Height of Structures in a Transition Overlay*, may be increased by the Design Review Board if all of the following conditions are met:

(a) The existing grade under the proposed building pad is at least 20 feet below the grade at the property lines of all properties in the protected zone that border the development site or are across the street from the development site.

(b) The modified building height does not exceed the maximum height permitted by the underlying zone for properties outside the transition overlay.

(c) The proposal, with the height modification, will provide an equivalent or better transition to the protected properties as the maximum height of structures without bonuses in Subsection 20C.60.25-065(1), *Maximum Height of Structures in a Transition Overlay*.

Add the following to New Subsection 20C.30.25-080, Building Setbacks [in Residential Zones].

(3) Minimum Setback in a Transition Overlay.

(a) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones. The only residential zones to which these requirements apply are R-12 through R-30 zones that border a protected zone or are across a street from a protected zone.

(b) For properties within a Transition Overlay that border a protected zone or are across a street from a protected zone the following setbacks shall apply:

Building Height	Setback from All Property Lines that Border a Protected Zone or a Street that Borders or includes a Protected Zone
Up to 30 feet	20 feet
31 to 40 feet	25 feet
41 to 50 feet	30 feet
More than 51 feet	35 feet

(c) This setback shall not apply to property lines bordering a green street or an arterial street on which King County provides all-day local or peak transit service or the Redmond Comprehensive Plan plans for the arterial street to have all-day local or peak transit service.

(d) This setback shall not apply to property lines bordering the SR 520 right-of-way.

Add the following New Section to Division 20C.40.40, Site Requirements [in City Center Zones].

20C.40.40-050 Minimum Setback in a Transition Overlay.

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) For properties within a Transition Overlay that border a protected zone or are across a street from a protected zone the following setbacks shall apply:

Building Height	Setback from All Property Lines that Border a Protected Zone or a Street that Borders or includes a Protected Zone
Up to 30 feet	20 feet
31 to 40 feet	25 feet
41 to 50 feet	30 feet
More than 51 feet	35 feet

(3) This setback shall not apply to property lines bordering a green street or an arterial street on which King County provides all-day local or peak transit service or the Redmond Comprehensive Plan plans for the arterial street to have all-day local or peak transit service.

(4) This setback shall not apply to property lines bordering the SR 520 right-of-way.

Add the following New Subsection to Section 20C.50.25-040, Building Setbacks [in Commercial Zones].

(3) Minimum Setback in a Transition Overlay.

(a) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(b) For properties within a Transition Overlay that border a protected zone or are across a street from a protected zone the following setbacks shall apply:

Building Height	Setback from All Property Lines that Border a Protected Zone or a Street that Borders or includes a Protected Zone
Up to 30 feet	20 feet
31 to 40 feet	25 feet
41 to 50 feet	30 feet
More than 51 feet	35 feet

(c) This setback shall not apply to property lines bordering a green street or an arterial street on which King County provides all-day local or peak transit service or the Redmond Comprehensive Plan plans for the arterial street to have all-day local or peak transit service.

(d) This setback shall not apply to property lines bordering the SR 520 right-of-way.

Add the following to Section 20C.60.25-050, Building Setbacks [in Employment Zones].

(3) Minimum Setback in a Transition Overlay.

(a) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(b) For properties within a Transition Overlay that border a protected zone or are across a street from a protected zone the following setbacks shall apply:

Building Height	Setback from All Property Lines that Border a Protected Zone or a Street that Borders or includes a Protected Zone
Up to 30 feet	20 feet
31 to 40 feet	25 feet
41 to 50 feet	30 feet
More than 51 feet	35 feet

(c) This setback shall not apply to property lines bordering a green street or an arterial street on which King County provides all-day local or peak transit service or the Redmond Comprehensive Plan plans for the arterial street to have all-day local or peak transit service.

(d) This setback shall not apply to property lines bordering the SR 520 right-of-way.

Delete existing Subsection 20C.30.25-080(3), Minimum Open Space; rename Section 20C.30.25-080 Minimum Open Space, Landscaping, and Buffers; and add the following New Subsection to Section 20C.30.25-020, Minimum Open Space [in Residential Zones].

~~(3) Fees In Lieu of. The minimum open space requirement may be met through the payment of fees in lieu of the requirement, as determined by the City. See Chapter 20D.60 RCDG, Impact Fees. (Ord. 1901)~~

(3) Landscaping and Buffers in a Transition Overlay.

(a) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones. The only residential zones to which these requirements apply are R-12 through R-30 zones that border a protected zone or are across a street from a protected zone.

(b) All setbacks, open spaces, and buffers shall be landscaped as required by Chapter 20D.90, *Landscaping and Tree Protection Standards*, all other applicable standards, or be maintained in existing vegetation.

(c) Required Buffers.

(i) The following landscaped buffers shall be provided. Each buffer shall be at least 20 feet wide unless otherwise provided in the Redmond Community Development Guide.

(A) Along property lines that border a protected zone.

(B) Along street frontages where any portion of the street bordering the development site borders a R-1 through R-6 zone.

(ii) Unless removal is necessary for streets, sidewalks, or utilities, the tree will likely not survive, the tree will likely be blown over in a likely wind storm, or a hazard will likely result, to the extent possible, all significant trees within 15 feet of the property line where a required buffer must be provided shall be retained. Significant trees are defined in Chapter 20D.90, *Landscaping and Tree Protection Standards.*

(d) Required Plantings.

(i) Except as otherwise provided in this division, the buffers shall be planted with the following materials:

(A) Evergreen and deciduous trees, of which no more than 40 percent of the trees may be deciduous. There shall be a minimum of five trees per 1,000 square feet of buffer area. The trees and other plant materials required by this section shall be located so that they effectively buffer the

development from bordering residential properties. The buffer need not completely obscure the development, rather is should screen it.

(B) Evergreen shrubs, a minimum of five gallon size when planted. The number of shrubs places shall equal one-third of the buffer frontage in feet.

(C) Living ground cover planted to cover the ground within three years.

(D) Option for Certain Zones. Where the street frontage landscaping will be planted to buffer a building rather than a parking area, driveway, or portion of a site used for any purpose other than a building, lawn, or open space; a lawn no less than five feet in width may be substituted for the shrubs and ground cover required by Subsections 20C.30.25-080(3)(d)(i)(B) and (C), Landscaping, and Buffers in a Transition Overlay. If this option is used the buffer width may be reduced to five feet. The trees required by Subsection 20C.30.25-080(3)(d)(i)(A) shall be included in the buffer.

(ii) Except for lawns, all plant materials shall be native to the area, soils, and micro-climate in which they will be planted or shall not require more water for growing than such plants.

(e) Except as otherwise provided in this section, no structures shall be placed in required buffers and buffers shall only be used as buffers, landscaping, open space, and recreation.

(i) Streets, driveways, and underground utilities may cross required buffers to provide access from the street to the interior of the property.

(ii) Trails may be included in buffers.

(iii) Patios and similar ground level features may be included in the buffer area. Patios shall not be located within 10 feet of the property line.

(iv) No more than 20 percent of the buffer area may be used for the streets, driveways, underground utility crossings, trails and ground level features.

(v) Any structure or use that meets (A), (B), and (C), of this subpart shall be removed from the buffer within five years of the effective date of this regulation and the buffer planted and constructed to meet the requirements of this title.

(A) The structure or use is located in a buffer required by this title.

(B) The structure or use was constructed or established after the buffer requirement when into effect.

(C) The structure or use does not meet the requirements of this title.

(f) All required buffers shall be maintained in compliance with this division for the life of the use. Dead and dying plants shall be replaced during the next growing season.

(g) Buffers may be placed in a required setback. Buffers shall counted towards required open space, required pervious surfaces and other requirements that they meet. Except for trails, any impervious surfaces within the buffer shall not be counted towards fulfilling either open space or pervious surface requirements.

Add the following to Division 20C.40.40, Site Requirements [in City Center Zones].

20C.40.40-060 Landscaping and Buffers

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) The setback required by Section 20C.40.40-050, *Minimum Setback in a Transition Overlay,* and the buffers required by this section shall be landscaped as required by Chapter 20D.90, *Landscaping and Tree Protection Standards,* all other applicable standards, or be maintained in existing vegetation.

(3) Required Buffers.

(a) The following landscaped buffers shall be provided. Each buffer shall be at least 20 feet wide unless otherwise provided in the Redmond Community Development Guide.

(i) Along property lines which border a protected zone.

(ii) Along street frontages where any portion of the street bordering the development site borders a R-1 through R-6 zone.

(b) Unless removal is necessary for streets, sidewalks, or utilities, the tree will likely not survive, the tree will likely be blown over in a likely wind storm, or a hazard will likely result, to the extent possible, all significant trees within 15 feet of the property line where a required buffer must be provided shall be retained. Significant trees are defined in Chapter 20D.90, *Landscaping and Tree Protection Standards.*

(c) Required Plantings.

(i) Except as otherwise provided in this division, the buffers shall be planted with the following materials:

(A) Evergreen and deciduous trees, of which no more than 40 percent of the trees may be deciduous. There shall be a minimum of five trees per 1,000 square feet of buffer area. The trees and other plant materials required by this section

shall be located so that they effectively buffer the development from bordering residential properties. The buffer need not completely obscure the development, rather is should screen it.

(B) Evergreen shrubs, a minimum of five gallon size when planted. The number of shrubs places shall equal one-third of the buffer frontage in feet.

(C) Living ground cover planted to cover the ground within three years.

(D) Option for Certain Zones. Where the street frontage landscaping will be planted to buffer a building rather than a parking area, driveway, or portion of a site used for any purpose other than a building, lawn, or open space; a lawn no less than five feet in width may be substituted for the shrubs and ground cover required by Subsections 20C.40.40-060(3)(c)(i)(B) and (C), *Landscaping and Buffers*. If this option is used the buffer width may be reduced to five feet. The trees required by Subsection 20C.40.40-060(3)(c)(i)(A), *Landscaping and Buffers* shall be included in the buffer.

(ii) Except for lawns, all plant materials shall be native to the area, soils, and micro-climate in which they will be planted or shall not require more water for growing than such plants.

(d) Except as otherwise provided in this section, no structures shall be placed in required buffers and buffers shall only be used as buffers, landscaping, open space, and recreation.

(i) Streets, driveways, and underground utilities may cross required buffers to provide access from the street to the interior of the property.

(ii) Trails may be included in buffers.

(iii) Patios and similar ground level features may be included in the buffer area. Patios shall not be located within 10 feet of the property line.

(iv) No more than 20 percent of the buffer area may be used for the streets, driveways, underground utility crossings, trails and ground level features.

(v) Any structure or use that meets (A), (B), and (C), of this subpart shall be removed from the buffer within five years of the effective date of this regulation and the buffer planted and constructed to meet the requirements of this title.

(A) The structure or use is located in a buffer required by this title.

(B) The structure or use was constructed or established after the buffer requirement when into effect.

(C) The structure or use does not meet the requirements of this title.

(e) All required buffers shall be maintained in compliance with this division for the life of the use. Dead and dying plants shall be replaced during the next growing season.

(f) Buffers may be placed in a required setback. Buffers shall counted towards required open space, required pervious surfaces and other requirements that they meet. Except for trails, any impervious surfaces within the buffer shall not be counted towards fulfilling either open space or pervious surface requirements.

Add the following New Section to Division 20C.50.25, Site Requirements for Commercial Zones.

20C.50.25-080 Landscaping, Open Space and Buffers

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) All setbacks, open spaces, and buffers shall be landscaped as required by Chapter 20D.90, *Landscaping and Tree Protection Standards,* all other applicable standards, or be maintained in existing vegetation.

(3) Required Buffers.

(a) The following landscaped buffers shall be provided. Each buffer shall be at least 20 feet wide unless otherwise provided in the Redmond Community Development Guide.

(i) Along property lines which border a protected zone.

(ii) Along street frontages where any portion of the street bordering the development site borders a R-1 through R-6 zone.

(iii) Where the development site is zoned RC or GC, along street frontages where any portion of the street bordering the development site borders a R-1 through R-30 zone.

(b) Unless removal is necessary for streets, sidewalks, or utilities, the tree will likely not survive, the tree will likely be blown over in a likely wind storm, or a hazard will likely result, to the extent possible, all significant trees within 15 feet of the property line where a required buffer must be provided shall be retained. Significant trees are defined in Chapter 20D.90, *Landscaping and Tree Protection Standards.*

(c) Required Plantings.

(i) Standard Requirements. Except as otherwise provided in this division, the buffers shall be planted with the following materials:

(A) Evergreen and deciduous trees, of which no more than 40 percent of the trees may be deciduous. There shall be a minimum of five trees per 1,000 square feet of buffer area. The trees and other plant materials required by this section shall be located so that they effectively buffer the development from bordering residential properties. The buffer need not completely obscure the development, rather is should screen it.

(B) Evergreen shrubs, a minimum of five gallon size when planted. The number of shrubs places shall equal one-third of the buffer frontage in feet.

(C) Living ground cover planted to cover the ground within three years.

(D) Option for Certain Zones. Except for the GC zone, where the street frontage landscaping will be planted to buffer a building rather than a parking area, driveway, or portion of a site used for any purpose other than a building, lawn, or open space; a lawn no less than five feet in width may be substituted for the shrubs and ground cover required by Subsections 20C.50.25-080(3)(c)(i)(B) and (C), *Landscaping, Open Space and Buffers*. If this option is used the buffer width may be reduced to five feet. The trees required by Subsection 20C.50.25-080(3)(c)(i)(A), *Landscaping, Open Space and Buffers* shall be included in the buffer.

(ii) Supplemental Hedge for Certain Zones. Where a RC or GC zone borders a residential zone on an interior property line, an evergreen hedge a minimum of three feet in height at the time it is planted and capable of achieving a continuous visual screen with a height of four feet within three years shall be planted or a combination of shrubs and a fence shall be added within the required planting area to achieve the effect of a hedge.

(iii) Except for lawns, all plant materials shall be native to the area, soils, and micro-climate in which they will be planted or shall not require more water for growing than such plants.

(d) Except as otherwise provided in this section, no structures shall be placed in required buffers and buffers shall only be used as buffers, landscaping, open space, and recreation.

(i) Streets, driveways, and underground utilities may cross required buffers to provide access from the street to the interior of the property.

(ii) Trails may be included in buffers.

(iii) Patios and similar ground level features may be included in the buffer area. Patios shall not be located within 10 feet of the property line.

(iv) No more than 20 percent of the buffer area may be used for the streets, driveways, underground utility crossings, trails and ground level features.

(v) Any structure or use that meets (A), (B), and (C), of this subpart shall be removed from the buffer within five years of the effective date of this regulation and the buffer planted and constructed to meet the requirements of this title.

(A) The structure or use is located in a buffer required by this title.

(B) The structure or use was constructed or established after the buffer requirement when into effect.

(C) The structure or use does not meet the requirements of this title.

(e) All required buffers shall be maintained in compliance with this division for the life of the use. Dead and dying plants shall be replaced during the next growing season.

(f) Buffers may be placed in a required setback. Buffers shall counted towards required open space, required pervious surfaces and other requirements that they meet. Except for trails, any impervious surfaces within the buffer shall not be counted towards fulfilling either open space or pervious surface requirements.

Add the following New Section to Division 20C.60.25, Site Requirements for Business Park, Manufacturing Park, and Industry.

20C.60.25-080 Landscaping, Open Space and Buffers

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) All setbacks, open spaces, and buffers shall be landscaped as required by Chapter 20D.90, *Landscaping and Tree Protection Standards*, all other applicable standards, or be maintained in existing vegetation.

(3) Required Buffers.

(a) The following landscaped buffers shall be provided. Each buffer shall be at least 20 feet wide unless otherwise provided in the Redmond Community Development Guide.

(i) Along property lines which border a protected zone.

(ii) Along street frontages where any portion of the street bordering the development site borders a R-1 through R-6 zone.

(iii) Where the development site is zoned MP or I, along street frontages where any portion of the street bordering the development site borders a R-1 through R-30 zone.

(b) Unless removal is necessary for streets, sidewalks, or utilities, the tree will likely not survive, the tree will likely be blown over in a likely wind storm, or a hazard will likely result, to the extent possible, all significant trees within 15 feet of the property line where a required buffer must be provided shall be retained. Significant trees are defined in Chapter 20D.90, *Landscaping and Tree Protection Standards.*

(c) Required Plantings.

(i) Standard Requirements. Except as otherwise provided in this division, the buffers shall be planted with the following materials:

(A) Evergreen and deciduous trees, of which no more than 40 percent of the trees may be deciduous. There shall be a minimum of five trees per 1,000 square feet of buffer area. The trees and other plant materials required by this section shall be located so that they effectively buffer the development from bordering residential properties. The buffer need not completely obscure the development, rather is should screen it.

(B) Evergreen shrubs, a minimum of five gallon size when planted. The number of shrubs places shall equal one-third of the buffer frontage in feet.

(C) Living ground cover planted to cover the ground within three years.

(D) Option for Certain Zones. Except for the MP and I zones, where the street frontage landscaping will be planted to buffer a building rather than a parking area, driveway, or portion of a site used for any purpose other than a building, lawn, or open space; a lawn no less than five feet in width may be substituted for the shrubs and ground cover required by Subsections 20C.60.25-080(3)(c)(i)(B) and (C), *Landscaping, Open Space and Buffers*. If this option is used the buffer width may be reduced to five feet. The trees required by Subsection 20C.60.25-080(3)(c)(i)(A), *Landscaping, Open Space and Buffers* shall be included in the buffer.

(ii) Supplemental Hedge for Certain Zones. Where a MP or I zone borders a residential zone on an interior property line, an evergreen hedge a minimum of three feet in height at the time it is planted and capable of achieving a continuous visual screen with a height of four feet within three years shall be planted or a combination of shrubs and a fence shall be added within the required planting area to achieve the effect of a hedge.

(iii) Except for lawns, all plant materials shall be native to the area, soils, and micro-climate in which they will be planted or shall not require more water for growing than such plants.

(d) Except as otherwise provided in this section, no structures shall be placed in required buffers and buffers shall only be used as buffers, landscaping, open space, and recreation.

(i) Streets, driveways, and underground utilities may cross required buffers to provide access from the street to the interior of the property.

(ii) Trails may be included in buffers.

(iii) Patios and similar ground level features may be included in the buffer area. Patios shall not be located within 10 feet of the property line.

(iv) No more than 20 percent of the buffer area may be used for the streets, driveways, underground utility crossings, trails and ground level features.

(v) Any structure or use that meets (A), (B), and (C), of this subpart shall be removed from the buffer within five years of the effective date of this regulation and the buffer planted and constructed to meet the requirements of this title.

(A) The structure or use is located in a buffer required by this title.

(B) The structure or use was constructed or established after the buffer requirement when into effect.

(C) The structure or use does not meet the requirements of this title.

(e) All required buffers shall be maintained in compliance with this division for the life of the use. Dead and dying plants shall be replaced during the next growing season.

(f) Buffers may be placed in a required setback. Buffers shall counted towards required open space, required pervious surfaces and other requirements that they meet. Except for trails, any impervious surfaces within the buffer shall not be counted towards fulfilling either open space or pervious surface requirements.

Add the following New Subsection to Division 20D.120, Outdoor Storage and Service Areas, change all references in the division from CB to RC, and add OV to all references to BP.

20D.120.10-080 Exterior Storage in a Transition Overlay

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones. This standard shall not apply to Transition Overlays where the primary zone is a Residential (R) zone.

(2) Outside of the Industry (I) zone, no exterior storage of goods or materials shall be allowed within the Transition Overlay. Exterior storage of construction materials and construction equipment during temporary construction activities is allowed.

Add to the following New section to Chapter 20D.130, Parking Standards (Applies Citywide)

20D.130.10-060 Parking and Other Vehicle Use Areas with a Transition Overlay.

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) Within the Transition Overlay,

(a) Above ground vehicle use areas including surface parking lots, above ground parking garages, and truck loading areas should be located away from residential zones.

(b) Surface parking lots and truck loading areas shall be screened from street level views and bordering protected zones. This screening shall be done by placing the areas behind buildings or by the use of berms, hedges, walls, or equivalent or better methods. Truck loading areas shall not be located within a front yard setback or in a setback along a Neighborhood Protection Street.

(c) Driveways and curb cuts shall be minimized.

(d) New driveways, curb cuts, and streets shall be located, designed, and constructed to minimize cut-through through traffic in residential zones.

Add to the following New Section to Chapter 20D.160, Signs (Applies Citywide)

20D.160.10-110 Signs in a Transition Overlay.

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) Within the Transition Overlay, only monument and wall signs shall be permitted. Monument signs shall be affixed directly to the ground and be no higher than five feet from the finished grade.

(3) On neighborhood protection streets, monument signs shall be located perpendicular to the street and not be oriented to residential zones located across the street.

(4) Within the Transition Overlay, signs shall only be indirectly lighted.

(5) For properties bounded by NE 40th Street on the north, Bellevue-Redmond Road on the east, and 156th Avenue NE on the west, only major complex identification signs may be oriented to NE 40th Street, Bellevue-Redmond Road, and 156th Avenue NE. No more than one identification sign may be located at each entrance to properties within this area.

Add to the following New Section to Chapter 20D.90, Lighting (Applies Citywide)

20D.90.30-080 Exterior and Parking Lot Lighting in Transition Overlays.

(1) See Section 20D.230.20-020, *When Compliance with Transitional Regulations is Required,* for the location of Transition Overlays and the identification of protected and complying zones.

(2) Within Transition Overlays, exterior lighting shall be designed, located, constructed, and maintained so that light and reflected light does not spill over or intrude into protected zones.

(3) Within Transition Overlays, interior parking structure lighting shall be designed, located, constructed, and maintained so that light and reflected light does not spill over or intrude into protected zones. The structure shall be designed and constructed so that light from cars using the structure does not spill over or intrude into protected zones.

Add to the following New Section to Chapter 20D.40, Design Standards (Applies Citywide)

20D.40.560 Transition Overlay Design Standards. In addition to the Design Standards in this chapter, all developments and uses in the Transition Overlay shall comply with the following transitional design standards:

(1) Site Design Standards.

(a) Vehicular accesses should be designed and located so that traffic is not directed through a nearby protected zone.

(b) Streets, driveways, parking, and other vehicle use areas shall be designed and located to minimize noise and lighting impacts on nearby residential uses.

(c) Loading and refuse collection areas should be located away from bordering protected zones. Loading and refuse collection areas shall not be located within a front yard setback.

(d) Nearby topography, vegetation, street patterns, parking configuration, building massing, and building and site design should be considered in order to result in a compatible fit between the proposed development and existing residential developments.

(2) Building Site Design Standards.

(a) Building surfaces bordering residential zones should be clad with materials that are similar to or compatible with surrounding buildings and uses.

(b) Building surfaces and design should not reflect light into residential zones or allow light from inside the building to intrude into residential zones. Glass curtain walls, metallic wall or roof coverings, or similar materials shall not face residential zones.

(c) Colors used on the exterior surfaces of buildings should be compatible with nearby residential buildings and the surrounding environment.

(d) Buildings adjacent to transitional areas shall be modulated.

(e) Architectural lighting should not be used where it may reflect into residential zones or cause glare in residential zones.

(f) Roof height and design should be compatible with nearby residential zones. For example, pitched roof forms that echo nearby residential roofs in height and design may maintain design compatibility with nearby residential uses. A stepped roof form that is lower adjacent to residential zones and higher away from the zones may also maintain design compatibility with nearby residential uses.

Chapter 20D.240
Transit Supportive Development (Applies Citywide)

How to Use the Transit Supportive Development Regulations

1. Determine the proposed uses that will, or may, be part of your development.
2. Using the table in RCDG 20D.240.20-010, determine what requirements, if any, apply to your development. They depend on the proposed uses. Single-family homes and one single duplex have no requirements. Incorporate the applicable requirements into your design
3. Determine whether the proposed development is on a Green Street. Comprehensive Plan Map N-OV-2 shows the Green Streets identified in the Overlake Neighborhood. At present Green Streets are only applied to the Overlake Neighborhood.
4. If located on a Green Street, incorporate those requirements into your design.

20D.240.10 Purpose

Land use can have a substantial effect on residents, employees, and visitor's ability to travel by walking or other travel on sidewalks, bike, or use carpools, vanpools, and transit. Using these travel modes rather than single-occupancy motor vehicles can reduce traffic and the adverse impacts on air quality, water quality and neighborhood quality traffic causes. Redmond uses various techniques to provide for transit supportive development. The techniques in this chapter guide site and building design and construction to reduce single-occupancy motor vehicles trips.

20D.240.20-010 Citywide Transit Supportive Development Standards

(1) All new buildings and development shall comply with the requirements of this section. These requirements apply in addition to the design standards for transit supportive development. Walkways and crossings are not required and not allowed where they would create unsafe conditions.

	Use on Property Proposed for Development				
Requirements	Multi-Family (except one duplex)	Office, Research & Development, and Business Parks	Retail Uses and Eating and Drinking Places	Institutional Uses and Community Facilities	Manufacturing and Industrial Uses
Provide pedestrian walkways that minimize walking distances from the building entrance to the street right-of-way, adjacent transit facilities, and any trail systems on or adjacent to the site.	X	X	X	X	X
Provide pedestrian walkways between the principal entrances to all businesses, uses, and buildings on the development site.	X	X	X	X	X

Requirements	Use on Property Proposed for Development				
	Multi-Family (except one duplex)	Office, Research & Development, and Business Parks	Retail Uses and Eating and Drinking Places	Institutional Uses and Community Facilities	Manufacturing and Industrial Uses
Arrange buildings on site to minimize distances between buildings and the street and other buildings were consistent with other requirements.		X	X	X	
Provide pedestrian walkways connecting to adjacent streets or adjacent properties with multi-family developments of three of more units, office uses, research and development, business parks, retail uses, eating and drinking places, institutional uses, manufacturing uses, and community facilities. Barriers that limit future pedestrian access are not permitted. Gates that limit access to employees are allowed.	X[1]	X	X	X	X[2]
Provide overhead weather protection along any portion of a building that is adjacent to a pedestrian walkway or sidewalk.		X	X	X	
Provide safe street crossing if related businesses or complementary businesses are across a collector or arterial and no crossing is within 500 feet.	X	X	X	X	X
Provide covered bicycle parking or lockers within 50 feet of an entrance. The number of bicycle parking spaces or lockers shall equal one percent of the employees who will work in the facility and one space for every ten housing units. At least four bicycle parking spaces or lockers shall be provided.	X	X	X	X	X
Provide shower facilities available to bicycle riders employed on site (may be located in gyms or health clubs within one quarter mile of site by agreement) if the building or complex will accommodate 100 or more employees.		X		X	X
Provide a covered transit stop meeting King County standards if development is adjacent to an existing transit stop and a covered stop is not available within 500 feet of street frontage.	X	X	X	X	X
Locate service bays and loading areas away from pedestrian areas.		X	X	X	

[1] Not required to connect to adjacent properties with manufacturing uses.
[2] Not required to connect to adjacent properties with manufacturing or residential uses.

(2) Development standards for required improvements:

(a) Pedestrian walkways shall:

(i) Be at least six feet wide.

(ii) Be distinguishable from traffic lanes by pavement texture, elevation, or other treatment that achieves the same result.

(iii) Have adequate lighting for security and safety. Light intensity and fixtures shall comply with Chapter 20D.90.

(iv) Pedestrian walkways shall not be included in impervious surface calculations.

(b) Overhead weather protection:

(i) Awnings, marquees, canopies, building overhangs or other structures that achieve the same result may be used.

(ii) The overhead weather protection shall cover at least three feet of the width of the walkway it is to protect.

(iii) The overhead weather protection shall be at least eight feet above the walkway and ground immediately below it and no more than 12 feet above the walkway.

(c) Sidewalks next to transit stops shall be ten feet wide and extend to the street curb. A transit shelter may be constructed on up to five feet of the sidewalk.

20D.240.20-020 Green Streets

Comprehensive Plan Map N-OV-2 shows the location of Green Streets. Overlake Neighborhood Policy N-OV-56 guides building and site design on properties adjacent to Green Streets and administration of the Green Street development regulations.

(1) All new buildings and development that border Green Streets shall comply with the requirements of this section. These requirements apply in addition to RCDG 20D.240.20-010, *Citywide Transit Supportive Development Standards,* and Chapter 20D.40, *Design Standards.*

(2) Building and site design shall comply with Overlake Neighborhood Policy N-OV-56.

(3) Transit stops shall be located every 2,000 feet along Green Streets were consistent with Metropolitan King County standards. Where routes run along both sides of the street, transit stops shall be located on both sides of the street. If a transit stop is not located along the street every 2,000 feet, the applicant shall work with Metropolitan King County and the City of Redmond to locate and fund a stop and the necessary street improvements.

(4) Each transit stop shall include lighting and a shelter with a bench or sitting area. If the building is designed with a lobby that allows the building users to see transit vehicles approaching the stop from both sides of the street and adequate time to reach the stop, a shelter is not required at the stop.

(5) Parking Lots along Green Streets.

(a) Along a Green Street, parking lots should be located to the side and rear of buildings.

(b) If parking must be included between a building and a Green Street, it should be no wider than one parking bay and one driving lane.

(c) Ten feet of landscaping shall be provided between the sidewalk and the parking lot if located along a Green Street.

(d) If it is otherwise impossible to locate the parking on the site as surface parking, additional parking may be located between the building and the Green Street. In determining impossibility, moving proposed buildings and public facilities shall be considered and shall be used as a solution before concluding that it is impossible to locate the parking on the site.

(6) Buildings along a Green Street shall be located no farther than 50-feet from the right-of-way.

(7) Buildings along a Green Street shall front on the street and shall have a primary entrance on the street.

(8) Fences, hedges, and freestanding walls may be used along Green Streets under the following conditions:

(a) Solid walls, fences, and hedges four feet in height or less may be allowed.

(b) Decorative or security walls, fences and hedges that allow visibility from three feet from the ground and higher, such as wrought iron and split rail fences, may be allowed and shall not exceed six feet in height.

(c) All allowable walls, hedges, and fences between a building and a public street shall provide for access every 200 feet. Where a fence is provided for security purposes, the entrances may be limited to employees through key cards or other means.

Summary of
Retail Commercial (RC) Zone and Housing Redevelopment Overlay
Use Regulations

Topic	Provision/Standard	Section	Page Numbers
Retail Commercial (RC) Zone Purpose	Wide-variety of commercial uses to serve the neighborhood, nearby employment areas, and other nearby residents.	20C.50.15-040(1)	9-7
Housing Redevelopment Overlay Purpose	Encourage residential development and provide for uses compatible with residential uses.	20C.50.15-040(2)	9-7 to 9-8
Allowed Uses in the RC Zone	Retail commercial, auto-oriented commercial uses, big box retail uses, offices, personal and professional services, hotels/motels, and multi-family residential uses.	20C.50.20-030	9-9 to 9-12
Allowed Uses in the Housing Redevelopment Overlay	Multi-family residential uses, retail commercial, offices, personal and professional services, and hotels/motels.	20C.50.20-030	9-9 to 9-12
RC Zone FARs	0.36 without TDRs 0.41 with TDRs	20C.50.25-120	9-23 to 9-24
Housing Redevelopment Overlay FARs	2.86 without TDRs 2.91 with TDRs	20C.50.25-090 20C.50.25-120	9-19 & 9-23 to 9-24
Non-Residential Building Height	4 stories and 52 feet, whichever is less.	20C.50.25-120	9-23
Residential Building Height	5 stories and 60 feet, whichever is less. If the building has a pitched roof, the maximum is 5 stories and 65 feet, whichever is less.	20C.50.30-020 (2)(b)(ii)	9-25
Minimum and maximum street setbacks	Minimum is 15 feet from property line. Minimum of 10 feet from the property line to a maximum of 20 feet from the property line along 152nd Ave. NE to encourage walking.	20C.50.25-120 20C.50.25-040(3) & (4)	9-23 & 9-14 to 9-16
Ground Floor Windows Required	Yes, if within 20 feet of street to encourage walking.	20C.50.25-100 20C.50.25-120	9-20 & 9-23
Pedestrian Connections to Streets and Abutting Uses Required	Yes, to encourage walking.	20C.50.25-110 20C.50.25-120	9-21 to 9-22 & 9-23
Maximum Impervious Surfaces	85 percent of site.	20C.50.25-120	9-23
Landscaping Required	15 percent of site.	20C.50.25-080 20C.50.25-120	9-18 to 9-19 & 9-23
Can use Trip Cap to increase allowed space if motorized vehicle trips are not increased.	Yes, outside of the Housing Redevelopment Overlay.	20C.210.60	9-47 to 9-51

FAR means floor area ratio.
City of Redmond Department of Planning & Community Development February 12, 1999

Summary of
Overlake Business and Advanced Technology (OV) Zone Use Regulations

Topic	Provision/Standard	Section	Page Numbers
Overlake Business & Advanced Technology (OV) Zone Purpose	Encourage development of a high wage employment center with a low to moderate intensity of development consistent available public facilities, especially transportation facilities.	20C.60.15-030	9-30
Allowed Uses in the OV Zone	Research and development, corporate campuses, business services, high technology and light manufacturing, and wholesale trade and assembly. Also allows convenience services, convenience retail, and personal services in a convenience commercial cluster.	20C.60.20-030	9-32 to 9-36
OV Zone FARs	0.4 without TDRs 0.47 with TDRs	20C.60.25-080	9-41 to 9-42
Non-Residential Building Height	4 stories and 52 feet. 3 stories within 300 feet of a Neighborhood Protection Street and up to 5 stories and 65 feet more than 750 feet from a Neighborhood Protection Street.	20C.60.25-080	9-41 to 9-42
Residential Building Height	60 feet.	20C.60.25-080	9-41 to 9-42
Minimum and maximum street setbacks	For Green Streets: minimum is 27 from property line. Maximum is 45 feet from property line. The purpose is to encourage transit use. For Neighborhood Protection Streets the minimum setback varies from 20 to 30 feet depending on building height. A special 120-foot setback is required along the part of Bel-Red that is a neighborhood protection street.	20C.60.25-050(3) 20C.60.25-050(4) 20C.60.25-050(5)	9-38 to 9-39 9-39 9-39
Pedestrian Connections to Streets and Abutting Uses Required	Yes, to encourage walking.	20C.50.25-110 20C.60.25-080	9-21 to 9-22 & 9-41
Maximum Impervious Surfaces	80 percent of site.	20C.60.25-080	9-41 to 9-42
Landscaping Required	20 percent of site.	20C.50.25-080 20C.60.25-050(3)(d)-(g), & 20C.60.25-080	9-18 to 9-19, 9-39, & 9-41
Special Provisions on Uses and Location of Convenience Commercial Clusters	One cluster and two NC zones allowed. Alternative sites identified on zoning map.	20C.60.30-070	9-44 to 9-47
Can use Trip Cap to increase allowed space if motorized vehicle trips are not increased.	Yes.	20C.210.60	9-47 to 9-51

FAR means floor area ratio.

City of Redmond Dept. of Planning & Community Development Feb. 12, 1999

10. Existing and Projected Land Uses by TAZ for the Cities of Redmond and Bellevue

City of Redmond 1995 Land Use Data:

- Square Footage
- Dwelling Units
- Employment

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
326	CITY CENTER	0	0	0	0	0	0	0
327	CITY CENTER	0	0	0	0	0	0	0
328	CITY CENTER	5,563	93,045	0	0	0	0	0
329	CITY CENTER	94,200	0	0	0	39,211	0	0
330	CITY CENTER	4,840	105,914	0	0	0	0	0
331	CITY CENTER	54,790	24,777	0	0	0	0	0
332	CITY CENTER	3,300	0	0	0	0	0	0
333	CITY CENTER	117,350	0	0	0	0	0	0
334	CITY CENTER	35,272	10,250	0	0	0	0	0
335	CITY CENTER	47,400	14,100	0	0	0	0	0
336	CITY CENTER	29,784	11,336	9,875	0	0	0	0
337	CITY CENTER	18,020	16,620	0	0	0	0	0
338	CITY CENTER	0	0	0	0	0	0	0
339	CITY CENTER	0	30,317	0	0	0	0	0
340	CITY CENTER	0	76,698	0	0	0	0	0
341	CITY CENTER	12,634	37,071	0	0	625	0	0
342	CITY CENTER	25,566	28,850	0	0	0	0	0
343	CITY CENTER	39,175	36,075	0	0	14,792	0	0
344	CITY CENTER	0	0	17,200	0	0	0	0
345	CITY CENTER	27,704	10,090	0	0	0	0	0
346	CITY CENTER	7,410	35,260	8,975	0	0	0	0
347	CITY CENTER	0	27,150	0	0	0	0	0
348	CITY CENTER	5,130	21,778	0	0	0	0	0
349	CITY CENTER	2,775	24,240	800	0	0	0	0
350	CITY CENTER	0	38,335	4,574	0	0	0	0
351	CITY CENTER	51,954	4,490	0	0	0	0	0
352	CITY CENTER	4,750	13,379	2,400	0	16,634	0	0
353	CITY CENTER	0	18,125	1,680	0	1,400	0	0
354	CITY CENTER	0	7,407	0	0	5,750	0	0
355	CITY CENTER	2,050	21,866	0	0	0	0	0
356	CITY CENTER	0	6,500	0	0	3,624	0	0
357	CITY CENTER	2,840	61,183	0	0	0	0	0
358	CITY CENTER	11,170	40,983	0	0	0	0	0
359	CITY CENTER	6,000	49,579	27,100	0	0	0	0
360	CITY CENTER	7,000	19,710	37,478	0	0	0	0
361	CITY CENTER	8,000	9,800	19,300	0	0	0	0
362	CITY CENTER	0	1,530	32,856	0	0	0	0
363	CITY CENTER	3,600	19,630	33,106	0	0	0	0
364	CITY CENTER	4,210	86,142	0	0	0	0	0
365	CITY CENTER	17,450	200,266	1,370	0	0	0	0
366	CITY CENTER	0	27,414	0	0	0	0	0
367	CITY CENTER	0	0	0	0	0	0	0
368	CITY CENTER	0	0	0	0	0	0	0
369	CITY CENTER	5,264	0	0	0	0	0	0
370	CITY CENTER	0	0	0	0	0	0	0
371	OVERLAKE	0	310,831	11,500	0	0	0	0
372	OVERLAKE	122,210	224,452	13,400	0	35,512	0	0
373	OVERLAKE	348,651	152,374	0	0	0	0	0
374	OVERLAKE	522,074	111,725	114,852	0	0	0	215,622
375	OVERLAKE	0	0	0	0	0	0	0
376	OVERLAKE	338,917	9,940	0	0	0	0	0
377	OVERLAKE	641,389	0	185,899	0	0	0	0
378	OVERLAKE	0	0	0	0	0	0	0
379	OVERLAKE	2,009,954	0	0	0	19,970	0	0
380	OVERLAKE	0	0	0	0	0	0	0
381	OVERLAKE	795,897	5,260	415,811	0	0	0	0
382	OVERLAKE	500,989	0	118,400	0	0	0	0
383	OVERLAKE	0	0	0	0	80,586	0	0
384	OVERLAKE	0	1,500	0	0	1,500	0	0
385	OVERLAKE	0	0	0	0	0	0	0
386	OVERLAKE	0	0	0	0	0	0	0
387	OVERLAKE	0	15,300	0	0	67,518	0	0
388	OVERLAKE	0	0	0	0	0	0	0

Year 1995 Cr:10/01/95 01/17/98

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
389	GRASS LAWN	0	2,400	0	0	0	0	0
390	GRASS LAWN	0	0	0	0	0	0	0
391	GRASS LAWN	0	0	0	0	0	0	0
392	GRASS LAWN	0	0	0	0	0	0	0
393	GRASS LAWN	0	10,681	0	0	42,235	0	0
394	WILLOWS	110,087	0	74,296	0	0	0	0
395	WILLOWS	144,561	30,541	516,210	0	1,875	0	0
396	AMMAMISH VA	486,462	0	2,606,073	0	0	0	0
397	AMMAMISH VA	0	0	2,688	0	0	0	0
398	WILLOWS	134,298	0	354,925	0	0	0	0
399	AMMAMISH VA	0	0	0	0	0	0	0
400	AMMAMISH VA	0	0	26,128	0	6,400	0	0
401	AMMAMISH VA	0	0	0	0	0	0	0
402	AMMAMISH VA	0	0	0	0	1,305	0	0
403	AMMAMISH VA	0	0	0	0	0	0	0
404	OLLYWOOD HI	26,896	31,416	43,334	0	0	0	0
405	NORTHSHORE	299,150	296,834	0	0	0	0	0
406	NORTHSHORE	432,736	522,708	155,490	0	0	0	0
407	NORTHSHORE	364,896	274,084	839,902	0	0	0	0
408	NORTHSHORE	89,655	0	0	0	0	0	0
409	OLLYWOOD HI	11,655	9,750	33,138	0	0	0	0
410	OLLYWOOD HI	0	0	0	0	0	0	0
411	EDUCATION HI	0	0	0	0	5,368	0	0
412	OLLYWOOD HI	0	0	0	0	413,635	0	0
413	OLLYWOOD HI	0	0	0	0	215,165	0	0
414	OLLYWOOD HI	0	0	0	0	0	0	0
415	OLLYWOOD HI	0	0	0	0	50,152	0	0
416	OLLYWOOD HI	132,152	0	57,277	0	0	0	0
417	BEAR CREEK	0	0	0	0	0	0	0
418	VIEW POINT	0	0	0	0	4,284	0	0
419	VIEW POINT	0	0	0	0	0	0	0
420	VIEW POINT	0	0	0	0	5,904	0	0
421	BEAR CREEK	2,064	52,390	1,126,625	0	0	0	0
422	BEAR CREEK	79,307	0	50,686	0	3,300	0	0
423	BEAR CREEK	5,296	8,879	0	0	0	0	0
424	BEAR CREEK	59,499	10,353	561,659	0	3,403	0	0
425	BEAR CREEK	3,458	0	528,081	0	2,318	0	0
426	BEAR CREEK	0	0	9,120	0	38,333	0	0
427	BEAR CREEK	0	0	2,880	0	0	0	0
428	BEAR CREEK	49,053	1,000	650,484	0	0	0	187,327
429	BEAR CREEK	0	0	26,973	0	0	0	0
430	BEAR CREEK	6,105	0	121,672	0	0	0	0
431	BEAR CREEK	0	0	0	0	4,970	0	0
432	BEAR CREEK	0	0	0	0	0	0	0
433	BEAR CREEK	0	0	0	0	0	0	0
434	S.UNION HILL	0	0	0	0	0	0	0
435	S.UNION HILL	66,943	60,666	431,421	0	0	0	0
436	S.UNION HILL	20,023	15,166	54,804	0	0	0	0
437	S.UNION HILL	20,023	15,166	54,804	0	0	0	0
438	S.UNION HILL	40,943	36,292	219,215	0	0	0	0
439	N.UNION HILL	0	0	0	0	0	0	0
440	N.UNION HILL	11,655	17,334	4,461	0	0	0	0
441	N.UNION HILL	24,207	24,376	24,215	0	0	0	0
442	N.UNION HILL	3,885	2,166	0	0	0	0	0
443	AMMAMISH VA	0	0	0	0	0	0	0
444	OLLYWOOD HI	0	1,000	0	0	0	0	0
445	WILLOWS	68,005	0	110,145	0	1,305	0	0
446	UNDEFINED	0	0	0	0	0	0	0
447	UNDEFINED	0	0	0	0	0	0	0
448	UNDEFINED	0	0	0	0	0	0	0
449	UNDEFINED	0	0	0	0	0	0	0
450	UNDEFINED	0	0	0	0	0	0	0

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
326	0	222	0	0
327	0	0	0	0
328	0	1	0	0
329	0	0	0	0
330	0	0	0	0
331	0	0	0	0
332	5	78	0	0
333	0	0	0	0
334	0	0	0	0
335	1	0	0	0
336	0	119	0	0
337	17	19	0	0
338	8	84	0	0
339	0	0	0	0
340	0	0	0	0
341	0	0	0	0
342	1	66	0	0
343	11	0	0	0
344	1	0	0	0
345	0	0	0	0
346	0	0	0	0
347	0	0	0	0
348	0	0	0	0
349	1	0	0	0
350	6	0	0	0
351	6	20	0	0
352	20	69	0	0
353	1	0	0	0
354	1	0	0	0
355	0	0	0	0
356	0	0	0	0
357	0	0	0	0
358	0	0	0	0
359	0	0	0	0
360	0	0	0	0
361	1	150	0	0
362	0	0	0	0
363	0	0	0	0
364	0	0	0	0
365	1	11	0	0
366	0	0	0	0
367	0	137	0	0
368	0	80	0	0
369	0	0	0	0
370	0	0	0	0
371	0	0	0	0
372	0	0	59	0
373	0	0	0	0
374	0	159	0	0
375	0	0	0	0
376	0	0	0	0
377	0	0	0	0
378	0	0	0	0
379	0	0	0	0
380	1	423	0	0
381	0	0	0	0
382	0	0	0	0
383	113	965	0	0
384	353	0	0	0
385	3	0	0	0
386	579	0	0	0
387	317	165	0	0
388	232	567	0	0

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
389	419	35	0	0
390	437	0	0	0
391	8	699	0	0
392	50	0	0	0
393	621	111	0	0
394	629	115	0	0
395	43	953	0	0
396	0	248	0	0
397	14	0	0	0
398	4	0	0	0
399	0	0	0	0
400	1	0	0	0
401	4	0	0	0
402	56	0	0	0
403	6	0	0	0
404	112	0	0	0
405	788	0	0	430
406	1,070	804	0	0
407	1,632	0	0	1,230
408	856	0	0	0
409	1,716	0	0	310
410	242	0	0	0
411	531	0	0	0
412	110	0	0	0
413	660	0	0	0
414	592	448	0	0
415	682	861	0	0
416	311	1,213	0	0
417	0	0	0	0
418	123	602	0	0
419	433	254	0	0
420	1,080	167	0	0
421	3	0	139	0
422	0	0	0	0
423	26	0	0	0
424	79	0	0	0
425	0	0	0	0
426	0	773	0	0
427	15	0	0	0
428	0	0	0	0
429	0	0	0	0
430	2	0	0	0
431	294	0	0	0
432	12	0	0	0
433	10	0	0	0
434	500	0	0	30
435	790	60	0	0
436	546	0	0	60
437	546	0	0	60
438	324	0	0	50
439	973	0	0	120
440	196	0	0	0
441	1,018	0	0	0
442	653	21	0	0
443	1	0	0	0
444	12	0	0	0
445	2	0	0	0
446	0	0	0	0
447	0	0	0	0
448	0	0	0	0
449	0	0	0	0
450	0	0	0	0

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
326	0	0	0	0	0	0	0	0	
327	0	0	0	0	0	0	0	0	
328	19	179	0	0	0	0	0	198	
329	328	0	0	0	0	0	0	328	
330	17	203	0	0	0	0	0	220	
331	191	48	0	0	0	0	0	238	
332	11	0	0	0	0	0	0	11	
333	408	0	0	0	0	0	0	408	
334	123	20	0	0	0	0	0	142	
335	165	27	0	0	0	0	0	192	
336	104	22	16	0	0	0	0	142	
337	63	32	0	0	0	0	0	95	
338	0	0	0	0	0	0	0	0	
339	0	58	0	0	0	0	0	58	
340	0	147	0	0	0	0	0	147	
341	44	71	0	0	0	0	0	115	
342	89	55	0	0	0	0	0	144	
343	136	69	0	0	0	0	0	206	
344	0	0	28	0	0	0	0	28	
345	96	19	0	0	0	0	0	116	
346	26	68	15	0	0	0	0	108	
347	0	52	0	0	0	0	0	52	
348	18	42	0	0	0	0	0	60	
349	10	47	1	0	0	0	0	58	
350	0	74	7	0	0	0	0	81	
351	181	9	0	0	0	0	0	189	
352	17	26	4	0	0	0	0	46	
353	0	35	3	0	0	0	0	38	
354	0	14	0	0	0	0	0	14	
355	7	42	0	0	0	0	0	49	
356	0	12	0	0	0	0	0	12	
357	10	117	0	0	0	0	0	127	
358	39	79	0	0	0	0	0	118	
359	21	95	44	0	0	0	0	160	
360	24	38	61	0	0	0	0	123	
361	28	19	31	0	0	0	0	78	
362	0	3	54	0	0	0	0	57	
363	13	38	54	0	0	0	0	104	
364	15	165	0	0	0	0	0	180	
365	61	385	2	0	0	0	0	447	
366	0	53	0	0	0	0	0	53	
367	0	0	0	0	0	0	0	0	
368	0	0	0	0	0	0	0	0	
369	18	0	0	0	0	0	0	18	
370	0	0	0	0	0	0	0	0	
371	0	597	19	0	0	0	0	616	
372	425	431	22	0	21	0	0	899	
373	1213	293	0	0	0	0	0	1506	
374	1817	215	187	0	0	0	940	3159	
375	0	0	0	0	0	0	0	0	
376	1179	19	0	0	0	0	0	1199	
377	2232	0	303	0	0	0	0	2535	
378	0	0	0	0	0	0	0	0	
379	6995	0	0	0	0	0	0	6995	
380	0	0	0	0	0	0	0	0	
381	2770	10	679	0	0	0	0	3458	
382	1743	0	193	0	0	0	0	1937	
383	0	0	0	0	0	0	0	0	
384	0	3	0	0	0	0	0	3	
385	0	0	0	0	0	0	0	0	
386	0	0	0	0	0	0	0	0	
387	0	29	0	0	0	0	0	29	
388	0	0	0	0	0	0	0	0	

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
389	0	5	0	0	0	0	0	5	
390	0	0	0	0	0	0	0	0	
391	0	0	0	0	0	0	0	0	
392	0	0	0	0	0	0	0	0	
393	0	21	0	0	0	0	0	21	
394	383	0	121	0	0	0	0	504	
395	503	59	842	0	0	0	0	1404	
396	1693	0	4253	0	0	0	0	5946	
397	0	0	4	0	0	0	0	4	
398	467	0	579	0	0	0	0	1047	
399	0	0	0	0	0	0	0	0	
400	0	0	43	0	0	0	0	43	
401	0	0	0	0	0	0	0	0	
402	0	0	0	0	0	0	0	0	
403	0	0	0	0	0	0	0	0	
404	94	60	71	0	0	0	0	225	
405	1041	570	0	0	0	43	0	1654	
406	1506	1004	254	0	0	0	0	2763	
407	1270	526	1371	0	0	123	0	3290	
408	312	0	0	0	0	0	0	312	
409	41	19	54	0	0	31	0	144	
410	0	0	0	0	0	0	0	0	
411	0	0	0	0	0	0	0	0	
412	0	0	0	0	0	0	0	0	
413	0	0	0	0	0	0	0	0	
414	0	0	0	0	0	0	0	0	
415	0	0	0	0	0	0	0	0	
416	460	0	93	0	0	0	0	553	
417	0	0	0	0	0	0	0	0	
418	0	0	0	0	0	0	0	0	
419	0	0	0	0	0	0	0	0	
420	0	0	0	0	0	0	0	0	
421	7	101	1839	0	50	0	0	1996	
422	276	0	83	0	0	0	0	359	
423	18	17	0	0	0	0	0	35	
424	207	20	917	0	0	0	0	1144	
425	12	0	862	0	0	0	0	874	
426	0	0	15	0	0	0	0	15	
427	0	0	5	0	0	0	0	5	
428	171	2	1062	0	0	0	0	1234	
429	0	0	44	0	0	0	0	44	
430	21	0	199	0	0	0	0	220	
431	0	0	0	0	0	0	0	0	
432	0	0	0	0	0	0	0	0	
433	0	0	0	0	0	0	0	0	
434	0	0	0	0	0	3	0	3	
435	233	116	704	0	0	0	0	1054	
436	70	29	89	0	0	6	0	194	
437	70	29	89	0	0	6	0	194	
438	142	70	358	0	0	5	0	575	
439	0	0	0	0	0	12	0	12	
440	41	33	7	0	0	0	0	81	
441	84	47	40	0	0	0	0	171	
442	14	4	0	0	0	0	0	18	
443	0	0	0	0	0	0	0	0	
444	0	2	0	0	0	0	0	2	
445	237	0	180	0	0	0	0	416	
446	0	0	0	0	0	0	0	0	
447	0	0	0	0	0	0	0	0	
448	0	0	0	0	0	0	0	0	
449	0	0	0	0	0	0	0	0	
450	-0	0	0	0	0	0	0	0	

- **Overlake Land Use:**

2010 Modified Market Constrained Land Use Estimate

- **Square Footage**
- **Dwelling Units**
- **Employment**

Year 2010 BROTS Market Revised Landuse 01/17/98

TAZ	LOCATION	SQUARE FOOTAGE OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
371	OVERLAKE	0	310,831	0	0	0	0	0
372	OVERLAKE	189,363	252,940	0	15,388	45,537	0	0
373	OVERLAKE	368,263	225,000	0	0	0	0	0
374	OVERLAKE	1,097,530	127,319	130,883	0	436,457	0	0
375	OVERLAKE	340,000	0	0	0	0	0	0
376	OVERLAKE	913,107	21,024	63,944	0	0	0	0
377	OVERLAKE	1,032,772	25,000	415,967	0	0	0	0
378	OVERLAKE	605,000	15,000	0	0	0	0	0
379	OVERLAKE	3,481,958	0	0	0	0	0	0
380	OVERLAKE	844,001	0	0	0	0	0	0
381	OVERLAKE	1,645,000	25,000	430,000	0	0	0	0
382	OVERLAKE	908,226	0	224,925	0	0	0	0
383	OVERLAKE	72,474	0	0	0	72,103	0	0
384	OVERLAKE	1,342	1,500	0	0	1,342	0	0
385	OVERLAKE	1,267,258	0	0	0	0	0	0
386	OVERLAKE	0	0	0	0	0	0	0
387	OVERLAKE	60,842	15,300	0	0	60,411	0	0
388	OVERLAKE	0	0	0	0	0	0	0

Year 2010 BROTS Market Revised Landuse

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
371	0	0	0	0
372	0	400	59	0
373	0	450	0	0
374	0	486	0	0
375	0	0	0	0
376	0	0	0	0
377	0	0	0	0
378	0	0	0	0
379	0	0	0	0
380	1	423	0	0
381	0	0	0	0
382	0	0	0	0
383	113	965	0	0
384	342	0	0	0
385	0	0	0	0
386	599	0	0	0
387	317	165	0	0
388	234	567	0	0

Year 2010 BROTS Market Revised Landuse

Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
371	0	597	0	0	0	0	0	597	
372	659	486	0	0	21	0	0	1166	
373	1282	432	0	0	0	0	0	1714	
374	3819	244	214	0	0	0	1,440	5717	Group Health
375	1183	0	0	0	0	0	0	1183	
376	3178	40	104	0	0	0	0	3322	
377	3594	48	679	0	0	0	0	4321	
378	2105	29	0	0	0	0	0	2134	
379	12117	0	0	0	0	0	0	12117	
380	2937	0	0	0	0	0	0	2937	
381	5725	48	702	0	0	0	0	6474	
382	3161	0	367	0	0	0	0	3528	
383	252	0	0	0	0	0	0	252	
384	5	3	0	0	0	0	0	8	
385	4410	0	0	0	0	0	0	4410	
386	0	0	0	0	0	0	0	0	
387	212	29	0	0	0	0	0	241	
388	0	0	0	0	0	0	0	0	

City of Bellevue 1995 Land Use Data:

- Square Footage
- Dwelling Units
- Employment

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
1	CBD	38,870	0	0	0	0	0	0
2	CBD	1,750	5,650	0	0	0	0	0
3	CBD	15,100	0	0	0	0	0	0
4	CBD	13,500	1,950	0	0	136,351	0	0
5	CBD	18,150	0	0	0	0	41,080	0
6	CBD	6,000	98,821	0	0	0	0	0
7	CBD	9,408	52,520	14,700	0	55,950	0	0
8	CBD	13,605	7,005	0	0	0	0	0
9	CBD	0	99,675	0	0	0	0	0
10	CBD	16,270	154,879	0	0	0	0	0
11	CBD	0	0	0	0	0	0	1,411,502
12	CBD	2,030	2,345	0	0	0	0	0
13	CBD	8,100	46,010	0	0	0	0	0
14	CBD	10,633	20,603	4,253	0	0	30,000	0
15	CBD	11,123	146,870	0	0	0	0	0
16	CBD	498	22,528	5,050	0	0	0	0
17	CBD	8,745	106,555	7,200	0	0	0	0
18	CBD	0	144,044	4,064	0	0	0	0
19	CBD	23,999	46,875	0	0	0	0	0
20	CBD	150,950	48,244	0	0	0	0	0
21	CBD	2,825	99,074	0	0	0	0	0
22	CBD	366,359	41,059	0	0	0	0	0
23	CBD	0	0	0	0	0	95,074	0
24	CBD	105,950	0	0	0	4,625	0	0
25	CBD	42,946	20,431	0	0	0	0	0
26	CBD	108,964	15,050	0	0	0	0	0
27	CBD	191,420	50,327	0	0	0	0	0
28	CBD	3,400	59,018	3,120	0	2,855	0	0
29	CBD	6,860	25,590	15,173	0	0	0	0
30	CBD	46,200	79,426	0	0	0	0	0
31	CBD	453,767	39,085	0	0	0	0	0
32	CBD	1,015,777	0	0	0	0	0	0
33	CBD	238,833	0	0	0	0	0	0
34	CBD	143,265	13,790	0	0	0	0	0
35	CBD	29,340	72,144	0	0	300,000	13,800	0
36	CBD	242,240	25,990	0	0	42,445	0	0
37	CBD	458,430	105,498	0	0	0	0	0
38	CBD	180,833	67,731	0	0	0	0	0
39	CBD	488,310	122,807	0	0	0	312,242	0
40	CBD	58,210	57,930	0	0	0	0	0
41	CBD	518,780	0	0	0	0	0	0
42	CBD	133,189	7,025	0	0	0	0	0
43	CBD	0	0	900	0	0	61,350	0
44	BELLEUVE	16,813	0	0	0	12,162	0	0
45	BELLEVUE	0	24,031	0	0	17,200	0	0
46	BELLEVUE	0	0	0	0	0	0	0
47	BELLEVUE	0	0	0	0	0	0	0
48	BELLEVUE	0	0	0	0	0	0	0
49	BELLEVUE	0	0	0	0	0	0	0
50	BELLEVUE	0	0	0	0	0	0	0
51	BELLEVUE	377,794	16,725	181,750	0	20,900	0	0
52	BELLEVUE	395,524	62,260	0	0	29,093	0	0
53	BELLEVUE	165,387	0	0	0	0	0	0
54	BELLEVUE	188,226	0	0	0	53,625	0	0
55	BELLEVUE	350,569	3,218	0	0	0	0	0
56	BELLEVUE	0	0	0	0	0	0	0
57	BELLEVUE	0	0	0	0	0	0	0
58	BELLEVUE	0	0	0	0	14,500	0	0
59	BELLEVUE	0	0	0	0	37,300	10,000	0
60	BELLEVUE	0	0	0	0	0	0	0
61	BELLEVUE	0	0	0	0	0	0	0
62	BELLEVUE	0	0	0	0	2,000	0	0

Year 1995 Cr:10/01/95 01/17/98

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
63	BELLEVUE	87,314	0	0	0	0	0	0
64	BELLEVUE	0	0	0	0	46,400	0	0
65	BELLEVUE	0	0	0	1,925	0	0	0
66	BELLEVUE	0	0	1,250	5,600	6,350	0	0
67	BELLEVUE	210,345	0	0	0	0	0	0
68	BELLEVUE	0	0	0	800	0	0	0
69	BELLEVUE	370,780	4,350	0	0	36,460	0	0
70	BELLEVUE	298,189	152,198	0	0	525,033	0	0
71	BELLEVUE	197,390	194,933	27,015	0	0	0	0
72	BELLEVUE	216,763	166,370	1,603,804	0	0	0	0
73	BELLEVUE	259,727	173,953	642,849	0	0	0	0
74	BELLEVUE	0	0	0	0	0	0	0
75	BELLEVUE	219,678	311,578	322,136	0	0	0	0
76	BELLEVUE	351,069	2,100	0	0	88,952	0	0
77	BELLEVUE	65,803	152,106	5,100	66,845	0	0	0
78	BELLEVUE	173,658	202,103	49,030	0	0	0	0
79	empty	0	0	0	0	0	0	0
80	BELLEVUE	38,280	0	3,050	0	0	0	0
81	BELLEVUE	0	0	0	0	0	0	0
82	BELLEVUE	47,125	61,670	0	0	0	0	0
83	BELLEVUE	0	134,101	0	0	0	0	0
84	BELLEVUE	14,750	0	0	0	0	0	0
85	BELLEVUE	140,100	0	0	0	251,425	0	0
86	BELLEVUE	0	9,300	1,100	0	39,031	0	0
87	BELLEVUE	10,398	707,115	5,020	4,500	0	0	0
88	BELLEVUE	13,074	13,140	52,000	11,475	30,202	0	0
89	BELLEVUE	0	0	0	0	47,400	0	0
90	BELLEVUE	0	0	0	0	60,200	0	0
91	BELLEVUE	0	0	0	0	57,772	0	0
92	BELLEVUE	0	0	0	12,700	42,675	0	0
93	BELLEVUE	0	0	0	0	0	0	0
94	BELLEVUE	0	0	0	0	90,900	0	0
95	BELLEVUE	3,750	28,717	0	0	90,003	0	0
96	BELLEVUE	9,937	17,125	0	0	175,370	0	0
97	BELLEVUE	7,138	10,313	0	36,375	49,800	0	0
98	BELLEVUE	0	0	0	0	78,125	0	0
99	BELLEVUE	384,575	7,836	37,625	0	0	0	0
100	BELLEVUE	694	74,196	0	0	30,000	0	0
101	BELLEVUE	417,727	7,380	6,160	0	65,958	0	0
102	BELLEVUE	6,995	17,180	0	0	241,550	0	0
103	BELLEVUE	59,295	140,305	0	0	0	0	0
104	BELLEVUE	0	0	0	0	0	0	0
105	BELLEVUE	0	0	0	0	0	0	0
106	Bel+King	0	0	0	0	0	0	0
107	BELLEVUE	0	0	0	0	0	0	0
108	BELLEVUE	0	0	0	0	148,285	0	0
109	BELLEVUE	10,600	0	0	21,850	30,000	0	0
110	BELLEVUE	27,855	15,320	0	0	85,475	0	0
111	BELLEVUE	2,000	2,000	0	0	8,992	0	0
112	BELLEVUE	25,676	0	10,868	0	0	0	0
113	BELLEVUE	0	0	3,400	3,575	68,980	0	0
114	BELLEVUE	191,504	34,775	698,306	0	50,150	0	0
115	BELLEVUE	0	0	0	0	0	0	0
116	BELLEVUE	3,330	4,200	0	0	341,045	0	0
117	BELLEVUE	353,994	15,603	74,221	38,468	0	22,931	0
118	BELLEVUE	356,691	142,141	0	31,460	194,660	29,791	0
119	BELLEVUE	0	0	0	0	12,141	0	0
120	BELLEVUE	2,750	7,900	0	0	86,675	0	0
121	BELLEVUE	0	0	0	0	0	0	0
122	BELLEVUE	468,160	2,920	887,357	0	0	263,760	0
123	BELLEVUE	0	0	0	0	0	0	0
124	King+Bel	0	5,668	0	0	42,550	0	0
125	BELLEVUE	0	4,700	0	0	31,940	0	0

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
126	BELLEVUE	43,331	2,700	6,936	0	0	0	0
127	BELLEVUE	0	0	0	0	14,700	0	0
128	BELLEVUE	0	0	0	0	49,500	0	0
129	BELLEVUE	0	0	0	0	0	0	0
130	BELLEVUE	0	0	0	0	43,500	0	0
131	BELLEVUE	0	9,000	0	2,100	0	0	0
132	BELLEVUE	612,042	71,008	55,075	0	0	0	0
133	BELLEVUE	388,992	0	0	192,619	0	645,870	0
134	BELLEVUE	53,351	2,400	600	0	55,690	0	0
135	BELLEVUE	5,250	3,550	550	0	224,612	0	0
136	BELLEVUE	28,900	0	0	0	13,856	0	0
137	BELLEVUE	36,900	0	0	0	0	0	0
138	BELLEVUE	21,083	8,325	0	0	30,220	0	0
139	BELLEVUE	0	0	0	0	900	0	0
140	BELLEVUE	0	0	0	0	25,375	0	0
141	BELLEVUE	0	0	0	900	0	0	0
142	BELLEVUE	3,250	813	4,063	4,000	0	0	0
143	BELLEVUE	0	0	0	38,800	142,680	0	0
144	KingCO+BEL	7,070	5,112	0	0	0	0	0
145	BELLE+KC	0	94,707	0	0	4,745	0	0
146	BELLEVUE	0	0	0	4,800	54,138	0	0
147	BELL+KC	0	0	0	0	0	0	0
148	BELLEVUE	400	0	0	0	100,950	0	0
149	BELLEVUE	0	575,428	31,050	0	0	0	0
150	BELL+KC	0	0	0	0	0	0	0
151	BELLEVUE	0	0	0	0	0	0	0
152	BELLEVUE	0	0	0	0	0	0	0
153	BELLEVUE	14,698	24,477	0	0	0	0	0
154	BELLEVUE	0	0	0	0	0	0	0
155	BELLEVUE	0	66,614	0	0	0	0	0
156	King County	12,879	0	0	0	0	0	0
157	King+BELL	91,050	0	34,450	0	0	0	0
158	Bel+King	0	0	0	0	0	0	0
159	Bel+King	0	0	0	0	0	0	0
160	Bel+King	0	0	0	0	0	0	0
161	BELL+KING	0	0	0	0	0	0	0
162	BELLEVUE	0	0	0	0	0	0	0
163	King+Bel	0	0	0	0	0	0	0
164	King County	0	0	0	0	0	0	0
165	BELLEVUE	0	88,500	0	0	0	0	0
166	King County	0	1,670	0	0	0	0	0
167	King County	7,896	5,909	0	0	0	0	0
168	Medina/CH	0	0	0	0	0	0	0
169	Medina/CH	0	0	0	0	0	0	0
170	Clyde Hill	0	0	0	0	0	0	0
171	King County	0	0	0	0	0	0	0
172	Issaqu+Kc	0	0	0	0	0	0	0
173	Bell+King	0	0	0	0	0	0	0
174	Bell+King	0	0	0	0	0	0	0
175	BELLEVUE	0	0	0	0	0	0	0
176	Issaq+King	0	0	0	0	0	0	0
177	King County	0	88,500	0	0	0	0	0
178	Beaux Arts	0	0	0	0	0	0	0
179	King County	0	0	0	0	0	0	0
180	Bellevue	0	10,838	0	0	0	0	0
181	Empty	0	0	0	0	0	0	0
182	BELLEVUE	16,430	0	0	0	0	0	0
183	MEDINA	16,813	0	0	0	0	0	0
184	CLYDE HILL	0	0	0	0	0	0	0
185	CLYDE HILL	7,735	0	0	0	0	0	0
186	hunt/yarrow pt	0	0	0	0	0	0	0
187	BELLEVUE	0	0	0	0	0	0	0
188	BELLEVUE	115,672	4,100	19,350	0	26,000	0	0

Year 1995 Cr:10/01/95 01/17/98

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
189	BELLEVUE	0	0	0	0	0	0	0
190	BELLEVUE	99,093	0	0	0	119,500	0	0
191	BELLEVUE	12,100	12,150	0	92,400	6,375	0	0
192	BELLEVUE	6,375	0	0	0	0	0	0
193	BELLEVUE	22,560	69,600	15,040	24,750	0	0	0
194	BELLEVUE	160,420	0	0	0	0	80,544	0
195	BELLEVUE	0	67,190	7,300	0	0	0	0
196	BELLEVUE	208,502	15,359	1,300	0	0	0	0
197	BELLEVUE	14,849	81,473	232,198	0	0	0	0
198	BELLEVUE	15,655	0	0	0	0	0	0
199	BELLEVUE	188,410	10,537	0	0	0	0	0
200	BELLEVUE	216,633	4,875	0	0	0	0	0
201	BELLEVUE	153,515	0	0	41,800	4,800	0	0
202	BELLEVUE	682,183	239,946	288,106	0	6,625	0	0
203	BELLEVUE	71,025	110,243	138,895	0	0	0	0
204	BELLEVUE	0	95,740	0	0	0	0	0
205	BELLEVUE	1,955	298,492	7,820	0	0	0	0
206	Bellevue	0	18,150	7,800	0	22,675	0	0
207	BELLEVUE	6,210	3,250	0	0	108,700	0	0
208	BELLEVUE	16,850	0	0	0	0	0	0
209	BELLEVUE	64,480	8,600	0	0	4,800	0	0
210	BELLEVUE	112,795	9,105	0	0	14,600	0	0
211	BELLEVUE	0	0	0	0	15,230	0	0
212	BELLEVUE	286,192	198,784	171,325	0	0	0	0
213	BELLEVUE	98,732	158,760	0	0	19,950	98,137	0
214	BELLEVUE	4,308	68,493	0	0	83,475	0	0
215	BELLEVUE	25,110	0	0	0	29,495	0	0
216	BELLEVUE	8,700	0	8,700	0	16,250	0	0
217	BELLEVUE	172,875	0	0	0	0	0	0
218	BELLEVUE	0	1,750	0	0	0	0	0
219	BELLEVUE	43,876	0	0	0	0	0	0
220	BELLEVUE	0	0	0	0	0	0	0
221	Empty	0	0	0	0	0	0	0
222	Empty	0	0	0	0	0	0	0
223	Empty	0	0	0	0	0	0	0
224	Empty	0	0	0	0	0	0	0
225	Empty	0	0	0	0	0	0	0
226	Empty	0	0	0	0	0	0	0
227	Empty	0	0	0	0	0	0	0
228	BELLEVUE	149,298	40,919	0	0	0	0	0
229	BELLEVUE	496,772	146,204	22,306	0	0	0	0
230	BELLEVUE	234,807	72,820	22,902	0	0	0	0
231	BELLEVUE	129,102	13,500	0	0	0	0	0
232	BELLEVUE	297,679	0	0	0	0	0	0
233	BELLEVUE	0	0	0	0	0	0	0
234	Empty	0	0	0	0	0	0	0
235	Empty	0	0	0	0	0	0	0

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
1	0	0	0	0
2	1	259	0	0
3	5	0	0	0
4	0	0	0	24
5	3	90	97	0
6	0	0	0	0
7	0	0	0	0
8	2	129	0	0
9	0	79	0	0
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	1	0	0	0
14	0	0	0	0
15	0	0	0	0
16	0	60	0	0
17	0	0	0	0
18	0	0	0	0
19	0	0	0	0
20	2	0	0	0
21	0	0	0	0
22	0	0	0	0
23	0	0	180	0
24	0	0	0	65
25	1	0	0	0
26	0	0	0	0
27	0	0	0	0
28	0	0	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	55	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	382	0
40	3	0	0	0
41	5	0	0	0
42	23	0	0	0
43	1	0	207	0
44	117	196	0	0
45	153	243	24	28
46	293	0	0	0
47	55	0	0	0
48	76	0	0	0
49	163	0	0	0
50	226	0	0	0
51	110	584	0	182
52	190	344	0	160
53	0	0	0	0
54	124	36	0	45
55	2	0	0	0
56	65	6	0	0
57	57	0	0	0
58	159	41	0	0
59	33	0	17	0
60	43	527	0	0
61	60	180	0	0
62	68	0	0	0

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL	
63	0	0	0	0	
64	759	0	0	378	
65	246	0	0	0	
66	186	75	0	0	
67	14	24	0	170	
68	83	643	0	62	
69	26	0	0	0	
70	0	0	0	0	
71	0	70	0	0	
72	2	0	0	0	
73	0	10	0	0	
74	58	201	0	0	
75	2	0	0	0	
76	231	87	0	429	
77	0	0	0	105	
78	0	0	0	55	
79	0	0	0	0	Empty
80	70	589	0	0	
81	142	0	0	0	
82	3	1,138	0	0	
83	0	0	0	0	
84	239	0	0	0	
85	103	0	0	1,161	
86	4	652	0	0	
87	0	0	0	0	
88	0	597	0	0	
89	456	88	0	0	
90	767	69	0	402	
91	451	0	0	424	
92	850	3	0	441	
93	596	122	0	0	
94	315	0	0	284	
95	264	140	0	323	
96	197	566	0	705	
97	155	140	0	125	
98	185	0	0	0	
99	59	257	0	12	
100	0	0	0	0	
101	15	284	0	0	
102	21	773	0	1,200	
103	4	0	0	0	
104	570	33	0	0	
105	277	0	0	0	
106	107	0	0	0	
107	172	0	0	0	
108	223	0	0	918	
109	262	156	0	0	
110	331	52	0	778	
111	250	334	0	0	
112	100	184	0	0	
113	826	0	0	459	
114	0	0	0	0	
115	88	52	0	0	
116	42	166	0	0	
117	0	0	29	0	
118	0	0	108	0	
119	128	0	0	0	
120	344	90	0	185	
121	303	0	0	0	
122	1	4	240	0	
123	8	153	0	0	
124	547	29	0	0	
125	171	142	0	0	

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
126	1	311	0	87
127	390	0	0	0
128	75	0	0	345
129	75	0	0	0
130	157	0	0	0
131	156	10	0	0
132	0	50	0	0
133	0	0	535	0
134	345	157	0	0
135	133	53	0	1,026
136	26	73	0	0
137	29	172	0	0
138	1	170	0	0
139	72	710	0	0
140	155	116	0	0
141	139	0	0	0
142	486	104	0	0
143	112	10	0	1,155
144	516	14	0	0
145	1	0	0	0
146	1,004	0	0	640
147	151	0	0	0
148	1,204	0	0	0
149	0	265	0	0
150	101	250	0	1,669
151	635	34	0	0
152	165	2	0	108
153	333	0	0	998
154	163	2	0	0
155	358	442	0	505
156	141	81	0	0
157	261	0	0	85
158	1,052	18	0	351
159	316	0	0	90
160	249	0	0	0
161	624	4	0	0
162	189	400	0	0
163	197	13	0	0
164	81	0	0	0
165	1,907	154	0	0
166	307	0	0	0
167	900	274	0	466
168	456	0	0	190
169	529	0	0	300
170	295	0	0	0
171	128	0	0	0
172	107	25	0	0
173	85	0	0	0
174	280	0	0	0
175	314	0	0	0
176	126	0	0	100
177	1,246	0	0	560
178	124	0	0	0
179	112	0	0	0
180	304	0	0	0
181	0	0	0	0
182	0	0	0	0
183	553	0	0	394
184	122	0	0	983
185	88	0	0	1,049
186	850	0	0	0
187	42	0	0	0
188	28	0	0	150

Year 1995

TAZ	DWELLING UNITS SINGLE-FAMILY	MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL	
189	173	2	0	0	
190	4	0	0	0	
191	0	989	0	0	
192	0	1,371	0	0	
193	1	0	0	0	
194	0	0	120	0	
195	1	0	0	0	
196	33	0	0	0	
197	0	0	0	0	
198	22	1,152	0	0	
199	0	166	0	0	
200	0	0	0	80	
201	0	0	0	140	
202	0	0	0	0	
203	0	0	0	0	
204	0	0	0	0	
205	0	0	0	0	
206	0	0	0	0	
207	4	0	0	643	
208	5	0	0	0	
209	0	0	0	325	
210	23	102	0	0	
211	336	77	0	0	
212	0	0	0	0	
213	0	0	176	0	
214	262	0	0	445	
215	142	478	0	0	
216	1	20	0	0	
217	0	0	0	0	
218	72	0	0	0	
219	164	151	0	318	
220	70	0	0	0	
221	0	0	0	0	Empty
222	0	0	0	0	Empty
223	0	0	0	0	Empty
224	0	0	0	0	Empty
225	0	0	0	0	Empty
226	0	0	0	0	Empty
227	0	0	0	0	Empty
228	22	496	0	0	
229	0	0	0	0	
230	0	0	0	0	
231	0	0	0	0	
232	0	0	0	0	
233	149	0	0	0	
234	0	0	0	0	Empty
235	0	0	0	0	Empty

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
1	108	0	0	0	0	0	0	108	
2	5	12	0	0	0	0	0	17	
3	42	0	0	0	0	0	0	42	
4	37	4	0	0	0	2	0	44	
5	50	0	0	0	43	0	0	93	
6	17	210	0	0	0	0	0	227	
7	26	112	52	0	0	0	226	416	Post Office
8	38	15	0	0	0	0	0	53	
9	0	212	0	0	0	0	0	212	
10	45	330	0	0	0	0	0	375	
11	0	0	0	0	0	0	2,500	2500	Bellevue Square
12	6	5	0	0	0	0	0	11	
13	22	98	0	0	0	0	0	120	
14	29	44	15	0	0	0	0	88	
15	31	313	0	0	0	0	0	344	
16	1	48	18	0	0	0	0	67	
17	24	227	26	0	0	0	0	277	
18	0	307	14	0	0	0	0	321	
19	67	100	0	0	0	0	0	166	
20	418	103	0	0	0	0	0	521	
21	8	211	0	0	0	0	0	219	
22	1016	87	0	0	0	0	0	1103	
23	0	0	0	0	79	0	0	79	
24	294	0	0	0	0	7	0	300	
25	119	43	0	0	0	0	0	163	
26	302	32	0	0	0	0	0	334	
27	531	107	0	0	0	0	0	638	
28	9	126	11	0	0	0	0	146	
29	19	54	54	0	0	0	0	127	
30	128	169	0	0	0	0	0	297	
31	1258	83	0	0	0	0	0	1341	
32	2816	0	0	0	0	0	0	2816	
33	662	0	0	0	0	0	0	662	
34	397	29	0	0	0	0	0	426	
35	81	154	0	0	24	0	0	259	
36	671	55	0	0	0	0	0	727	
37	1271	225	0	30	0	0	0	1525	Bowling Alley
38	501	144	0	0	0	0	0	645	
39	1354	261	0	0	168	0	0	1783	
40	161	123	0	0	0	0	0	285	
41	1438	0	0	0	0	0	0	1438	
42	369	15	0	0	0	0	0	384	
43	0	0	3	0	91	0	0	94	
44	55	0	0	0	0	0	0	55	
45	0	47	0	0	11	3	0	60	
46	0	0	0	0	0	0	0	0	
47	0	0	0	0	0	0	0	0	
48	0	0	0	0	0	0	0	0	
49	0	0	0	0	0	0	0	0	
50	0	0	0	0	0	0	0	0	
51	1238	33	240	0	0	18	0	1529	
52	1296	122	0	0	0	16	0	1433	
53	542	0	0	0	0	0	0	542	
54	617	0	0	0	0	5	0	621	
55	1148	6	0	0	0	0	0	1155	
56	0	0	0	0	0	0	0	0	
57	0	0	0	0	0	0	0	0	
58	0	0	0	0	0	0	0	0	
59	0	0	0	0	7	0	0	7	
60	0	0	0	0	0	0	0	0	
61	0	0	0	0	0	0	0	0	
62	0	0	0	0	0	0	0	0	

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
63	286	0	0	0	0	0	0	286	
64	0	0	0	0	0	38	0	38	
65	0	0	0	0	0	0	0	0	
66	0	0	2	0	0	0	0	2	
67	689	0	0	0	0	17	0	706	
68	0	0	0	0	0	6	0	6	
69	1215	9	0	0	0	0	0	1223	
70	977	297	0	0	0	0	1,700	2974	Overlake Hospital
71	647	381	36	0	0	0	0	1063	
72	710	325	2121	0	0	0	0	3157	
73	851	340	850	0	0	0	0	2041	
74	0	0	0	0	0	0	0	0	
75	720	609	426	0	0	0	0	1755	
76	1150	4	0	0	0	43	0	1197	
77	216	297	7	0	0	11	0	530	
78	569	395	65	0	0	6	0	1034	
79	0	0	0	0	0	0	0	0	Empty
80	125	0	4	0	0	0	0	129	
81	0	0	0	0	0	0	0	0	
82	154	121	0	0	0	0	0	275	
83	0	262	0	0	0	0	0	262	
84	48	0	0	0	0	0	0	48	
85	459	0	0	0	0	116	0	575	
86	0	18	1	0	0	0	0	20	
87	34	1382	7	0	0	0	0	1423	
88	43	26	69	0	170	0	0	307	City University
89	0	0	0	0	0	0	0	0	
90	0	0	0	0	0	40	0	40	
91	0	0	0	0	0	42	0	42	
92	0	0	0	0	0	44	0	44	
93	0	0	0	0	0	0	0	0	
94	0	0	0	0	0	28	0	28	
95	12	56	0	0	0	32	0	101	
96	33	33	0	0	0	71	0	137	
97	23	20	0	0	0	13	0	56	
98	0	0	0	0	0	0	0	0	Glendale Country Clu
99	1260	15	50	0	0	1	400	1726	Micorsoft addn.
100	2	145	0	0	0	0	0	147	
101	1368	14	8	0	0	0	750	2141	City Halll
102	23	34	0	0	0	120	0	176	
103	194	274	0	0	0	0	0	468	
104	0	0	0	0	0	0	0	0	
105	0	0	0	0	0	0	0	0	
106	0	0	0	0	0	0	0	0	
107	0	0	0	0	0	0	0	0	
108	0	0	0	0	0	92	0	92	
109	35	0	0	0	0	0	0	35	
110	91	30	0	0	0	78	0	199	
111	7	4	0	0	0	0	0	10	
112	84	0	14	0	0	0	0	98	
113	0	0	4	0	0	46	0	50	
114	627	68	924	0	0	0	0	1619	
115	0	0	0	0	0	0	0	0	
116	11	8	0	0	0	0	1,050	1069	Bellevue Community
117	1160	30	98	0	13	0	0	1301	
118	1169	278	0	0	48	0	0	1494	
119	0	0	0	0	0	0	0	0	
120	9	15	0	0	0	19	0	43	
121	0	0	0	0	0	0	0	0	
122	1534	6	1174	0	106	0	0	2819	240hotelrooms
123	0	0	0	0	0	0	0	0	
124	0	11	0	0	0	0	0	11	
125	0	9	0	0	0	0	0	9	

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
126	142	5	9	0	0	9	0	165	
127	0	0	0	0	0	0	0	0	
128	0	0	0	0	0	35	0	35	
129	0	0	0	0	0	0	0	0	
130	0	0	0	0	0	0	0	0	
131	0	18	0	0	0	0	0	18	
132	2005	139	73	0	0	0	0	2217	
133	1274	0	0	0	235	0	0	1510	
134	175	5	1	0	0	0	0	180	
135	17	7	1	0	0	103	0	127	
136	95	0	0	0	0	0	0	95	
137	121	0	0	0	0	0	0	121	
138	69	16	0	0	0	0	0	85	
139	0	0	0	0	0	0	0	0	
140	0	0	0	0	0	0	0	0	
141	0	0	0	0	0	0	0	0	
142	11	2	5	0	0	0	0	18	
143	0	0	0	0	0	116	0	116	
144	23	10	0	0	0	0	0	33	
145	0	185	0	0	0	0	0	185	
146	0	0	0	0	0	64	0	64	
147	0	0	0	0	0	0	0	0	
148	1	0	0	0	0	0	0	1	
149	0	1124	41	0	0	0	0	1166	
150	0	0	0	0	0	167	0	167	
151	0	0	0	0	0	0	0	0	
152	0	0	0	0	0	11	0	11	
153	48	48	0	0	0	100	0	196	
154	0	0	0	0	0	0	0	0	
155	0	130	0	0	0	51	0	181	
156	42	0	0	0	0	0	0	42	
157	298	0	46	0	0	9	0	352	
158	0	0	0	0	0	35	0	35	
159	0	0	0	0	0	9	0	9	
160	0	0	0	0	0	0	0	0	
161	0	0	0	0	0	0	0	0	
162	0	0	0	0	0	0	0	0	
163	0	0	0	0	0	0	0	0	
164	0	0	0	0	0	0	0	0	
165	0	173	0	0	0	0	0	173	
166	0	3	0	0	0	0	0	3	
167	26	12	0	0	0	47	0	84	
168	0	0	0	0	0	19	0	19	
169	0	0	0	0	0	30	0	30	
170	0	0	0	0	0	0	0	0	
171	0	0	0	0	0	0	0	0	Empty
172	0	0	0	0	0	0	0	0	Empty
173	0	0	0	0	0	0	0	0	Empty
174	0	0	0	0	0	0	0	0	Empty
175	0	0	0	0	0	0	0	0	Empty
176	0	0	0	0	0	10	0	10	Empty
177	0	173	0	0	0	56	0	229	Empty
178	0	0	0	0	0	0	0	0	Empty
179	0	0	0	0	0	0	0	0	Empty
180	0	21	0	0	0	0	0	21	
181	0	0	0	0	0	0	0	0	Empty
182	54	0	0	0	0	0	0	54	
183	55	0	0	0	0	39	0	94	Empty
184	0	0	0	0	0	98	0	98	Empty
185	25	0	0	0	0	105	0	130	Empty
186	0	0	0	0	0	0	0	0	
187	0	0	0	0	0	0	0	0	
188	379	8	26	0	0	15	0	428	

Year 1995 Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
189	0	0	0	0	0	0	0	0	
190	325	0	0	0	0	0	0	325	
191	40	24	0	0	0	0	0	63	
192	21	0	0	0	0	0	0	21	
193	74	136	20	0	0	0	0	230	
194	526	0	0	0	53	0	0	578	
195	0	131	10	0	0	0	0	141	
196	683	30	2	0	0	0	0	715	
197	49	159	307	0	0	0	0	515	
198	51	0	0	0	0	0	0	51	
199	617	21	0	0	0	0	0	638	
200	710	10	0	0	0	8	0	727	
201	503	0	0	0	0	14	0	517	
202	2235	469	381	0	0	0	0	3085	
203	233	215	184	0	0	0	0	632	
204	0	187	0	0	0	0	0	187	
205	6	583	10	0	0	0	0	600	
206	0	35	10	0	0	0	0	46	
207	20	6	0	0	0	64	0	91	
208	55	0	0	0	0	0	0	55	
209	211	17	0	0	0	33	0	261	
210	370	18	0	0	0	0	0	387	
211	0	0	0	0	0	0	0	0	
212	938	388	227	0	0	0	400	1953	Microsoft
213	323	310	0	0	77	0	0	711	
214	14	134	0	0	0	45	0	192	
215	82	0	0	0	0	0	0	82	
216	29	0	12	0	0	0	0	40	
217	566	0	0	0	0	0	0	566	
218	0	3	0	0	0	0	0	3	
219	144	0	0	0	0	32	0	176	
220	0	0	0	0	0	0	0	0	
221	0	0	0	0	0	0	0	0	Empty
222	0	0	0	0	0	0	0	0	Empty
223	0	0	0	0	0	0	0	0	Empty
224	0	0	0	0	0	0	0	0	Empty
225	0	0	0	0	0	0	0	0	Empty
226	0	0	0	0	0	0	0	0	Empty
227	0	0	0	0	0	0	0	0	Empty
228	489	80	0	0	0	0	0	569	
229	1627	286	30	0	0	0	0	1943	
230	769	142	30	0	0	0	0	942	
231	423	26	0	0	0	0	0	449	
232	975	0	0	0	0	0	0	975	
233	0	0	0	0	0	0	0	0	
234	0	0	0	0	0	0	0	0	Empty
235	0	0	0	0	0	0	0	0	Empty

City of Bellevue 2010 Baseline Land Use:

- **Square Footage**
- **Dwelling Units**
- **Employment**

Year 2010 BROTS Baseline Landuse 01/17/98

TAZ	LOCATION	SQUARE FOOTAGE OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
1	CBD	76,370	0	0	0	0	0	0
2	CBD	1,750	8,150	0	0	0	0	0
3	CBD	15,100	2,500	0	0	0	0	0
4	CBD	13,500	1,950	0	0	136,351	0	0
5	CBD	18,150	15,000	0	0	0	41,080	0
6	CBD	6,000	103,821	0	0	0	0	0
7	CBD	9,408	67,520	14,700	0	55,950	0	0
8	CBD	13,605	27,005	0	0	0	0	0
9	CBD	0	124,675	0	0	0	0	0
10	CBD	41,270	234,879	0	0	0	0	0
11	CBD	0	0	0	0	0	0	2,011,502
12	CBD	2,030	2,345	0	0	0	0	0
13	CBD	8,100	49,510	0	0	0	0	0
14	CBD	10,633	32,103	4,253	0	0	30,000	0
15	CBD	11,123	151,870	0	0	0	0	0
16	CBD	498	27,528	5,050	0	0	0	0
17	CBD	8,745	111,555	7,200	0	0	0	0
18	CBD	150,000	224,044	4,064	0	0	0	0
19	CBD	23,999	66,875	0	0	0	0	0
20	CBD	450,950	88,244	0	0	0	0	0
21	CBD	152,825	179,074	0	0	0	0	0
22	CBD	416,359	51,059	0	0	0	0	0
23	CBD	0	0	0	0	0	95,074	0
24	CBD	132,104	0	0	0	4,625	0	0
25	CBD	42,946	21,931	0	0	0	0	0
26	CBD	168,964	20,050	0	0	0	0	0
27	CBD	191,420	50,327	0	0	0	0	0
28	CBD	3,400	60,518	3,120	0	2,855	0	0
29	CBD	31,860	58,408	15,173	0	0	0	0
30	CBD	171,200	262,926	0	0	0	0	0
31	CBD	978,767	104,085	0	0	0	0	0
32	CBD	1,540,777	20,000	0	0	0	300,000	0
33	CBD	238,833	25,000	0	0	0	0	0
34	CBD	168,265	13,790	0	0	0	0	0
35	CBD	29,340	109,644	0	0	300,000	313,800	0
36	CBD	442,240	50,990	0	0	42,445	0	0
37	CBD	1,008,430	145,498	0	29,250	0	0	0
38	CBD	370,833	267,731	0	0	0	0	0
39	CBD	1,138,310	342,207	0	0	0	312,242	0
40	CBD	258,210	62,930	0	0	0	0	0
41	CBD	518,780	2,500	0	0	0	0	0
42	CBD	333,189	37,025	0	0	0	300,000	0
43	CBD	0	0	900	0	0	61,350	0
44	medina+bel	16,813	0	0	0	12,162	0	0
45	BELLEVUE	0	24,031	0	0	17,200	0	0
46	BELLEVUE	0	0	0	0	0	0	0
47	Clyde Hill	0	0	0	0	0	0	0
48	Clyde Hill	0	0	0	0	0	0	0
49	BELLEVUE	0	0	0	0	0	0	0
50	BELLEVUE	0	0	0	0	0	0	0
51	BELLEVUE	377,794	16,725	198,326	0	20,900	0	0
52	BELLEVUE	395,524	62,260	0	0	29,093	0	0
53	BELLEVUE	165,387	0	0	0	0	0	0
54	BELLEVUE	188,226	0	0	0	53,625	0	0
55	BELLEVUE	350,569	3,218	0	0	0	0	0
56	BELLEVUE	0	0	0	0	0	0	0
57	BELLEVUE	0	0	0	0	0	0	0
58	BELLEVUE	0	0	0	0	71,994	0	0
59	BELLEVUE	0	0	0	0	37,300	10,000	0
60	BELLEVUE	0	0	0	0	0	0	0

Year 2010 BROTS Baseline Landuse

01/17/98

SQUARE FOOTAGE

TAZ	LOCATION	OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
61	BELLEVUE	0	0	0	0	0	0	0
62	BELLEVUE	0	0	0	0	2,000	0	0
63	BELLEVUE	87,314	0	0	0	0	0	0
64	BELLEVUE	0	0	0	0	46,400	0	0
65	BELLEVUE	0	0	0	1,925	0	0	0
66	BELLEVUE	0	0	1,250	5,600	6,350	0	0
67	BELLEVUE	210,345	0	0	0	0	0	0
68	BELLEVUE	0	0	0	800	0	0	0
69	BELLEVUE	422,921	4,350	89,594	0	36,460	0	0
70	BELLEVUE	298,189	152,198	0	0	525,033	0	0
71	BELLEVUE	207,833	194,933	27,015	0	0	0	0
72	BELLEVUE	216,763	166,370	1,819,929	0	0	0	0
73	BELLEVUE	259,727	179,139	973,107	0	0	0	0
74	BELLEVUE	0	0	0	0	0	0	0
75	BELLEVUE	219,678	367,262	333,615	0	0	0	0
76	BELLEVUE	351,069	6,935	0	0	88,952	0	0
77	BELLEVUE	65,803	152,106	5,100	66,845	0	0	0
78	BELLEVUE	173,658	202,103	49,030	0	0	0	0
79	empty	0	0	0	0	0	0	0
80	BELLEVUE	38,280	0	3,050	0	0	0	0
81	BELLEVUE	0	0	0	0	0	0	0
82	BELLEVUE	47,125	93,264	0	0	0	0	0
83	BELLEVUE	0	176,745	0	0	0	0	0
84	BELLEVUE	14,750	0	0	0	0	0	0
85	BELLEVUE	320,100	0	0	0	251,425	0	0
86	BELLEVUE	0	9,300	0	0	39,031	0	0
87	BELLEVUE	10,398	730,539	5,020	4,500	0	0	0
88	BELLEVUE	42,978	13,140	52,000	11,475	30,202	0	0
89	BELLEVUE	0	0	0	0	47,400	0	0
90	BELLEVUE	0	0	0	0	60,200	0	0
91	BELLEVUE	0	0	0	0	57,772	0	0
92	BELLEVUE	0	0	0	12,700	42,675	0	0
93	BELLEVUE	0	0	0	0	0	0	0
94	BELLEVUE	0	0	0	0	90,900	0	0
95	BELLEVUE	3,750	28,717	0	0	90,003	0	0
96	BELLEVUE	9,937	23,755	0	0	175,370	0	0
97	BELLEVUE	4,576	25,313	0	36,375	49,800	0	0
98	BELLEVUE	0	0	0	0	78,125	0	0
99	BELLEVUE	384,575	7,836	37,625	0	0	0	0
100	BELLEVUE	75,064	115,228	0	0	30,000	0	0
101	BELLEVUE	417,727	7,380	6,160	0	65,958	0	0
102	BELLEVUE	6,995	17,180	0	0	241,550	0	0
103	BELLEVUE	59,295	170,305	0	0	0	0	0
104	BELLEVUE	0	0	0	0	0	0	0
105	BELLEVUE	0	0	0	0	0	0	0
106	Bel+King	0	0	0	0	0	0	0
107	BELLEVUE	0	0	0	0	0	0	0
108	BELLEVUE	0	0	0	0	148,285	0	0
109	BELLEVUE	10,600	0	0	21,850	30,000	0	0
110	BELLEVUE	27,855	15,320	0	0	85,475	0	0
111	BELLEVUE	2,000	2,000	0	0	8,992	0	0
112	BELLEVUE	64,289	0	10,868	0	0	0	0
113	BELLEVUE	0	0	3,400	3,575	68,980	0	0
114	BELLEVUE	189,229	34,775	1,014,840	0	50,150	0	0
115	BELLEVUE	0	0	0	0	0	0	0
116	BELLEVUE	3,330	4,200	0	0	318,170	0	0
117	BELLEVUE	353,994	15,603	74,221	38,468	0	22,931	0
118	BELLEVUE	410,745	184,864	0	31,460	194,660	29,791	0
119	BELLEVUE	0	0	0	0	12,141	0	0
120	BELLEVUE	2,750	7,900	0	0	86,675	0	0
121	BELLEVUE	0	0	0	0	0	0	0

TAZ	LOCATION	SQUARE FOOTAGE OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
122	BELLEVUE	468,160	2,920	887,357	0	0	263,760	0
123	BELLEVUE	0	0	0	0	0	0	0
124	King+Bel	0	5,668	0	0	42,550	0	0
125	BELLEVUE	0	14,131	0	0	31,940	0	0
126	BELLEVUE	41,731	2,700	70,436	0	0	0	0
127	BELLEVUE	0	0	0	0	14,700	0	0
128	BXarts+BEL	0	0	0	0	49,500	0	0
129	BXarts+BEL	0	0	0	0	0	0	0
130	BELLEVUE	0	0	0	0	43,500	0	0
131	BELLEVUE	0	23,280	0	2,100	0	0	0
132	BELLEVUE	730,170	63,908	76,251	0	0	0	0
133	BELLEVUE	388,992	0	16,954	192,619	0	837,115	0
134	BELLEVUE	53,351	2,400	600	0	55,690	0	0
135	BELLEVUE	5,250	3,550	550	0	60,252	0	0
136	BELLEVUE	28,900	0	0	0	178,216	0	0
137	BELLEVUE	36,900	0	0	0	0	0	0
138	BELLEVUE	21,083	8,325	0	0	30,220	0	0
139	BELLEVUE	0	0	0	0	900	0	0
140	BELLEVUE	0	0	0	0	25,375	0	0
141	BELLEVUE	0	0	0	900	0	0	0
142	Bel+King	3,250	813	4,063	4,000	0	0	0
143	BELLEVUE	68,591	0	0	38,800	142,680	0	0
144	King County	7,070	5,112	0	0	0	0	0
145	BELLEVUE	0	94,707	0	0	4,745	0	0
146	BELLEVUE	0	0	0	4,800	54,138	0	0
147	BELLEVUE	0	0	0	0	0	0	0
148	BELLEVUE	400	0	0	0	100,950	0	0
149	King County	0	643,928	31,050	0	0	0	0
150	King County	0	0	0	0	0	0	0
151	King County	0	0	0	0	0	0	0
152	King County	0	0	0	0	0	0	0
153	King County	14,698	31,477	0	0	0	0	0
154	King County	0	0	0	0	0	0	0
155	King County	0	89,614	0	0	0	0	0
156	King County	12,879	0	0	0	0	0	0
157	King County	225,614	0	34,450	0	0	0	0
158	Bel+King	0	0	0	0	0	0	0
159	Bel+King	0	0	0	0	0	0	0
160	Bel+King	0	0	0	0	0	0	0
161	King+Bel	0	0	0	0	0	0	0
162	Bel+King	0	95,000	0	0	0	0	0
163	King+Bel	0	0	0	0	0	0	0
164	King County	0	0	0	0	0	0	0
165	King County	0	88,500	0	0	0	0	0
166	King County	0	1,670	0	0	0	0	0
167	King County	7,896	5,909	0	0	0	0	0
168	Medina/CH	0	0	0	0	0	0	0
169	Medina/CH	0	0	0	0	0	0	0
170	Clyde Hill	0	0	0	0	0	0	0
171	Empty	0	0	0	0	0	0	0
172	Empty	0	0	0	0	0	0	0
173	Empty	0	0	0	0	0	0	0
174	Empty	0	0	0	0	0	0	0
175	Empty	0	0	0	0	0	0	0
176	Empty	0	0	0	0	0	0	0
177	Empty	0	88,500	0	0	0	0	0
178	Empty	0	0	0	0	0	0	0
179	Empty	0	0	0	0	0	0	0
180	Bellevue	0	10,838	0	0	0	0	0
181	Empty	0	0	0	0	0	0	0
182	Bellevue	143,009	0	0	0	0	0	0

TAZ	LOCATION	SQUARE FOOTAGE OFFICE	RETAIL	INDST.	RECREAT.	INSTIT.	HOTEL	SP.GEN.
183	Empty	16,813	0	0	0	0	0	0
184	Empty	0	0	0	0	0	0	0
185	Empty	7,735	0	0	0	0	0	0
186	hunt/yarrow pt	0	0	0	0	0	0	0
187	BELLEVUE	0	0	0	0	0	0	0
188	BELLEVUE	115,672	4,100	19,350	0	26,000	0	0
189	BELLEVUE	0	0	0	0	0	0	0
190	BELLEVUE	99,093	0	0	0	119,500	0	0
191	BELLEVUE	12,100	12,150	0	92,400	6,375	0	0
192	BELLEVUE	6,375	0	0	0	0	0	0
193	BELLEVUE	22,560	69,600	15,040	24,750	0	0	0
194	BELLEVUE	160,420	0	0	0	0	80,544	0
195	BELLEVUE	34,325	71,803	7,300	0	0	0	0
196	BELLEVUE	246,890	15,359	24,299	0	0	0	0
197	BELLEVUE	14,849	123,533	232,198	0	0	0	0
198	BELLEVUE	15,655	0	0	0	0	0	0
199	BELLEVUE	188,410	10,537	0	0	0	0	0
200	BELLEVUE	270,079	30,555	0	0	0	0	0
201	BELLEVUE	166,238	0	0	41,800	4,800	0	0
202	BELLEVUE	682,183	281,927	288,106	0	6,625	0	0
203	BELLEVUE	71,025	110,243	149,358	0	0	0	0
204	BELLEVUE	0	95,740	0	0	0	0	0
205	BELLEVUE	1,955	238,492	7,820	0	0	0	0
206	Bellevue	0	18,150	7,800	0	22,675	0	0
207	BELLEVUE	6,210	3,250	0	0	108,700	0	0
208	BELLEVUE	16,850	0	0	0	0	0	0
209	BELLEVUE	56,980	8,600	0	0	4,800	0	0
210	BELLEVUE	112,795	9,105	0	0	14,600	0	0
211	BELLEVUE	0	0	0	0	15,230	0	0
212	BELLEVUE	239,542	342,784	0	0	0	0	0
213	BELLEVUE	118,983	141,747	0	0	19,950	98,137	0
214	BELLEVUE	4,308	68,493	0	0	83,475	0	0
215	BELLEVUE	25,110	0	0	0	29,495	0	0
216	BELLEVUE	552,408	0	144,958	0	0	0	0
217	BELLEVUE	172,875	0	0	0	15,200	0	0
218	BELLEVUE	0	1,750	0	0	0	0	0
219	BELLEVUE	68,133	0	0	0	0	0	0
220	BELLEVUE	0	0	0	0	0	0	0
221	Empty	0	0	0	0	0	0	0
222	Empty	0	0	0	0	0	0	0
223	Empty	0	0	0	0	0	0	0
224	Empty	0	0	0	0	0	0	0
225	Empty	0	0	0	0	0	0	0
226	Empty	0	0	0	0	0	0	0
227	Empty	0	0	0	0	0	0	0
228	King+Bel	149,298	40,919	0	0	0	0	0
229	King County	884,272	146,204	22,306	0	0	0	0
230	King County	309,807	72,820	22,902	0	0	0	0
231	BELLEVUE	129,102	13,500	0	0	0	0	0
232	BELLEVUE	297,679	0	0	0	0	0	0
233	King+Bel	0	0	0	0	0	0	0
234	Empty	0	0	0	0	0	0	0
235	Empty	0	0	0	0	0	0	0

Year 2010 BROTS Baseline Landuse

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL
1	0	0	0	0
2	1	468	0	0
3	5	100	0	0
4	0	75	0	24
5	3	390	97	0
6	0	100	0	0
7	0	50	0	0
8	2	179	0	0
9	0	79	0	0
10	0	150	0	0
11	0	0	0	0
12	0	0	0	0
13	1	110	0	0
14	0	330	0	0
15	0	50	0	0
16	0	110	0	0
17	0	120	0	0
18	0	100	0	0
19	0	75	0	0
20	2	351	0	0
21	0	130	0	0
22	0	100	0	0
23	0	0	186	0
24	0	0	0	65
25	1	220	0	0
26	0	151	0	0
27	0	150	0	0
28	0	75	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	400	0
33	0	0	0	0
34	0	0	0	0
35	0	50	436	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	100	382	0
40	3	19	0	0
41	5	110	0	0
42	23	350	400	0
43	1	0	207	0
44	117	196	0	0
45	140	259	24	28
46	292	0	0	0
47	55	0	0	0
48	76	0	0	0
49	163	0	0	0
50	245	0	0	0
51	110	617	0	182
52	192	394	0	160
53	0	0	0	0
54	126	36	0	45
55	2	0	0	0
56	65	6	0	0
57	57	0	0	0
58	161	41	0	0
59	33	0	17	0
60	42	527	0	0

Year 2010 BROTS Baseline Landuse

TAZ	DWELLING UNITS SINGLE-FAMILY	MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL	
61	60	197	0	0	
62	73	0	0	0	
63	0	0	0	0	
64	836	0	0	378	
65	348	0	0	0	
66	211	75	0	0	
67	14	24	0	170	
68	86	643	0	62	
69	0	0	0	0	
70	0	0	0	0	
71	0	70	0	0	
72	2	0	0	0	
73	0	10	0	0	
74	64	201	0	0	
75	2	0	0	0	
76	245	87	0	429	
77	0	0	0	105	
78	0	0	0	55	
79	0	0	0	0	Empty
80	117	589	0	0	
81	149	0	0	0	
82	3	1,138	0	0	
83	0	0	0	0	
84	243	0	0	0	
85	103	0	0	1,161	
86	41	652	0	0	
87	0	0	0	0	
88	0	597	0	0	
89	465	88	0	0	
90	776	69	0	402	
91	469	0	0	424	
92	864	3	0	441	
93	600	122	0	0	
94	315	0	0	284	
95	264	200	0	323	
96	204	566	0	705	
97	155	140	0	125	
98	185	0	0	0	
99	74	257	0	12	
100	0	0	0	0	
101	5	419	0	0	
102	24	773	0	1,200	
103	4	0	0	0	
104	570	33	0	0	
105	306	0	0	0	
106	107	0	0	0	
107	173	0	0	0	
108	230	0	0	918	
109	263	156	0	0	
110	331	52	0	778	
111	263	334	0	0	
112	181	455	0	0	
113	941	0	0	459	
114	0	0	0	0	
115	110	52	0	0	
116	43	166	0	0	
117	0	0	29	0	
118	0	0	108	0	
119	128	0	0	0	
120	344	90	0	185	
121	313	0	0	0	

Year 2010 BROTS Baseline Landuse

TAZ	DWELLING UNITS SINGLE-FAMILY	DWELLING UNITS MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL	
122	1	4	240	0	
123	42	153	0	0	
124	547	29	0	0	
125	174	142	0	0	
126	1	371	0	87	
127	393	0	0	0	
128	76	0	0	345	
129	74	0	0	0	
130	170	0	0	0	
131	156	10	0	0	
132	0	50	0	0	
133	0	0	805	0	
134	346	157	0	0	
135	137	53	0	1,026	
136	26	73	0	0	
137	31	172	0	0	
138	1	170	0	0	
139	79	731	0	0	
140	163	116	0	0	
141	139	0	0	0	
142	563	104	0	0	
143	117	17	0	1,155	
144	516	14	0	0	
145	9	0	0	0	
146	1,005	0	0	640	
147	153	0	0	0	
148	1,211	0	0	0	
149	0	321	0	0	
150	101	250	0	1,669	
151	636	34	0	0	
152	166	2	0	108	
153	405	0	0	998	
154	183	2	0	0	
155	372	442	0	505	
156	141	81	0	0	
157	261	0	0	85	
158	1,211	18	0	351	
159	316	0	0	90	
160	251	0	0	0	
161	1,011	4	0	0	
162	572	400	0	0	
163	361	372	0	0	
164	81	0	0	0	
165	1,937	154	0	0	
166	307	0	0	0	
167	900	274	0	466	
168	456	0	0	190	
169	529	0	0	300	
170	295	0	0	0	
171	128	0	0	0	Empty
172	256	100	0	0	Empty
173	147	0	0	0	Empty
174	376	0	0	0	Empty
175	337	0	0	0	Empty
176	126	0	0	100	Empty
177	1,246	0	0	560	Empty
178	124	0	0	0	Empty
179	112	0	0	0	Empty
180	317	0	0	0	
181	0	0	0	0	Empty
182	0	0	0	0	

Year 2010 BROTS Baseline Landuse

TAZ	DWELLING UNITS SINGLE-FAMILY	MULTI-FAMILY	HOTEL ROOMS	SCHOOL ENROLL	
183	553	0	0	394	Empty
184	122	0	0	983	Empty
185	88	0	0	1,049	Empty
186	850	0	0	0	
187	69	0	0	0	
188	25	90	0	150	
189	202	2	0	0	
190	4	0	0	0	
191	0	989	0	0	
192	0	1,371	0	0	
193	0	0	0	0	
194	0	0	152	0	
195	1	0	0	0	
196	0	0	0	0	
197	0	0	0	0	
198	50	1,191	0	0	
199	0	166	0	0	
200	1	0	0	80	
201	0	0	0	140	
202	0	0	0	0	
203	0	0	0	0	
204	0	0	0	0	
205	0	0	0	0	
206	0	0	0	0	
207	4	0	0	643	
208	5	0	0	0	
209	0	129	0	325	
210	23	102	0	0	
211	339	77	0	0	
212	0	0	0	0	
213	0	0	180	0	
214	262	0	0	445	
215	159	524	0	0	
216	1	220	0	0	
217	0	0	0	0	
218	74	0	0	0	
219	172	151	0	318	
220	146	0	0	0	
221	0	0	0	0	Empty
222	0	0	0	0	Empty
223	0	0	0	0	Empty
224	0	0	0	0	Empty
225	0	0	0	0	Empty
226	0	0	0	0	Empty
227	0	0	0	0	Empty
228	22	536	0	0	
229	0	0	0	0	
230	0	0	0	0	
231	0	0	0	0	
232	0	0	0	0	
233	161	0	0	0	
234	0	0	0	0	Empty
235	0	0	0	0	Empty

Year 2010 BROTS Baseline Landuse Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
1	212	0	0	0	0	0	0	212	
2	5	17	0	0	0	0	0	22	
3	42	5	0	0	0	0	0	47	
4	37	4	0	0	0	2	0	44	
5	50	32	0	0	43	0	0	125	
6	17	221	0	0	0	0	0	238	
7	26	144	52	0	0	0	226	448	Post Office
8	38	57	0	0	0	0	0	95	
9	0	265	0	0	0	0	0	265	
10	114	500	0	0	0	0	0	614	
11	0	0	0	0	0	0	3,450	3450	Bellevue Square
12	6	5	0	0	0	0	0	11	
13	22	105	0	0	0	0	0	128	
14	29	68	15	0	0	0	0	113	
15	31	323	0	0	0	0	0	354	
16	1	59	18	0	0	0	0	78	
17	24	237	26	0	0	0	0	287	
18	416	477	14	0	0	0	0	907	
19	67	142	0	0	0	0	0	209	
20	1250	188	0	0	0	0	0	1438	
21	424	381	0	0	0	0	0	805	
22	1154	109	0	0	0	0	0	1263	
23	0	0	0	0	82	0	0	82	
24	366	0	0	0	0	7	0	373	
25	119	47	0	0	0	0	0	166	
26	468	43	0	0	0	0	0	511	
27	531	107	0	0	0	0	0	638	
28	9	129	11	0	0	0	0	149	
29	88	124	54	0	0	0	0	267	
30	475	560	0	0	0	0	0	1034	
31	2713	222	0	0	0	0	0	2935	
32	4271	43	0	0	176	0	0	4490	
33	662	53	0	0	0	0	0	715	
34	466	29	0	0	0	0	0	496	
35	81	233	0	0	192	0	0	507	
36	1226	109	0	0	0	0	0	1334	
37	2795	310	0	30	0	0	0	3135	Bowling Alley
38	1028	570	0	0	0	0	0	1598	
39	3155	729	0	0	168	0	0	4052	
40	716	134	0	0	0	0	0	850	
41	1438	5	0	0	0	0	0	1443	
42	924	79	0	0	176	0	0	1178	
43	0	0	3	0	91	0	0	94	
44	55	0	0	0	0	0	0	55	
45	0	47	0	0	11	3	0	60	
46	0	0	0	0	0	0	0	0	
47	0	0	0	0	0	0	0	0	
48	0	0	0	0	0	0	0	0	
49	0	0	0	0	0	0	0	0	
50	0	0	0	0	0	0	0	0	
51	1238	33	262	0	0	18	0	1551	
52	1296	122	0	0	0	16	0	1433	
53	542	0	0	0	0	0	0	542	
54	617	0	0	0	0	5	0	621	
55	1148	6	0	0	0	0	0	1155	
56	0	0	0	0	0	0	0	0	
57	0	0	0	0	0	0	0	0	
58	0	0	0	0	0	0	0	0	
59	0	0	0	0	7	0	0	7	
60	0	0	0	0	0	0	0	0	

Year 2010 BROTS Baseline Landuse

Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
61	0	0	0	0	0	0	0	0	
62	0	0	0	0	0	0	0	0	
63	286	0	0	0	0	0	0	286	
64	0	0	0	0	0	38	0	38	
65	0	0	0	0	0	0	0	0	
66	0	0	2	0	0	0	0	2	
67	689	0	0	0	0	17	0	706	
68	0	0	0	0	0	6	0	6	
69	1385	9	119	0	0	0	0	1513	
70	977	297	0	0	0	0	1,700	2974	Overlake Hospital
71	681	381	36	0	0	0	0	1098	
72	710	325	2407	0	0	0	0	3443	
73	851	350	1287	0	0	0	0	2488	
74	0	0	0	0	0	0	0	0	
75	720	718	441	0	0	0	0	1879	
76	1150	14	0	0	0	43	0	1207	
77	216	297	7	0	0	11	0	530	
78	569	395	65	0	0	6	0	1034	
79	0	0	0	0	0	0	0	0	Empty
80	125	0	4	0	0	0	0	129	
81	0	0	0	0	0	0	0	0	
82	154	182	0	0	0	0	0	337	
83	0	345	0	0	0	0	0	345	
84	48	0	0	0	0	0	0	48	
85	1049	0	0	0	0	116	0	1165	
86	0	18	0	0	0	0	0	18	
87	34	1428	7	0	0	0	0	1468	
88	141	26	69	0	170	0	0	405	City University
89	0	0	0	0	0	0	0	0	
90	0	0	0	0	0	40	0	40	
91	0	0	0	0	0	42	0	42	
92	0	0	0	0	0	44	0	44	
93	0	0	0	0	0	0	0	0	
94	0	0	0	0	0	28	0	28	
95	12	56	0	0	0	32	0	101	
96	33	46	0	0	0	71	0	149	
97	15	49	0	0	0	13	0	77	
98	0	0	0	0	0	0	0	0	Glendale Country Club
99	1260	15	50	0	0	1	400	1726	Micorsoft addn.
100	246	225	0	0	0	0	0	471	
101	1368	14	8	0	0	0	750	2141	City Halll
102	23	34	0	0	0	120	0	176	
103	194	333	0	0	0	0	0	527	
104	0	0	0	0	0	0	0	0	
105	0	0	0	0	0	0	0	0	
106	0	0	0	0	0	0	0	0	
107	0	0	0	0	0	0	0	0	
108	0	0	0	0	0	92	0	92	
109	35	0	0	0	0	0	0	35	
110	91	30	0	0	0	78	0	199	
111	7	4	0	0	0	0	0	10	
112	211	0	14	0	0	0	0	225	
113	0	0	4	0	0	46	0	50	
114	620	68	1342	0	0	0	0	2030	
115	0	0	0	0	0	0	0	0	
116	11	8	0	0	0	0	1,050	1069	Bellevue Community Col
117	1160	30	98	0	13	0	0	1301	
118	1346	361	0	0	48	0	0	1754	
119	0	0	0	0	0	0	0	0	
120	9	15	0	0	0	19	0	43	
121	0	0	0	0	0	0	0	0	

Year 2010 BROTS Baseline Landuse Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
122	1534	6	1174	0	106	0	2,000	4819	Boeing addn.
123	0	0	0	0	0	0	0	0	
124	0	11	0	0	0	0	0	11	
125	0	28	0	0	0	0	0	28	
126	137	5	93	0	0	9	0	244	
127	0	0	0	0	0	0	0	0	
128	0	0	0	0	0	35	0	35	
129	0	0	0	0	0	0	0	0	
130	0	0	0	0	0	0	0	0	
131	0	45	0	0	0	0	0	45	
132	2392	125	101	0	0	0	0	2618	
133	1274	0	22	0	354	0	0	1651	
134	175	5	1	0	0	0	0	180	
135	17	7	1	0	0	103	0	127	
136	95	0	0	0	0	0	0	95	
137	121	0	0	0	0	0	0	121	
138	69	16	0	0	0	0	0	85	
139	0	0	0	0	0	0	0	0	
140	0	0	0	0	0	0	0	0	
141	0	0	0	0	0	0	0	0	
142	11	2	5	0	0	0	0	18	
143	225	0	0	0	0	116	0	340	
144	23	10	0	0	0	0	0	33	
145	0	185	0	0	0	0	0	185	
146	0	0	0	0	0	64	0	64	
147	0	0	0	0	0	0	0	0	
148	1	0	0	0	0	0	0	1	
149	0	1258	41	0	0	0	0	1299	
150	0	0	0	0	0	167	0	167	
151	0	0	0	0	0	0	0	0	
152	0	0	0	0	0	11	0	11	
153	48	62	0	0	0	100	0	209	
154	0	0	0	0	0	0	0	0	
155	0	175	0	0	0	51	0	226	
156	42	0	0	0	0	0	0	42	
157	739	0	46	0	0	9	0	793	
158	0	0	0	0	0	35	0	35	
159	0	0	0	0	0	9	0	9	
160	0	0	0	0	0	0	0	0	
161	0	0	0	0	0	0	0	0	
162	0	186	0	0	0	0	0	186	
163	0	0	0	0	0	0	0	0	
164	0	0	0	0	0	0	0	0	
165	0	173	0	0	0	0	0	173	
166	0	3	0	0	0	0	0	3	
167	26	12	0	0	0	47	0	84	
168	0	0	0	0	0	19	0	19	
169	0	0	0	0	0	30	0	30	
170	0	0	0	0	0	0	0	0	
171	0	0	0	0	0	0	0	0	Empty
172	0	0	0	0	0	0	0	0	Empty
173	0	0	0	0	0	0	0	0	Empty
174	0	0	0	0	0	0	0	0	Empty
175	0	0	0	0	0	0	0	0	Empty
176	0	0	0	0	0	10	0	10	Empty
177	0	173	0	0	0	56	0	229	Empty
178	0	0	0	0	0	0	0	0	Empty
179	0	0	0	0	0	0	0	0	Empty
180	0	21	0	0	0	0	0	21	
181	0	0	0	0	0	0	0	0	Empty
182	468	0	0	0	0	0	0	468	

Year 2010 BROTS Baseline Landuse

Employment Data

TAZ	OFFICE	RETAIL	INDST.	REC. & INST.	HOTEL	SCHOOL	SPECIAL GENER.	TOTAL	REMARKS
183	55	0	0	0	0	39	0	94	Empty
184	0	0	0	0	0	98	0	98	Empty
185	25	0	0	0	0	105	0	130	Empty
186	0	0	0	0	0	0	0	0	
187	0	0	0	0	0	0	0	0	
188	379	8	26	0	0	15	0	428	
189	0	0	0	0	0	0	0	0	
190	325	0	0	0	0	0	0	325	
191	40	24	0	0	0	0	0	63	
192	21	0	0	0	0	0	0	21	
193	74	136	20	0	0	0	0	230	
194	526	0	0	0	67	0	0	592	
195	112	140	10	0	0	0	0	262	
196	809	30	32	0	0	0	0	871	
197	49	241	307	0	0	0	0	597	
198	51	0	0	0	0	0	0	51	
199	617	21	0	0	0	0	0	638	
200	885	60	0	0	0	8	0	952	
201	545	0	0	0	0	14	0	559	
202	2235	551	381	0	0	0	0	3167	
203	233	215	198	0	0	0	0	646	
204	0	187	0	0	0	0	0	187	
205	6	466	10	0	0	0	0	483	
206	0	35	10	0	0	0	0	46	
207	20	6	0	0	0	64	0	91	
208	55	0	0	0	0	0	0	55	
209	187	17	0	0	0	33	0	236	
210	370	18	0	0	0	0	0	387	
211	0	0	0	0	0	0	0	0	
212	785	670	0	0	0	0	400	1855	Microsoft addition
213	390	277	0	0	79	0	0	746	
214	14	134	0	0	0	45	0	192	
215	82	0	0	0	0	0	0	82	
216	1810	0	192	0	0	0	0	2001	
217	566	0	0	0	0	0	0	566	
218	0	3	0	0	0	0	0	3	
219	223	0	0	0	0	32	0	255	
220	0	0	0	0	0	0	0	0	
221	0	0	0	0	0	0	0	0	Empty
222	0	0	0	0	0	0	0	0	Empty
223	0	0	0	0	0	0	0	0	Empty
224	0	0	0	0	0	0	0	0	Empty
225	0	0	0	0	0	0	0	0	Empty
226	0	0	0	0	0	0	0	0	Empty
227	0	0	0	0	0	0	0	0	Empty
228	489	80	0	0	0	0	0	569	
229	2897	286	30	0	0	0	0	3212	
230	1015	142	30	0	0	0	0	1188	
231	423	26	0	0	0	0	0	449	
232	975	0	0	0	0	0	0	975	
233	0	0	0	0	0	0	0	0	
234	0	0	0	0	0	0	0	0	Empty
235	0	0	0	0	0	0	0	0	Empty