



2020

Redmond Zoning and Municipal Code Annual Amendments

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Final Draft, April 22, 2020

Legal Review, June 12, 2020 and September 21, 2020

Technical Committee Recommendation, October 7, 2020

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Parsonage - an Accessory Use to Place of Worship ----- 4

The need for the recommended amendment was identified in 2015 during code administration regarding proposed development. It was addressed as an Administrative Interpretation on April 29, 2015. The recommended amendments incorporate the previously established administrative interpretation into two portions of the code, creating clarity and providing definition of a "parsonage" -- a previously undefined use. ----- 4

Defining Fixed Seating for Places of Worship----- 5

The need for the definition of a fixed seat resulted in the development of an Administrative Interpretation on April 29, 2015. The interpretation defines a fixed seat, regarding the calculation of seating capacity for planning purposes, as a uniform area permanently affixed to the floor such as in the form of a woven design in a carpet. The definition provides information where none had been previously provided within the Zoning Code. ----- 5

Clarifying Height Tradeoff----- 6

Clarify the purpose, options, and implementation of the Height Tradeoff regulations in the Downtown, Overlake, and Marymoor Design Districts. ----- 6

Overlake Build to Line Update----- 10

The proposed amendment is to Table 21.12.150A "Site Requirements by Cross Section" to clearly label the units of measurement. For example, instead of "90", the code would say "90 feet". This amendment also proposes providing a definition in RZC 21.78 Definitions for "build-to line". This term is used in the code to support achieving high quality designs in urban and local centers. However, it is not defined in RZC 21.78 Definitions. ----- 10

NC-1 Clarification for Bordering 188th Avenue NE----- 15

The vagueness of the term "bordering" has been identified by property owners and interested developers several times since the Southeast Redmond neighborhood's plan adoption in 2014 (ord. 2753(AM)). ----- 15

Hazardous Liquid Pipeline Utility Exemption ----- 18

During the 2011 Zoning Code Rewrite of the Redmond Zoning Code Hazardous Liquid Pipeline (HLP) setback exemptions were written without the inclusion of section A from 21.26.040. ----- 18

Structural Soil for Street Trees----- 20

The City of Redmond has adopted standard detail 907 around 2018 that deals with CU-Structural Soil™. The standard detail was brought forth by the Parks and Public Works Department to help address the ongoing issues of tree roots damaging infrastructure including sidewalks, impacting ADA access, and compromising overall street tree health. CU-Structural Soil™ allow street trees to reach full maturity which supports the growth of the community’s tree canopy, the forthcoming tree preservation code updates, and implementation of the Environmental Sustainability Action Plan. ----- 20

Pet Waste Code ----- 22

The proposed new code will require newly constructed multi-family complexes to install and maintain pet waste stations for their residents and visitors. This code helps create clean and inviting public spaces, prevents pet waste from washing into local streams and waterways, and results in less City staff time to respond to complaints and clean up public spaces.----- 22

Construction Parking Requirements and Contact Information ----- 24

This amendment responds to complaints from businesses and residents regarding construction workers use of parking in vicinity of development projects. Complaints reference the workers use of on-street parking as well at the Redmond Central Connector and Luke McRedmond Park parking lots. Required signage would ensure standardization and information allowing coordinated and consistent response to questions and concerns.----- 24

Implementation of Sign Code ----- 35

The Marymoor Village design districts (MDD1 - MDD5) were not indicated in RZC 21.44.010 Signs and Street Graphics. Because of the unique variety of uses allowed for in Marymoor Village, the current sign code does not provide specificity regarding allowed sign types and associated design standards.----- 35

Lot Access----- 36

Developers have expressed their confusion with the code describing more than one public right-of-way.----- 36

Sight Clearance at Intersections----- 38

Clarify the table title and change labels to match the associated figure and to provide clear information for applicants. ----- 38

Use of Water Sense Program as Technique for Nonresidential Development----- 40

An Administrative Interpretation was developed on October 1, 2015 to address whether nonresidential development would be allowed to use the Water Sense Program as a qualifying program technique of the Green Building and Green Infrastructure Incentive Program (GBP). When the Green Building and Green Infrastructure Program was originally adopted, the Environmental Protection Agency's (EPA's) Water Sense Program only applied to residential development. The EPA has since expanded the program to include nonresidential development. ----- 40

Overlake Planned Action ----- 44

During the course of administering code provisions that govern development in the geographic area of the Overlake Planned action, an inconsistency between the code and the analysis contained in the Final Environmental Impact Statement was identified by staff. The existing code language references the amount of non-residential square footage that was added by the Planned Action rather than the total non-residential square footage that was allowed in the Overlake Planned Action area. This has led to considerable confusion for applicants, the staff, and the public.----- 44

Land Division Application Submittal Requirements----- 46

A change to item m. in A. Application Submittal Requirements will clarify and provide consistency with standard operating procedures and permit forms. This item current suggests that the applicant will provide a "Transportation Certificate of Concurrency" - a written document prepared by the Administrator stating that a particular development meets the concurrency requirements of RZC21.52.010, Transportation Concurrency. However, at the time of application, the certificate would not be available. Instead, the submittal requirement involves a "Transportation Concurrency Application".----- 46

Fee Exemption Scenarios----- 48

An administrative interpretation was developed on September 26, 2012 to clarify staff's administration of the code section: RZC 21.76.030.E.3. The intent of the code section is to exempt certain types of projects from the payment of fees when they meet criteria

such as affordable housing, environmental restoration projects, or temporary uses that meet specific criteria. However, the code section also states that any request for fee waiver shall be made in writing. ----- 48

Resubmittal Date Added to Code ----- 53

The City requires that Additional Information letters have a 90-day resubmittal timeframe, however this is not listed in the code. The revision will ensure that operational practices are in line with the code. ----- 53

City Council Decisions on Type VI Reviews ----- 56

The proposed change addresses an unintended inaccuracy in a reference to another section of code. The change rectifies this error and enhances the codes clarity and predictability. This change is in conformance with the Community Strategic Plan - Housing Choices. ---- 56

Terminology Cleanup from Sensitive Area to Critical Area ----- 58

The proposed amendment involves changing terminology for accuracy. Prior to 2011, critical and sensitive areas had been used interchangeably to describe what is now called critical areas. Some uses of "sensitive" remain in portions of the code and should be updated for clarity and accuracy. ----- 58

Area Median Income - Terminology----- 59

Area Median Income is not currently defined in the Redmond Zoning Code. It is referenced throughout the Code in several ways including "median income" and "King County median income". The proposal will provide a definition, standardize terminology for this essential aspect of the City's affordable housing program, and create consistency across codes, plans, and City operations.----- 59

Critical Areas and SEPA ----- 60

There are two elements of this code section needing change:----- 60
 The section requires that land use actions to properties containing critical areas be subject to a SEPA threshold determination. Seismic Hazard Areas and Critical Aquifer Recharge Areas are critical areas. The entire City lies within a Seismic Hazard Area and a good portion of the City lies within Critical Aquifer Recharge Areas. This would not allow for any SEPA exemptions.
 If a development proposal falls within certain WAC 197-11-800 SEPA exemption criteria, a SEPA threshold determination is required. These specific citations have been updated in the SEPA rules over time. One citation needs to be corrected. WAC 917-11-800(6)(a) should be WAC 197-11-800(6)(d). ----- 60

Accessory Dwelling Unit Legislation----- 63

Engrossed Substitute Senate Bill 6617, regarding Accessory Dwelling Units - Off-Street Parking became effective June 11, 2020. This requires cities to amend their development regulations by July 1, 2021, removing required provision of off-street parking for accessory dwelling units within one-quarter mile of a major transit stop. The proposed amendment to the Redmond Zoning Code incorporates this update in a timely manner, as set forth by the Bill. ----- 63

Appendix 2 Pavement Requirements Update ----- 66

In 2020, Public Works and Planning staff came to differing interpretations of this code. Review of both interpretations and the pavement performance targets of chapter 6 of the TMP led to this proposed revision of the code by staff from both departments. The current code requires a 2" grind and overlay for all PCI (Pavement Condition Index) values less than 70. The revised code will add the requirement of 3" grind and overlay for PCI less than 55, and full reconstruction for PCI less than 40; ensuring the City meets its performance target of maintaining an average PCI above 70. ----- 66

CRMP Internal Protocol (Non-code, adopted by reference, Ord. 2982) ----- 69

The issue regarding monitoring protocols was identified by staff in response to two separate private applications for development. The primary issue is an absence of information demonstrating the applicant's compliance of permit conditions and the appropriate protection of cultural resources.----- 69

RMC 3.10.030 (D) Land Use in Transportation Impact Fee Schedule----- 73

The definitions of " Dwelling Unit", " Multi-family dwelling unit" and "Single-family dwelling unit" are missing from RMC 3.10.030 (D) Land Uses in Transportation Impact Fee Schedule. These three definitions in RMC 3.10.030 (C) defined for land use categories for fire, park, and school impact fee shall be defined for transportation impact fee schedule in RMC 3.10.030 (D) as well. ----- 73

Stormwater Management Code Pollution Prevention Edits----- 76

This request aligns various sections of code with language required by the City’s NPDES Municipal Stormwater permit. The corrections provide improved clarity and direction regarding required pollution prevention (also called source control) activities at businesses and other locations that have the potential to pollute Redmond’s waters, including surface waters and groundwater. This code amendment request also includes minor additional edits to better align the City’s Stormwater Management Code with related stormwater permit requirements.----- 76

Secondary Containment Performance Standards ----- 77

This request corrects a missed item in RMC 13.07.100.A related to adopted Ordinance 2957, which modified groundwater protection sections of both the Redmond Zoning Code and Redmond Municipal Code. ----- 77

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Calculate Building Height in North Redmond Wedge Subarea

Request Type Administrative Interpretation
Amendment to Current Code 21.08.180 Residential Development and Architectural, Site, and Landscape Design Regulations
Addition to Code

Rationale for Amendment

This issue had been identified by staff in 2013 during implementation of the code during project review. An administrative interpretation provided the guidance necessary to clarify the method for calculating building height of new structures in the North Redmond Wedge Subarea.

The issue had been eliminated during the 2011 code rewrite though the question remained during staff's implementation of the RZC 21.08.180(E)(2)(a). The recommended amendment will clarify that the measurement of height in this subarea is consistent with the measurement of height throughout the City unless otherwise defined. The amendment is likely to eliminate possible confusion and time spent researching the administrative interpretation records. It has the potential to support reduced costs associated with permit processing due by creating administrative efficiency. This is in alignment with the Community Strategic Plan - Housing Choices Strategy - Objective 1: Streamline Zoning Code to support increased range of housing products; increase regulatory predictability; and reduce permit review costs.

Benefits

Clarifying the code, as recommended, has the potential to reduce permit processing time.

Fiscal Benefits/Impacts

Clarifying the code, as recommended, also has the potential to reduce costs associated with permit processing by creating administrative efficiency.

Amendment Supports City Plans and Priorities

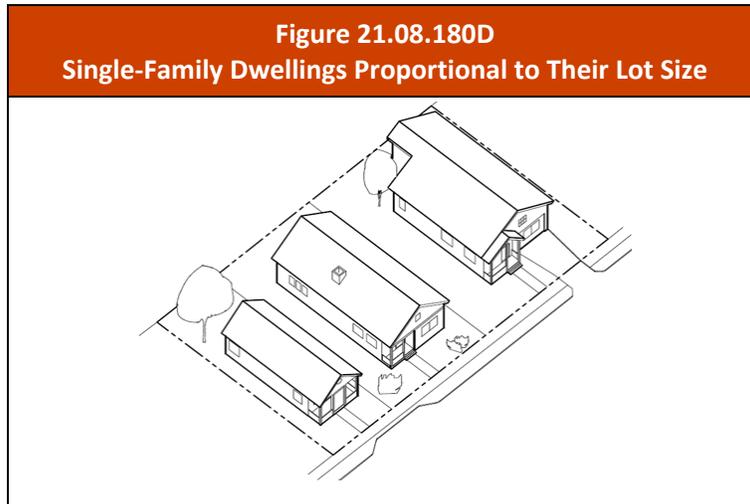
Community Strategic Plan; Comprehensive Plan

Current Code Text

RZC 21.08180 Residential Development and Architectural, Site, and Landscape Design Regulations [\(link\)](#)

E. Building Character, Proportionality and Massing.

1. Purpose. The purpose of this section is to:
 - a. Maintain a consistent and compatible land use pattern within the neighborhoods of the City by applying lot coverage requirements in order to ensure that dwellings are proportionate to their lot size (See Figure 21.08.180D);
 - b. Reduce the apparent size of large new development, attached dwelling unit buildings, and expansions of existing single-family homes; giving them visual interest through the use of design techniques while maintaining compatibility with the neighborhood character; and
 - c. Provide visual relief from the massing and scale of built development through site design techniques such as centrally locating open space and preservation of mature trees.



2. Design Criteria.

- a. Building Height in North Redmond Wedge Subarea. Residential structures within the North Redmond Wedge Subarea shall not exceed a height of 30.
- b. Modulation and Articulation. Modulation and articulation shall be used to reduce the perceived size of large new buildings, and to provide visual interest for all buildings that have a facade facing the street on any front, street side or rear property line. The use of these techniques shall be varied between adjacent buildings. (See Figure 21.08.180E)

Recommendation

2. Design Criteria.

- a. Building Height in North Redmond Wedge Subarea. Residential structures within the North Redmond Wedge Subarea shall not exceed a height of 30 feet measured from the average finished grade (RZC 21.08.180).

Staff Contact Kim Dietz

Parsonage - an Accessory Use to Place of Worship

Request Type Administrative Interpretation
 Amendment to Current Code **RZC 21.08.280**
 Addition to Code **Article VII Definitions (21.78) P Definitions**

Rationale for Amendment

The need for the recommended amendment was identified in 2015 during code administration regarding proposed development. It was addressed as an Administrative Interpretation on April 29, 2015. The recommended amendments incorporate the previously established administrative interpretation into two portions of the code, creating clarity and providing definition of a "parsonage" -- a previously undefined use.

The amendment has the potential to streamline the zoning code by providing clarity during its administration. It will eliminate the need for reliance on the interpretation and enhance customers' use and understanding of code requirements.

Benefits

The recommended amendment provides definition for a parsonage -- a use that can be associated with a place of worship. The addition establishes a common understanding of a parsonage and prevents possible confusion during a request for such development either in association with a new facility or as an addition to an existing facility. In the event of a proposal for this type of development, the amendment has the potential to save time and providing clarity and predictability on behalf of the customer and staff.

Fiscal Benefits/Impacts

By providing clarity in the code, this amendment has the potential for reducing costs associated with permit processing. It may reduce administrative time during which staff would have been required to confirm the accessory status of the use in comparison with the primary use.

Amendment Supports City Plans and Priorities

Economic Development

Current Code Text

21.08.280 Churches, Temples, Synagogues, and Other Places of Worship ([link](#))

- A. **Purpose.** This section is intended to ensure that the unique impacts associated with church, temple, synagogue, and mosque uses are addressed while still allowing for a wide range of possible locations for religious assembly.

Recommendation

21.08.280 Churches, Temples, Synagogues, and Other Places of Worship ([link](#))

- A. **Purpose.** This section is intended to ensure that the unique impacts associated with church, temple, synagogue, and mosque uses, and their accessory uses such as a parsonage, are addressed while still allowing for a wide range of possible locations for religious assembly.

21.78 Definitions ([link](#))

Parsonage. A parsonage is a residence provided within or adjacent to a religious institution to be used by one of its members and usually by a spiritual leader. A parsonage is considered an accessory use to a permitted place of worship.

Staff Contact Kim Dietz

Defining Fixed Seating for Places of Worship

Request Type Administrative Interpretation
Amendment to Current Code 21.08.280 Churches, Temples, Synagogues, and Other Places of Worship
Addition to Code

Rationale for Amendment

The need for the definition of a fixed seat resulted in the development of an Administrative Interpretation on April 29, 2015. The interpretation defines a fixed seat, regarding the calculation of seating capacity for planning purposes, as a uniform area permanently affixed to the floor such as in the form of a woven design in a carpet. The definition provides information where none had been previously provided within the Zoning Code.

As Redmond's community becomes home to people from countries across the world, its cultural practices including places of worship also become more diverse. The code must reflect the variety of forms and functions undertaken by these institutions and their membership in order to provide the clarity and fairness of regulation. The recommended amendment recognizes the diverse needs of the community and clarifies uses, emphasizing a welcoming-sense for faith-based traditions and activities.

Fiscal Benefits/Impacts

The proposed amendment is anticipated to reduce time involved in reviewing applications for places of worship and in result, has the potential to reduce costs for applicants.

Amendment Supports City Plans and Priorities

Community Strategic Plan; State and/or Federal Regulations

Current Code Text

21.08.280 Churches, Temples, Synagogues, and Other Places of Worship [\(link\)](#)

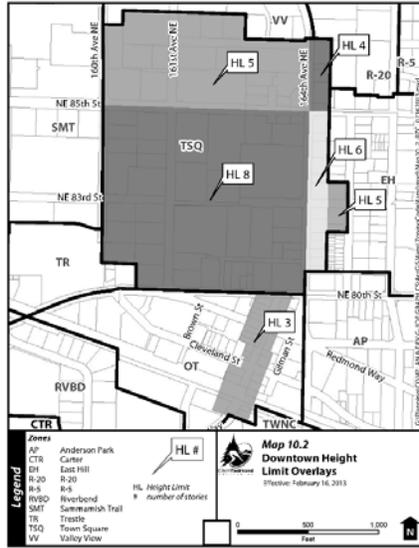
- A. **Purpose.** This section is intended to ensure that the unique impacts associated with church, temple, synagogue, and mosque uses are addressed while still allowing for a wide range of possible locations for religious assembly.
- B. **Calculation of Seating Capacity.** For the purposes of this regulation, a seat shall be defined as either:
1. One individual fixed seat; or
 2. A length of 18 inches on a pew or bench; or
 3. A measurement of seven square feet per person for the area seating the general assembly with movable chairs or other portable seating fixtures. The total area includes aisle space, but excludes areas such as stage and podium areas, space for musical instruments, and lobbies.

Recommendation

- B. **Calculation of Seating Capacity.** For the purposes of this regulation, a seat shall be defined as either:
1. One individual fixed seat; or
 2. A length of 18 inches on a pew or bench; ~~or~~
 3. A uniform area permanently affixed to the floor and intended for use by a single individual such as a design woven into a carpet; or
 4. A measurement of seven square feet per person for the area seating the general assembly with movable chairs or other portable seating fixtures. The total area includes aisle space, but excludes areas such as stage and podium areas, space for musical instruments, and lobbies.

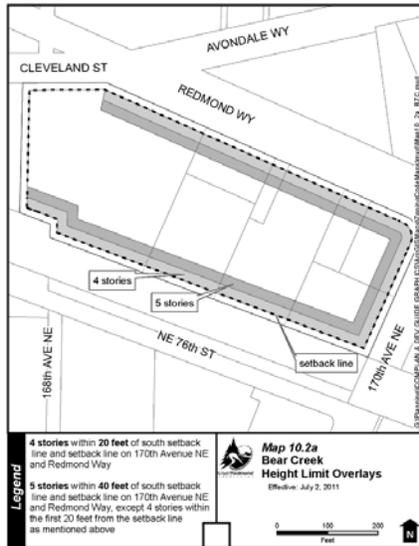
Staff Contact Kim Dietz

**Map 10.2
Downtown Height Limit Overlays**



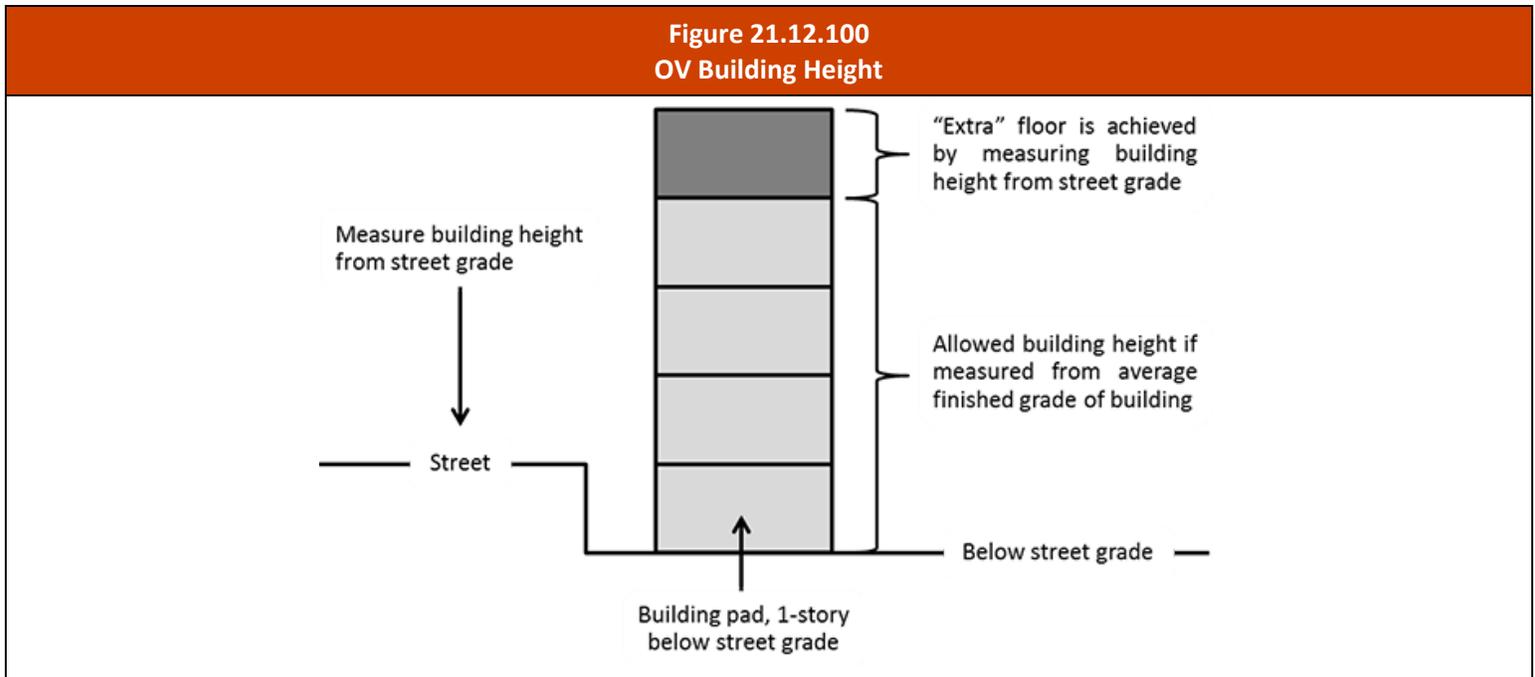
Note: Online users may click the map for a full-size version in PDF format.

**Map 10.2a
Bear Creek Height Limit Overlays**



21.12.100 OV Building Height ([link](#))

- A. **Height Tradeoff.** The maximum building height on a site may be exceeded when building height reductions are required at building edges, along a street or park, to achieve better design and stepped building height through the land use permit process. The amount of floor area that is allowed to exceed the prescribed maximum building height (without use of bonuses or transfer of development rights) shall not exceed the floor area that was removed or omitted to create the stepped building facade and shall not exceed one additional floor above the prescribed maximum building height.
- B. In areas where an adjacent public or private street will be more than one story above the ground floor elevation of a building because of topography (such as the southwest corner of NE 90th Street and Redmond-Woodinville Road), building height may be measured from the grade of the higher public or private street, instead of from average finished grade of the building. Building height as measured from the grade of the public or private street shall not exceed maximum building height (including bonuses, if any), and the entire site shall comply with applicable FAR limits. See Figure 21.12.100, *OV Building Height*, below.



- C. To achieve an appropriate transition between major public streets and development interior to Zone 4, maximum building height within 50 feet of the rights-of-way of 152nd Avenue NE and 156th Avenue NE shall be six stories measured from the closest edge of the property to the right-of-way. Bonuses or transferred development rights may not be used to exceed this limit.

21.13.160 MDD Building Height ([link](#))

Height Tradeoff. The maximum building height on a site may be exceeded when building height reductions are required at building edges, along a street or park, to achieve better design and stepped building height through the land use permit process. The amount of floor area that is allowed to exceed the prescribed maximum building height (without use of bonuses or transfer of development rights) shall not exceed the floor area that was removed or omitted to create the stepped building facade and shall not exceed one additional floor above the prescribed maximum building height.

Recommendation

21.10.110 Building Height ([link](#))

- A. **Floor Area and Height Tradeoff.** ~~In lieu of utilizing bonuses or other transfers, such as RZC 21.48 Transfer of Development Right (TDR) and RZC 21.67 Green Building Incentive Program (GBP),~~ The maximum building height on a site may be exceeded when building height reductions are required at building edges, along a street, ~~or public park or public trail,~~ to achieve better design and stepped building height through the land use permit process. The amount of floor area that is allowed to exceed the prescribed maximum building height, without use of bonuses or transfer of development rights, shall not exceed the floor area that was removed or omitted to create the stepped building facade, and shall not exceed one additional floor above the prescribed maximum building height, to accomplish one of the following objectives:

1. Façade modulation meeting minimum dimensions;
2. Stepped building height to reduce the apparent height of the building; or
3. Corner building design to encourage pedestrian activity through improvements along the streetscape.

The amount of floor area allowed shall meet the following conditions:

1. Shall not be floor area achieved with bonuses or transfer of development rights;
2. Shall not exceed the floor area removed or omitted to meet the objectives A.1 through A.3, described above; and
3. Shall be set back a minimum of 8 feet from the primary building façade along the street, public park or trail.

The resulting transfer of floor area shall be limited to a maximum of one additional story above the allowed maximum building height.

21.12.100 OV Building Height ([link](#))

<proposed as shown in 21.10.110 Building Height (above)>

21.13.160 MDD Building Height ([link](#))

<proposed as shown in 21.10.110 Building Height (above)>

Staff Contact Elise Keim, Cameron Zapata, Kimberly Dietz

Overlake Build to Line Update

Request Type	Typographical Error; Definition
Amendment to Current Code	21.12.150 OV Street Cross Sections
Addition to Code	21.78 Definitions – B Definitions

Rationale for Amendment

The proposed amendment is to Table 21.12.150A "Site Requirements by Cross Section" to clearly label the units of measurement. For example, instead of "90", the code would say "90 feet". This amendment also proposes providing a definition in RZC 21.78 Definitions for "build-to line". This term is used in the code to support achieving high quality designs in urban and local centers. However, it is not defined in RZC 21.78 Definitions.

Benefits

In applying the Overlake plan review during 2017, the applicant asked about the placement of the building in association with the property line. Table 21.12.150A was unclear regarding the unit of measure for this purpose. In addition, the Zoning Code does not clearly define how portions of buildings shall touch. Based on information from the American Planning Association, the structure's face and units of measure in feet were used to process the 2017 permit. This amendment proposes clarifying the code to ensure consistency for subsequent applications for development.

Fiscal Benefits/Impacts

The proposed clarification may have some potential for reducing applicant's costs, an anticipated outcome of reduced application review times.

Amendment Supports City Plans and Priorities

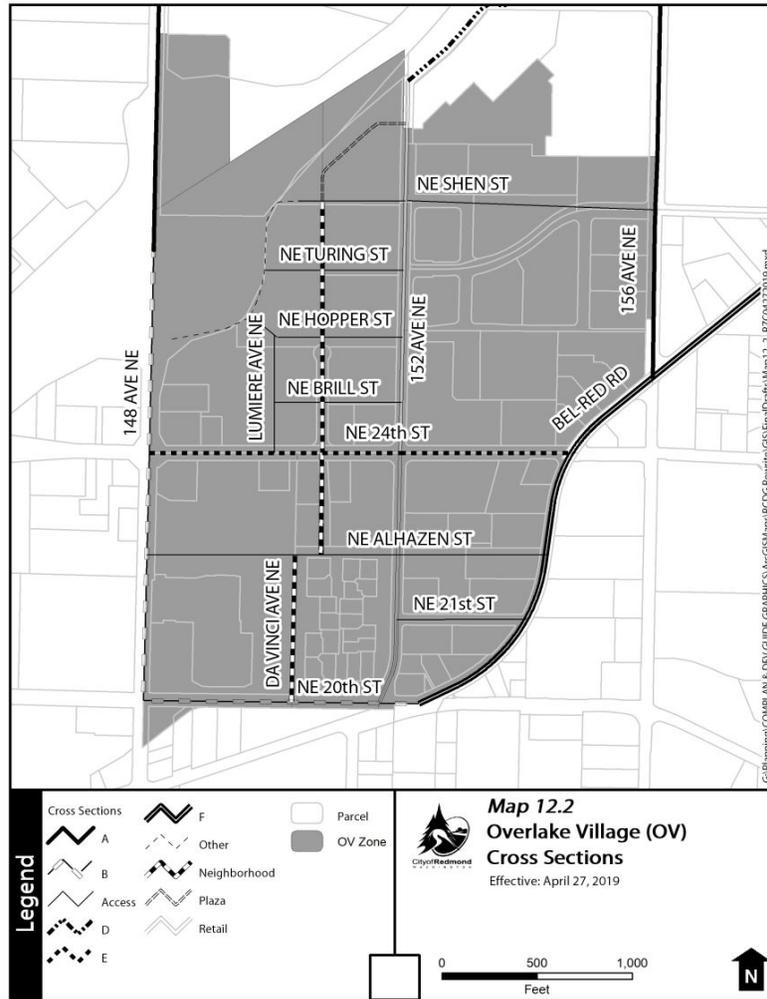
Current Code Text

21.12.150 OV Street Cross Sections [\(link\)](#)

A. Guidelines for Application.

1. The Technical Committee shall review and approve each component of the street cross section on a project-by-project basis and has the authority to alter street cross section widths and uses, including utility locations.
2. Street cross section widths apply at the middle of the block.
 - a. The widths and existence of each component may vary at intersections, as determined by the Technical Committee.
 - b. Intersection design shall be based upon the Pedestrian System Plan, and Bicycle System Plan, and Design Guidance chapters of the Transportation Master Plan; the Bicycle Facilities Design Manual; the City's Construction Specifications and Design Standards for Streets and Access; and any corridor study adopted by the City Council for the street(s) in question.
3. Provisions of medians and left turn lane access shall be determined on a project-by-project basis, based on traffic speeds, volumes and collision history, and using recognized engineering standards, such as those published by AASHTO, ITE, or other recognized authority.
4. Utilities, such as power, telephone, and cable, shall be placed under the sidewalk.
5. When designing multimodal corridors refer to the Modal Corridors section of Transportation Master Plan. Corridors shall support all modes.
6. 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.

Figure 21.12.150A
Overlake Village (OV) Cross Section

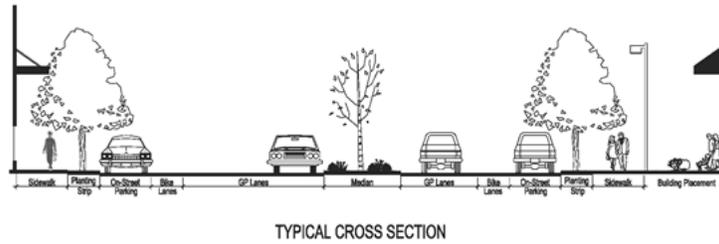


Note: Online users may click the map for a full-size version in PDF format.

B. Site Requirements by Cross Section.

1. The table below describes street cross section requirements for some streets in Overlake Village shown on Map 12.2, Overlake Village (OV) Cross Sections. Other street cross sections are described in the table in subsection (2) of this section.

**Figure 21.12.150B
Illustrative OV Cross Section**



**Table 21.12.150A
Site Requirements by Cross Section**

Standard	Cross Section			
	A	B	E	F
Right of Way Geometry				
Total <u>right-of-way</u>	92	88	84	91
Sidewalk	8 (SB/WB); 12 (NB/EB)	8 (Both Sides)	8 (Both Sides)	6 (Both Sides)
5-Foot Planting Strip or 4-Foot Furniture Zone with <u>Tree</u> Grates	5 (Both Sides)	5 (Both Sides)	5 (Both Sides)	5 (Both Sides)
On-Street Parking	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)
Bike Lane	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)	5.5 (Both Sides)
GP Lanes	24 (Both Sides)	24 (Both Sides)	22 (Both Sides)	22 (Both Sides)
Median / Two Way Left Turn Lane	12	12	12	12
Curb	1 (Both Sides)	1 (Both Sides)	1 (Both Sides)	1 (Both Sides)
Building Placement				
Build-To Line (Front and Side Street)	10	1	2	1
Setback Line (Side and Rear)	0	0	0	0
Building Use				
Ground Floor Uses	Residences prohibited. <u>Offices</u> or recreational areas associated with <u>residential uses</u> allowed.			
Notes				

Table 21.12.150A Site Requirements by Cross Section				
Standard	Cross Section			
	A	B	E	F
Notes	A. Separate multiuse path parallel to corridor. B. Street section shared by Bellevue and Redmond. C. Outside GP lane 13 feet. Inside GP lane 11 feet.	Outside GP lane 13 feet. Inside GP lane 11 feet.		

Recommendation

Table 21.12.150A Site Requirements by Cross Section				
Standard	Cross Sectional Dimensions (Measured in Feet)			
	A	B	E	F
Right of Way Geometry				
Total <u>right-of-way</u>	92	88	84	91
Sidewalk	8 (SB/WB); 12 (NB/EB)	8 (Both Sides)	8 (Both Sides)	6 (Both Sides)
5-Foot Planting Strip or 4-Foot Furniture Zone with <u>Tree</u> Grates	5 (Both Sides)	5 (Both Sides)	5 (Both Sides)	5 (Both Sides)
On-Street Parking	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)
Bike Lane	0 (Both Sides)	0 (Both Sides)	0 (Both Sides)	5.5 (Both Sides)
GP Lanes	24 (Both Sides)	24 (Both Sides)	22 (Both Sides)	22 (Both Sides)
Median / Two Way Left Turn Lane	12	12	12	12
Curb	1 (Both Sides)	1 (Both Sides)	1 (Both Sides)	1 (Both Sides)
Building Placement				
Build-To Line (Front and Side Street)	10	1	2	1
<u>Setback Line</u> (Side and Rear)	0	0	0	0
Building Use				
Ground Floor Uses	Residences prohibited. <u>Offices</u> or recreational areas associated with <u>residential uses</u> allowed.			
Notes				

Table 21.12.150A Site Requirements by Cross Section				
Standard	Cross Sectional Dimensions (Measured in Feet)			
	A	B	E	F
Notes	D. Separate multiuse path parallel to corridor. E. Street section shared by Bellevue and Redmond. F. Outside GP lane 13 feet. Inside GP lane 11 feet.	Outside GP lane 13 feet. Inside GP lane 11 feet.		

21.78 Definitions – B Definitions [\(link\)](#)

Build-To Line (BTL). A build-to line (BTL) is a set building line on a lot, measured parallel from the front and/or corner side lot line, where the structure must be located. The building facade must be located on the build-to line. Facade articulation, such as window or wall recesses and projections are not counted as the building façade line, which begins at the applicable façade wall.

Staff Contact Scott Reynolds

NC-1 Clarification for Bordering 188th Avenue NE

Request Type Missing Information
Amendment to Current Code **21.14.010 Neighborhood Commercial 1 (NC-1)**
Addition to Code

Rationale for Amendment

The vagueness of the term "bordering" has been identified by property owners and interested developers several times since the Southeast Redmond neighborhood's plan adoption in 2014 (ord. 2753(AM)).

The code describes residential uses as prohibited where the NC-1 zoning designation borders 188th Avenue NE. Bordering could be interpreted as running adjacent to or within a border running adjacent to 188th Avenue NE. The original intent, demonstrated through models, was to provide small-scale commercial opportunities near residential and employment uses. The designated site is located immediately north of the Woodbridge community, Southeast Neighborhood Park, and near several manufacturing businesses. The models as well the code also describe opportunities for residential uses within the NC-1 designation.

An example of these co-located uses is at the intersection 132nd Avenue NE and Old Redmond Road. The NC-1 code recognizes the need for additional buffering between residential and non-residential uses in the Southeast Redmond neighborhood and therefore, proposes site-specific standards. Non-residential uses would be located in the portion of the site oriented toward 188th Avenue NE, acting as a physical buffer, and residential uses would be located to rear or east of these uses. This amendment addresses unique, site-specific conditions and would apply solely at this NC-1 location.

Benefits

The clarification has the potential for the property owner and/or developer at this location to provide additional housing capacity and choices. A small portion of typical utilitarian trips may be eliminated as a result of co-locating neighborhood commercial and residential uses.

Fiscal Benefits/Impacts

The clarity provided by this amendment has the potential for increasing the opportunity for development of this unique site in the Southeast Redmond neighborhood. The lack of clarity may have impacted the property owner's development potential in the past.

Amendment Supports City Plans and Priorities

Community Strategic Plan

Current Code Text

21.14.010 Neighborhood Commercial 1 (NC-1) ([link](#))

D. Allowed Uses and Basic Development Standards. The following table contains the basic zoning regulations that apply to uses in the Neighborhood Commercial (NC-1) zone. To use the chart, read down the left-hand column titled "Use." When you have located the use that interests you, read across to find regulations that apply to that use. Uses are permitted unless otherwise specified in the Special Regulations column. Permitted uses may require land use permit approval. See RZC [21.76.020](#), *Overview of the Development Process*, for more information. Uses not listed are not permitted.

Table 21.14.010C Allowed Uses and Basic Development Standards			
Section	Use	Parking ratio: unit of measure (required, allowed)	Special Regulations
Residential			
1	Residential	Unit (1.0, 2.25) plus 1 guest space per 4 units for projects of 6 units or more	Prohibited in NC-1 zones bordering 188th Avenue NE in Southeast Redmond.
2	Mixed-use residential		

Table 21.14.010C Allowed Uses and Basic Development Standards			
Section	Use	Parking ratio: unit of measure (required, allowed)	Special Regulations
General Sales or Service			
3	<u>Consumer goods sales or service, other than heavy or durable</u>	1,000 sq ft gfa (2.0, 3.0)	
4	<u>Grocery, food, beverage, and dairy</u>		
5	<u>Professional services</u>		
6	<u>Full-service restaurant</u>		
7	<u>Cafeteria or limited-service restaurant</u>		
8	<u>Personal services</u>		
Transportation, Communication, Information, and Utilities			
9	<u>Rapid charging station</u>		Permitted only when three sides of site <u>abut</u> nonresidential zone, RZC 21.04.030 Comprehensive Allowed Uses Chart.
10	<u>Battery exchange station</u>		Permitted only when three sides of site <u>abut</u> nonresidential zone.
11	<u>Communications and Information</u>	Adequate to accommodate peak use	Only libraries are permitted.
12	<u>Local utilities</u>		
13	<u>Regional utilities</u>		Conditional use permit required. See RZC 21.76.070,K , <i>Conditional Use Permit</i> .
14	<u>Wireless Communication Facilities</u>		See RZC 21.56 , <i>Wireless Communication Facilities</i> , for specific development requirements.
Arts, Entertainment, and Recreation			
15	<u>Museums and other special purpose recreational institutions</u>	1,000 sq ft gfa (2.0, 3.0)	
16	<u>Amusement, sports, or recreation establishment</u>		
17	<u>Natural and other recreational parks</u>	1,000 sq ft gfa (0, adequate to accommodate peak use)	
Education, Public Administration, Health Care, and other Institutions			
18	Government functions	Employee during maximum shift (1.0,1.0)	A. Limited to 1,000 square feet gross floor area per establishment. B. Excludes maintenance <u>shops</u> .
Other			
19	<u>Water-enjoyment use</u>	Adequate to accommodate peak use	Only allowed in the Bear Creek shoreline jurisdiction downstream of Avondale Road on Union Hill Road, Redmond Way, or SR 520; and in the Sammamish River shoreline jurisdiction at NE 85th Street or NE 90th Street.
20	<u>Kiosk</u>		A. Within the shoreline jurisdictions of Bear Creek and the Sammamish River, limited to uses associated with water enjoyment. B. Shall not locate in required parking, landscaping, or drive aisle area, or any area that would impede emergency access. C. Shall not reduce or interfere with functional use of walkway or plaza to below standards of Americans with Disabilities Act. D. Structures shall be secured to prevent tipping and endangering <u>public safety</u> . E. Maximum size is six feet wide by ten feet long. F. Administrative design review required for structures.
21	<u>Vending cart</u>		
22	<u>Drive-up stand</u>	1,000 sq ft gfa(2.0, 3.0)	A. Shall not locate in required parking, landscaping, or drive aisle area, or any area that would impede emergency access.

Table 21.14.010C Allowed Uses and Basic Development Standards			
Section	Use	Parking ratio: unit of measure (required, allowed)	Special Regulations
			B. Shall not reduce or interfere with functional use of walkway or plaza to below standards of Americans with Disabilities Act. C. Structures shall be secured to prevent tipping and endangering public safety. D. Maximum size is six feet wide by ten feet long. E. Administrative design review required for structures. F. Must submit circulation plan addressing queuing.

Recommendation

Table 21.14.010C Allowed Uses and Basic Development Standards			
Section	Use	Parking ratio: unit of measure (required, allowed)	Special Regulations
Residential			
1	Residential	Unit (1.0, 2.25) plus 1 guest space per 4 units for projects of 6 units or more	Prohibited in NC-1 zones bordering Non-residential uses shall abut 188th Avenue NE in Southeast Redmond <u>to provide a physical buffer between residential uses and manufacturing uses and their typical operations. Residential uses, when provided, shall be located to the rear or east of the non-residential uses that are co-located within the development.</u>
2	Mixed-use residential		

Staff Contact Kim Dietz

Hazardous Liquid Pipeline Utility Exemption

Request Type	Typographical Error; Missing Information, Administrative Interpretation
Amendment to Current Code	21.26.040 Setback Requirements
Addition to Code	N/A

Rationale for Amendment

During the 2011 Zoning Code Rewrite of the Redmond Zoning Code Hazardous Liquid Pipeline (HLP) setback exemptions were written without the inclusion of section A from 21.26.040.

The scope of the Rewrite focused on formatting, definitions and organization versus making substantive changes. The exclusion of section A resulted in a substantive and significant change to the intent of the original regulations. Development Engineering and planning staff completed additional research to confirm the intent of the adoption of the 2011 code rewrite and mistake of exclusion of RZC 21.26.040 Section A to the exemptions. This request arose from an interpretation staff prepared in 2018 that was signed by the director addressing exemptions to code section 21.26.040.A and B.

Benefits

Adoption of proposed code changes would enable most efficient design of utility infrastructure associated with both public and private projects.

Fiscal Benefits/Impacts

The proposed amendment would expedite applicants' ability to finalize design and plan for the site by creating predictability thus reducing permitting cost.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Mayor's Priorities and Goals; Utilities Plan

Current Code Text

21.26.040 Setback Requirements ([link](#))

- A. **Hazardous Liquid Pipeline Corridor** ("Corridor"). No landfilling or excavation and no construction or expansion of structures is allowed within the corridor.
- B. **Areas Along the Hazardous Liquid Pipeline Corridor.**
1. Construction or expansion of structures or other activities involving landfilling or excavation shall be setback a minimum of 25 feet from the edge of the corridor.
 2. The Administrator may determine that the setback shall be measured from the pipeline when measurement from the corridor is not appropriate due to site-specific conditions.
 3. The Administrator may expand the setback when necessary to meet the purpose of this section due to site-specific conditions, such as extraordinary land disturbance.
 4. The Administrator may reduce the setback due to site-specific conditions and an applicant's demonstration that the purpose of this section will be met. Factors that may be considered include but are not limited to:
 - a. Pipeline location as determined using normal locating procedures.
 - b. Type of construction proposed.
 5. If the Administrator reduces the setback or measures it from a hazardous liquid pipeline, the following applies:

- a. The setback shall be a minimum of 30 feet from the nearest hazardous liquid pipeline and shall comply with section B.1 above.
 - b. The setback shall be measured from the nearest edge of the hazardous liquid pipeline.
 - c. The location of the hazardous liquid pipeline and the reduced setback shall be shown on all approved site plans and subdivision plats.
- C. **Exemptions.** Streets, utilities, trails and similar uses shall be exempt from sections B.1 and B.2 above.
- D. **Emergency Work.** In the event of any emergency in which a hazardous liquid pipeline breaks, is damaged, or is otherwise in such a condition as to immediately endanger the life, health, safety, or property of any person, the hazardous liquid pipeline operator shall not be required to comply with this chapter or obtain permits prior to taking corrective action. The hazardous pipeline operator shall, however, notify the City Public Works Director by telephone immediately upon learning of the emergency or, if the emergency occurs outside of the City's normal business hours, immediately upon the commencement of the next business day during which the Redmond City Hall is open for business. The hazardous liquid pipeline operator shall also apply for all required permits not less than the second succeeding business day during which the Redmond City Hall is open for business.
- E. **Setback Protection.** Setbacks shall be identified and protected during construction by placement of a temporary barricade and on-site notices. Barricades and on-site notices are subject to review by the Administrator.
- F. **Reasonable Use Provision.** The required setback from the hazardous liquid pipeline corridor shall not deny all reasonable economic use of property. An applicant who believes that the required setback does deny all such use may apply for a reasonable use exception under RZC 21.76.070.U, Reasonable Use Exceptions (Critical Areas/Hazardous Liquid Pipelines and High Capacity Transit Corridor Preservation).

Recommendation

21.26.040 Setback Requirements ([link](#))

- C. **Exemptions.** ~~Streets, utilities, trails and similar uses shall be exempt from sections B.1 and B.2 above. The Administrator can, when deemed necessary by the Administrator, exempt trails, streets and utilities identified in currently adopted plans, such as the Comprehensive Plan, Transportation Improvement Plan, Water System Plan, or General Sewer Plan from sections A and B above. Trails, streets, and utilities proposed to use this exemption shall be designed to minimize potential conflict with the hazardous liquid pipeline to the maximum extent feasible.~~
- The Administrator can, when deemed necessary by the Administrator, require applicant to provide written approval from the pipeline owner(s) for the proposed structures, construction, and maintenance operations prior to the City's permit issuance.

Staff Contact

Steve Hitch, Sarah Pyle

Structural Soil for Street Trees

Request Type	Missing Information, Reference
Amendment to Current Code	21.32.090 Street Trees
Addition to Code	Article VII Definitions (21.78) C Definitions

Rationale for Amendment

The City of Redmond has adopted standard detail 907 around 2018 that deals with CU-Structural Soil™. The standard detail was brought forth by the Parks and Public Works Department to help address the ongoing issues of tree roots damaging infrastructure including sidewalks, impacting ADA access, and compromising overall street tree health. CU-Structural Soil™ allow street trees to reach full maturity which supports the growth of the community's tree canopy, the forthcoming tree preservation code updates, and implementation of the Environmental Sustainability Action Plan.

Benefits

The Redmond Zoning Code is not clear regarding the required use of CU-Structural Soil™. This has impacted both public and private development as CU-Structural Soil™ has not been applied consistently since its approval as a planting and landscaping standard detail. Referencing in the Zoning Code the requirement to meet the City's standard details will increase regulatory transparency and provide greater clarity, predictability and consistency in its application.

Fiscal Benefits/Impacts

This amendment is anticipated to impact initial costs of development though, provide an overall cost savings to community/public on infrastructure maintenance. This change will provide positive impacts to the City by reducing the need for infrastructure maintenance and ensuring long-term ADA compliance on sidewalks.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Comprehensive Plan, PARCC Plan; Environmental Sustainability incl. Low Impact

Current Code Text

21.32.090 Street Trees ([link](#))

- A. Street tree species shall be consistent with other street tree species in the neighborhood and shall not result in significant maintenance issues as determined by the City's Planning and Parks Departments' recommendations.
- B. Trees of the species determined by the Parks Department are required to be installed on principal, minor, and collector arterials, and on other streets as specified in neighborhood residential design standards, unless variations are approved by the Technical Committee in situations where tree species conflicts with utility lines, public access, driveways, or public street frontages.
- C. On local streets not addressed in neighborhood standard, street trees may be planted by property owners, who are then responsible for maintenance of the trees in the street right-of-way.
- D. Street trees shall be planted according to the guidelines outlined in the Landscape Standards.
- E. Removal or excessive pruning of street trees without approval of the Administrator is prohibited.
- F. The average spacing for street trees should be 30 feet on center and adjusted to allow for sight lines, utilities, traffic signs, light standards, driveways and other street appurtenances.
- G. Trees on public streets shall be installed as follows:

1. Deciduous trees shall be planted at least two feet from the back of curb to center of tree in tree pits that measure four by six feet.
 2. Coniferous trees shall be planted at least seven feet from the back of curb.
 3. Tree wells shall meet the specifications of City Standard Details.
- H. Planter strips and/or landscape strips shall be maintained by either the homeowners association or adjacent private property owner.

Recommendation

21.32.090 Street Trees

- A. Street tree species shall be consistent with other street tree species in the neighborhood and shall not result in significant maintenance issues as determined by the City's Planning and Parks Departments' recommendations.
- B. Trees of the species determined by the Parks Department are required to be installed on principal, minor, and collector arterials, and on other streets as specified in neighborhood residential design standards, unless variations are approved by the Technical Committee in situations where tree species conflicts with utility lines, public access, driveways, or public street frontages.
- C. On local streets not addressed in neighborhood standard, street trees may be planted by property owners, who are then responsible for maintenance of the trees in the street right-of-way.
- D. Street trees shall be planted according to the guidelines outlined in the Landscape Standards.
- E. Removal or excessive pruning of street trees without approval of the Administrator is prohibited.
- F. The average spacing for street trees should be 30 feet on center and adjusted to allow for sight lines, utilities, traffic signs, light standards, driveways and other street appurtenances.
- G. Trees on public streets shall be installed as follows:
 1. Deciduous trees shall be planted at least two feet from the back of curb to center of tree in tree pits that measure four by six feet.
 2. Coniferous trees shall be planted at least seven feet from the back of curb.
 3. Tree wells shall meet the specifications of City Standard Details, including CU-Structural Soil™ or approved alternative making equivalent provisions for tree and root health and infrastructure protection as determined by the City of Redmond Parks Department.
- H. Planter strips and/or landscape strips shall be maintained by either the homeowners association or adjacent private property owner.

21.78 Definitions (C Definitions)

CU-Structural Soil™ - (U.S. Patent # 5,849,069) is a two-part system comprised of a rigid stone "lattice" to meet engineering requirements for a load-bearing soil, and a quantity of soil, to meet tree requirements for root growth.

Staff Contact Scott Reynolds

Pet Waste Code

Request Type New Conditions; Federal, State, Regional Regulations
Amendment to Current Code
Addition to Code **21.38.030 Garbage and Recycling Enclosures**

Rationale for Amendment

The proposed new code will require newly constructed multi-family complexes to install and maintain pet waste stations for their residents and visitors. This code helps create clean and inviting public spaces, prevents pet waste from washing into local streams and waterways, and results in less City staff time to respond to complaints and clean up public spaces.

In a recent survey, Redmond dog owners identified that “forgetting a bag” is the 1 reason they neglect to pick up their pets’ waste. Providing pet waste stations at new multi-family complexes will help overcome this barrier and gives dog owners the tools for good pet waste management. Pet waste is a major source of bacteria and can impact water quality in Redmond streams. Adding pet waste stations at multi-family complexes will help to reduce the amount of pet waste washed into our local waterways by rain. This code update also supports the City’s vision for environmental sustainability and will help us meet water quality compliance regulations.

Benefits

Providing pet waste stations will help maintain Redmond’s clean and inviting public spaces, prevents pet waste from washing into local streams and waterways, and reduces staff time to respond to complaints and clean public areas. Impacts: Developers will have to pay an initial cost to install a pet waste station. Property managers will be responsible for keeping bags at the station stocked.

Fiscal Benefits/Impacts

Initial up-front cost to developer: \$200-400 per pet waste station (includes bags, signage, and small waste container). Also, there is a reoccurring yearly cost (up to \$120) for property managers to keep stations stocked with bags. And to assist developers in meeting the new requirement staff will develop informational materials and provide to developers active in the City’s urban centers.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Utilities Plan; Environmental Sustainability incl. Low Impact

Current Code Text

Proposal for new section within RZC 21.38 Outdoor Storage, Retail Display, and Garbage and Recycling Enclosures

Recommendation

21.38 Outdoor Storage, Retail Display, and Garbage and Recycling Enclosures [\(link\)](#)

21.38.030 Pet Waste Stations (new section)

Purpose: The purpose of this section is to ensure that newly constructed multi-family residential developments provide and maintain pet waste stations.

Applicability: The provisions of this section apply to all newly constructed multi-family residential developments within the City.

Pet Waste Station Requirements. The following requirements for pet waste stations shall be incorporated into the design of multi-family development.

Table 21.38.030 Pet Waste Station Requirements

<u>Zoning</u>	<u>Requirement</u>
<u>R12, R18, R20, NDD 1-3 Multi-Family Urban Residential Properties</u>	<u>One pet waste station, consisting of bag dispenser and garbage container, shall be installed and maintained in a publicly accessible and highly visible location</u>
<u>R30, MDD 1-3, 5, GC, BP, OT, AP, TWNC, BC, VV, TR, SMT, TSQ, RVBD, RVT, CTR, EH, OV1-5, OBAT, NWDD Multi-Family Urban Residential Properties</u>	<u>Two pet waste stations, consisting of bag dispenser and garbage container, shall be installed and maintained in two separate publicly accessible and highly visible locations</u>

General Standards: The following provisions shall apply to the installation and maintenance of pet waste stations.

1. Pet waste stations shall be incorporated into the layout of the project and identified on civil plans.
2. Installation shall allow for safe ingress and egress to the site, fire access, visibility for transportation, and pedestrian access.
3. Pet waste stations shall be co-located with outdoor garbage containers or have garbage containers incorporated into the design.
4. Pet waste stations shall be installed, outside of critical area buffers, utility corridors, easements, or rights-of-way.
5. Maintenance. Property owners and/or managers shall be responsible for supplying bags and emptying trash containers associated with pet waste stations.

Review and Approval: The proposed site plan including a pet waste station detail shall be submitted to the City for review and approval at site plan entitlement.

Staff Contact Tally Young

Construction Parking Requirements and Contact Information

Request Type	Missing Information
Amendment to Current Code	
Addition to Code	21.40 Parking Standards

Rationale for Amendment

This amendment responds to complaints from businesses and residents regarding construction workers use of parking in vicinity of development projects. Complaints reference the workers use of on-street parking as well at the Redmond Central Connector and Luke McRedmond Park parking lots. Required signage would ensure standardization and information allowing coordinated and consistent response to questions and concerns.

Benefits

The amendment is anticipated to support enforcement of construction parking plans through a standardized City of Redmond construction parking form and to provide predictability for the developers and contractors, the community, and staff. Presently, information and communication standards are not available to support enforcement of approved parking plans. The construction parking form, to be posted at construction sites, will provide necessary information for workers and the community including locations where the associated construction workers shall park and a direct contact to the site superintendent for complaints or questions.

Fiscal Benefits/Impacts

By not having this in the code, it can impact nearby businesses in lost revenue. The City of Redmond is already reviewing construction parking plans so there is no additional cost to the City of Redmond.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Comprehensive Plan, Transportation Master Plan

Current Code Text

21.40.010 Vehicle Parking ([link](#))

A. **Purpose.** The purpose of the parking standards is to:

1. Ensure that parking facilities are properly designed and located in order to meet the parking needs created by specific uses;
2. Promote efficiency and safety in the design and location of parking facilities; and
3. Protect surrounding land uses from adverse impacts commonly associated with parking facilities.

B. **Scope.** The regulations adopted in this chapter apply to all parking facilities located within the City.

C. **Administration.** In the administration of this section, the following rules shall be used:

1. Nonconforming Parking.
 - a. A development that met the parking requirements in effect at the time it was approved but that does not have sufficient parking spaces to meet the current requirements of this chapter, may continue to operate with the parking deficiency as long as no enlargement or land use change is made that would require additional parking spaces;

- b. When a development with nonconforming parking is enlarged so as to require additional parking spaces, the requirements of this chapter shall apply only to the enlargement;
 - c. When a preexisting building with nonconforming parking is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking. In the event that the land use is changed or increased by an addition of building square footage, the minimum level of parking required, including bicycle parking required by this chapter, consistent with the new or increased land use affected by the change must be provided, or an approved Transportation Management Program, as provided in RMZ , *Transportation Management Program*, must be implemented for the site that effectively reduces parking demand;
 - d. When additional uses are placed on the same lot with the nonconforming parking or an enlarged lot of which the lot with nonconforming parking is a part, the requirements of this chapter shall apply only to the additional use; and
 - e. When a use in a development with nonconforming parking is terminated, the area vacated shall not be occupied by a use requiring more parking spaces than the terminated use, unless the required additional parking spaces are provided.
2. **Separate Parking Facilities.** A parking facility that is required for one establishment shall not be considered as part of the parking facility required for any other enterprise, except for cooperative parking as provided in RZC 21.40.010.F, *General Parking Requirements*.
 3. **Site Plan Entitlement Required.** All proposed parking facilities are subject to the Site Plan Entitlement Process of RZC 21.76.070.Y, *Site Plan Entitlement*.
 4. **Car-Sharing Parking.** In all zones except R1 through R8, required parking spaces may be occupied by car-sharing vehicles.

D. Required Off-Street Parking.

1. The minimum required and maximum permitted number of off-street parking spaces for each land use is noted in the Parking Ratio Column of each zone. Where calculations of parking requirements result in fractional amounts, they shall be rounded up if 0.5 or over.
2. The Administrator may approve alternative minimum parking requirements for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use without adversely impacting other uses and streets in the vicinity. The Administrator may require the recording of a covenant or other instrument restricting the use of the property to the specific use for which the alternative minimum parking requirement was approved. Where a parking study does not demonstrate that available parking stalls will adequately serve the proposed use, reductions below the minimum requirement may be approved if a Transportation Management Program that effectively reduces parking demand as provided in RZC 21.52.020, *Transportation Management Program*, is approved and recorded with the property

The Technical Committee may require alternative parking programs if there is a need to reduce overall parking to alleviate significant adverse environmental impacts.

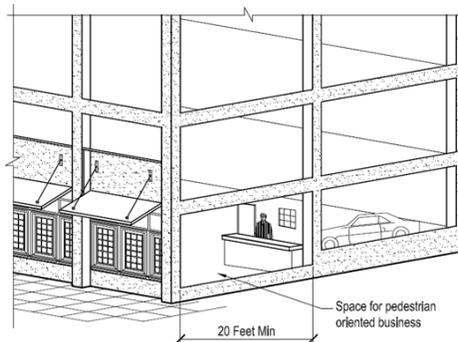
3. Required parking may be provided off site within 600 feet of the site, unless otherwise approved by the Administrator, when secured by an easement.

E. Design Requirements for Parking Facilities.

1. Parking space and aisle dimensions for parking facilities shall meet the standards set forth in the Table 21.40.010 entitled "Minimum Parking Spaces and Aisle Dimensions." The Technical Committee may approve alternate designs not meeting these standards when a qualified Transportation Engineer demonstrates that the alternate design proposal meets more current and accepted standards such as ITE and/or ULI parking dimensional standards.
2. Surface of Parking Facilities. Parking facilities for commercial and industrial establishments shall be paved. Parking facilities for other uses may be surfaced with gravel or other materials if the Technical Committee determines that adequate provision has been made for drainage and water quality and that adjacent property will not be adversely impacted.
3. Markings for Parking Spaces and Traffic Flow. Parking facilities shall have a permanent means of showing entrances and exits, traffic direction, and parking spaces, except where the Administrator finds that compliance with such requirements is unnecessary or impractical because of the nature or configuration of the facility or adjacent streets.
4. Vehicle Circulation Between Adjoining Property Required. Parking lots shall be designed to provide for off-street vehicle circulation to adjoining property and parking areas where physically feasible, except that driveways and parking aisles may not cross interior pedestrian walkways within 75 feet of a street front in the Downtown. (See RZC 21.10.150, *Pedestrian System*.) The Technical Committee may modify the minimum separation between a vehicular crossing and the street through the Land Use Permit Review Process when consistent with public safety.
5. Driveway Location and Design. Standards for driveways are found in RZC Appendix 2, *Construction Specification and Design Standards for Streets and Access*.
6. Backing Into Streets Generally Prohibited. Parking facilities shall be designed so exiting vehicles are not required to back into streets, except for residential uses of less than four dwellings per lot on local access streets.
7. Wheel Stops in Parking Facility. The Technical Committee may require wheel or bumper stops to prevent vehicles from overhanging walkways, property lines, or other limits of a parking facility and to prevent damage to landscaping.
8. Off-Street Loading Space. Parking facilities for service vehicles shall be designed to avoid encroaching on other parking areas or public streets while loading vehicles are parked or maneuvering to park.
9. Walkways Required. Clearly identify walkways, separated from traffic lanes and vehicle overhangs, shall be provided from parking areas to the entrances of establishments.
10. Pedestrian Access from Parking to Downtown Pedestrian System. Convenient, marked pedestrian access shall be provided from parking areas to interior and street front pedestrian walkways, and the Sammamish River Trail where appropriate, as determined by the Technical Committee.
11. Landscaping Required. Landscaping requirements for parking facilities are in RZC 21.32, *Landscaping*.
12. Sight Screening Required. Sight screening requirements for parking facilities are in RZC 21.32, *Landscaping*.

13. Retail facilities with over 250 parking stalls shall require a minimum of one standard size stall clearly marked in yellow on pavement “EMERGENCY PARKING ONLY.” The location of the parking stall shall be as close as possible to major entries. Large retail facilities may require one stall per entry at the discretion of the Technical Committee.
14. Design requirements for disabled parking stalls are contained in *An Illustrated Handbook for Barrier Free Design, Washington State Rules and Regulations*. A current edition is kept on file with the Building Official.
15. Tandem parking may be used to meet the parking requirements for residential uses. Each pair of tandem parking stalls shall only be for one dwelling unit. A tandem pair of parking stalls shall have no more than one compact parking stall.
16. Mechanical, stacked parking may be used to meet minimum parking requirements when included within a garage, or completely screened by a screening method reviewed and approved by the Design Review Board.
17. Parking Area Location and Design Criteria in the Downtown Neighborhood. Parking areas within the Downtown neighborhood shall meet the following criteria regarding RZC 21.10.150, *Pedestrian System*
 - a. General. On Type I and II pedestrian walkways per Map 10.3, *Downtown Pedestrian System*, parking lots shall not be located between the street and the building. Parking lots and ground floor parking garages shall be separated from streets by building areas at least 20 feet deep (excluding vehicle access points) which are developed as, and made available for, pedestrian-oriented businesses. (See Figure 21.40.010A below.)

Figure 21.40.010A
Parking Area Location and Design Criteria in the Downtown Neighborhood



Providing space for pedestrian-oriented business along parking garage frontage facing pedestrian-oriented streets

- b. Surface Parking Lots on One Type I and II Pedestrian Walkways. If the subject property abuts a Type I or II pedestrian walkway, the maximum width of the parking lot parallel to and within 20 feet of the Type I or II pedestrian walkway may not exceed the lesser of 61 feet or 75 percent of the lot frontage. See Figure 10.2 below. Except, public and quasi-public parking lots may occupy 100 percent of the lot frontage, excluding perimeter landscaping.

Figure 21.40.010B
Surface Parking Lots on One Type I and II Pedestrian Walkways

up to a maximum of 130 feet. Except, public and quasi-public parking lots may occupy 100 percent of the lot frontage, excluding perimeter landscaping.

Figure 21.40.010D
Illustrative Parking Space and Aisle Dimensions

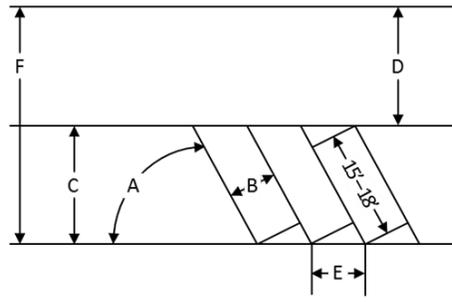


Table 21.40.010
Design Requirements for Parking Facilities

MINIMUM PARKING SPACE AND AISLE DIMENSIONS

A	B	C	D	E	F
Parking Angle	Stall Width	Row Width	Aisle Width	Curb Length	Bay Width
Parallel	8.00	8.00	12.00	23.00	20.00
30	8.50	16.50	11.00	17.00	27.50
	9.00	16.50	11.00	18.00	27.50
	9.50	17.50	11.00	19.00	28.50
	10.00	17.50	11.00	20.00	28.50
45	8.50	18.50	13.50	12.00	32.00
	9.00	19.00	13.00	12.50	32.00
	9.50	19.50	13.00	13.50	32.50
	10.00	19.50	13.00	14.00	32.50
60	8.50	20.00	18.50	9.50	38.50
	9.00	20.50	18.00	10.50	38.50
	9.50	20.50	17.50	11.00	38.00
	10.00	20.50	17.00	11.50	37.50
70	8.50	20.00	19.50	9.00	39.50
	9.00	20.50	19.00	9.50	39.50
	9.50	20.50	18.50	10.00	39.00
	10.00	21.00	18.00	10.50	39.00
80	8.50	19.50	24.50	8.50	43.50
	9.00	19.50	24.00	9.00	43.50
	9.50	19.50	23.50	9.50	43.00
	10.00	19.50	23.00	10.00	42.50
90	8.50	18.00	25.50	8.50	43.50
	9.00	18.00	25.00	9.00	43.00
	9.50	18.00	24.50	9.50	42.50
	10.00	18.00	24.00	10.00	42.00

Notes:

(Dimensions are in feet.)

When parking lots may have substantial traffic by trucks or other large vehicles, the Administrator may establish larger minimum dimensions.

At least 50 percent of the spaces must be a minimum of 18 feet long, two feet of which may overhang the curb.

Up to 50 percent of the spaces may be 15 feet long, one foot of which may overhang the curb, and designated for compact cars. Widths may be reduced one foot.

Aisle turns must be at least 14 feet in width.

Requirements for accessible parking spaces are contained in RMC Chapter 15.08, *Building Code*.

F. General Parking Requirements.

1. **Cooperative Parking Facilities.** Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space, and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:
 - a. Peak demand occurs at distinctly different times.
 - b. The minimum required parking for a multi-tenant facility shall be based upon the minimum amount necessary to satisfy the highest average daily peak demand generated by the uses at a single time period. In no case shall the minimum required parking for a multi-tenant facility be less than 60 percent of the total required for all uses in the facility.
 - c. The continuation of the cooperative facility shall be assured by a sufficient legal document, such as a covenant or reciprocal easement agreement, or by participation in a local improvement district or parking cooperative or association.
 - d. Shared parking associated with multi-tenant retail and commercial facilities will be considered to be a cooperative parking facility. Lease agreements will satisfy the requirement for a sufficient legal document.
2. **In-Lieu Parking Fees – Fund Created – Comprehensive Parking Plan.** An in-lieu parking fee may be submitted to the City for each required parking space which is not provided on-site. The in-lieu parking fee shall be determined annually by the Technical Committee based on current land and construction costs

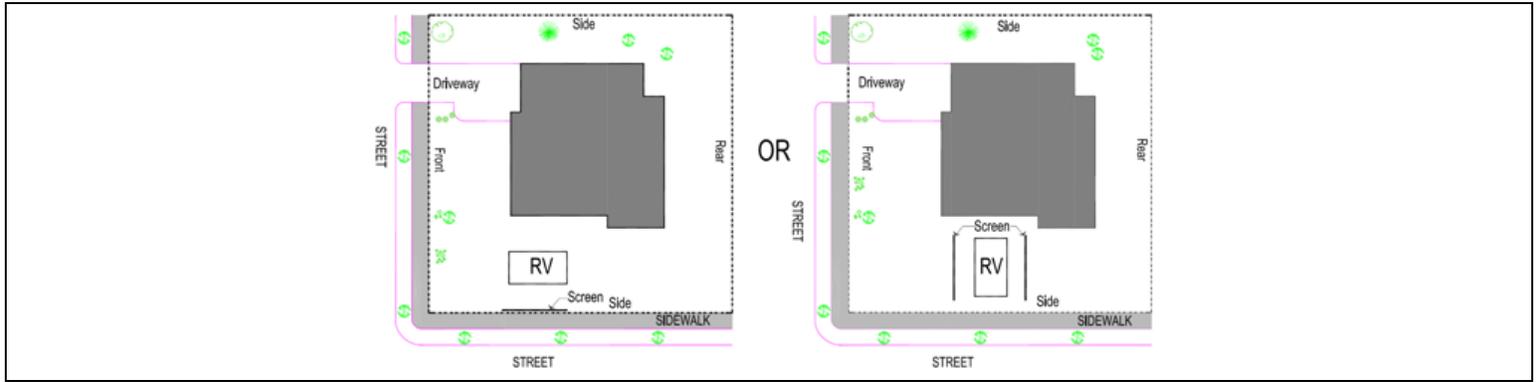
There is hereby created a special City fund into which in-lieu fees shall be deposited to be used only for the construction of public parking facilities. Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the City Council. The plan shall take into consideration the amount of available on-street parking within an area, the need for concentration of public facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking facilities, and the degree to which the parking facilities will encourage pedestrian circulation.

3. **Parking in Building Setback Areas.** In all residential zones, parking other than bicycle parking and parking in driveways is not permitted in front setback areas. In all other zones, parking is permitted in all setback areas subject to the requirements of the district and the following subsection F.4 of this section, Parking Restricted in Shoreline Areas.
4. **Parking Restricted in Shoreline Areas.** Parking facilities are prohibited in the waterfront building setbacks established in [RZC 21.68.140](#), *Parking Facilities Within Shorelines*.

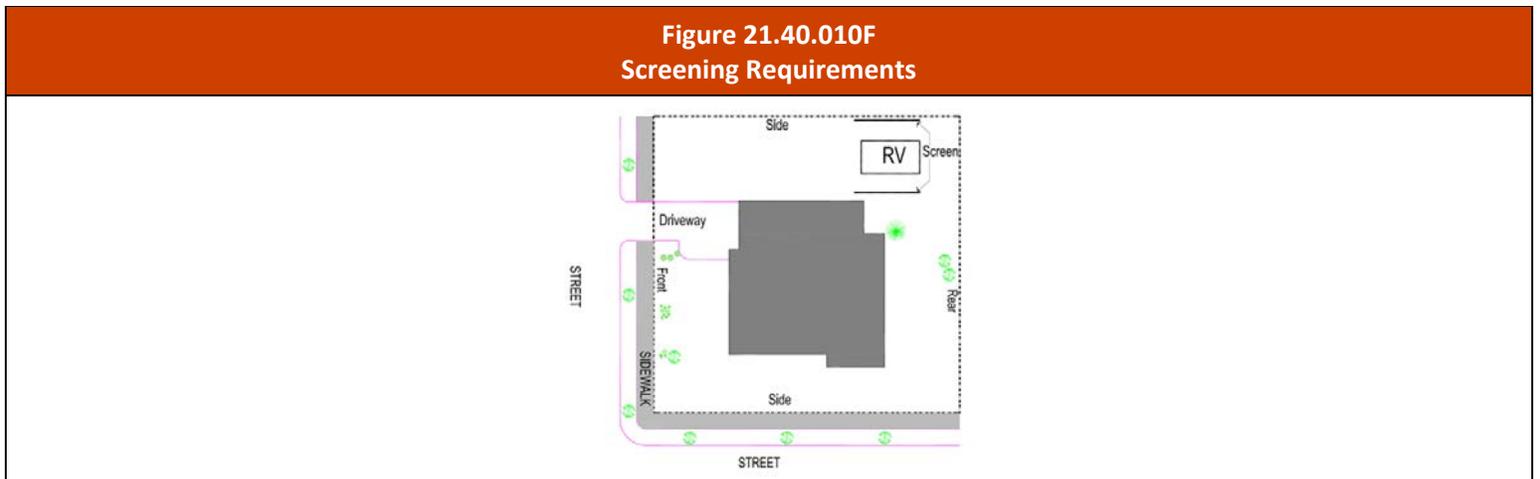
G. Parking and Storage of Recreational, Utility, and Commercial Vehicles and Vessels in Residential Neighborhoods.

1. Purpose. The intent of this section is to define permitted locations for the parking of recreational, utility, and commercial vehicles and vessels within residential areas of the City such that neighborhood quality and character are maintained.
2. Exemptions. Pickup or light trucks, 10,000 pounds gross weight or less, with or without a mounted camper unit, and that are primarily used by the property owner for transportation purposes, are exempt from this section.
3. Recreational and Utility Vehicles – Requirements.
 - a. General Requirements. Recreational and utility vehicles may be parked in any area which is either residentially zoned or used for residential purposes, including Downtown, provided the following conditions are met:
 - i. Recreational and utility vehicles shall not intrude into a right-of-way or access easement or obstruct sight visibility from adjacent driveways, rights-of-way, or access easements.
 - ii. Recreational and utility vehicles shall be operable and maintained in a clean, well-kept state that does not detract from the appearance of the surrounding area.
 - iii. Recreational vehicles equipped with liquefied petroleum gas containers shall meet the standards of the Interstate Commerce Commission. Valves or gas containers shall be closed when the vehicle is stored, and, in the event of leakage, immediate corrective action must be taken.
 - iv. Recreational and utility vehicles shall not be parked in a waterfront building setback, on slopes greater than 15 percent, in designated open spaces or recreational areas, in sensitive areas, in sensitive area buffers, or in floodways.
 - v. Recreational vehicles may be occupied on a temporary basis not to exceed 30 days within one calendar year.
 - vi. Unless the International Building Code or International Fire Code dictates otherwise, there shall be no minimum building separation for recreational and utility vehicles.
 - vii. Screening Requirements.
 - A. When not parked on a driveway per subsection G.3.b.iii, Permitted Parking Locations – Within a front yard on a driveway, below, recreational and utility vehicles shall be screened as follows:
 1. When parked in the street-side side yard setback of a corner lot as shown in Figure 21.40.010E, below, the length of recreational and utility vehicles shall be screened from public view;

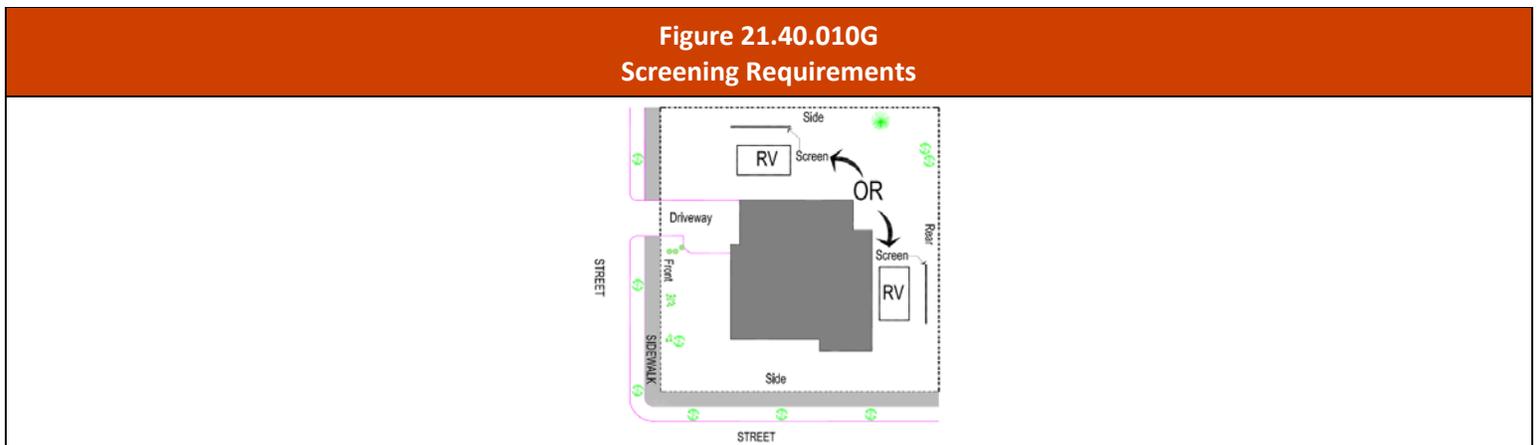
**Figure 21.40.010E
Screening Requirements**



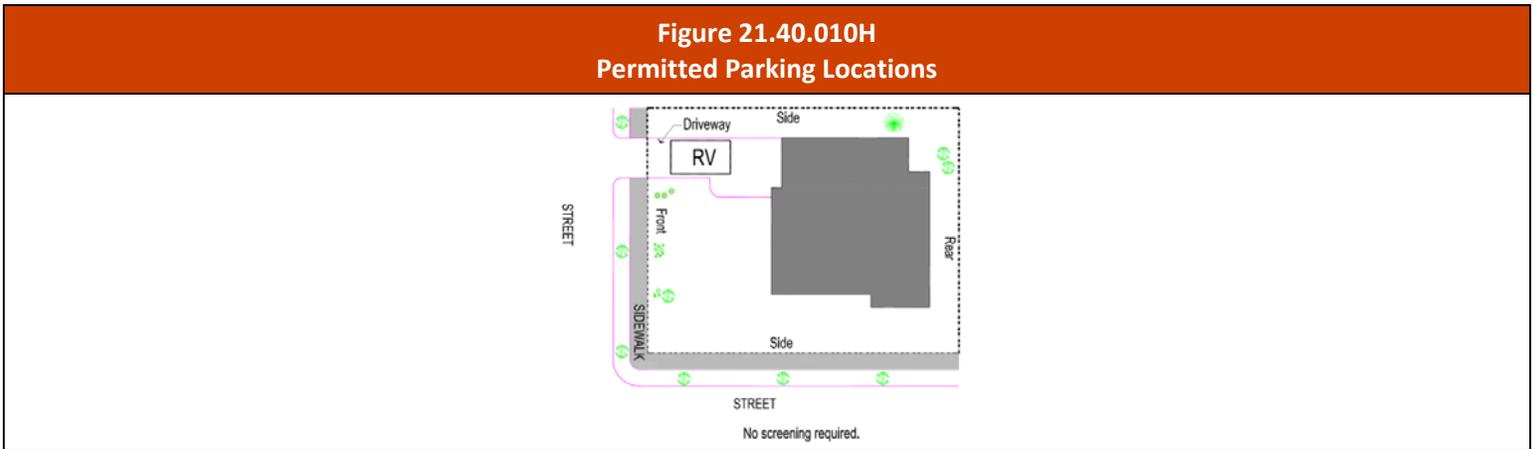
- When parked in the rear yard setback of a corner lot as shown in Figure 21.40.010F, below, the length of recreational and utility vehicles shall be screened from public view; and



- When parked in the interior side yard or rear yard setback of any lot as shown in Figure 21.40.010G, below, no additional screening is required as the building provides screening of the length of the vehicle from public view.



4. Only one recreational or utility vehicle is allowed to be parked on a premises if parked and screened as shown in the examples above. However, more than one recreational or utility vehicle may be parked on the premises if the additional vehicles are completely screened from public view.
 - B. Screening shall be adequate to provide a solid barrier six feet in height. It may include Type 1 landscaping, fences, walls, earth berms, or any combination thereof.
 - C. Other screening may be required at the discretion of the Administrator.
- b. Permitted Parking Locations. A vehicle may be located in the following areas listed in order of priority, provided the general requirements of subsection G.3.a of this section are met:
 - i. Within a vented garage or carport;
 - ii. In a side or rear yard;
 - iii. Within a front yard on a driveway only, parked perpendicular to the front street. See Figure 21.40.010H, below.



- iv. In other locations if determined by the Administrator to be less obtrusive than the above locations. Screening the recreational vehicle with landscaping, fencing, or a combination of the two may be required to meet this standard;
 - v. If none of the above locations are feasible, the recreational/utility vehicle must be stored off site.
4. Truck Tractors and Trailers, Large Commercial Vehicles and Vessels. Parking commercial vehicles and vessels over 10,000 pounds gross weight is prohibited in all residential zones except for school buses normally associated with transporting students to and from a school or religious facilities and parked on school or religious facility property.

Recommendation

(NEW) H. Construction Parking Requirements and Contact Information.

1. A sign shall be posted on-site and visible to the public throughout the duration of all construction activity per the Construction Contact Sign Handout. Construction activities consist of all site work including, but not limited to grading, landscaping, infrastructure and building permit related construction.

- a. Applicant and contractor shall work with City planner prior to mylar signing to determine location(s) of sign(s).
- b. Contact information shall remain up-to-date and visible at all times.
- c. The assigned City planner shall be notified within two business days when contact person has been changed and a picture of the updated sign shall be e-mailed.
- d. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per handout instructions.

Staff Contact

Kim Keeling, Scott Reynolds

Implementation of Sign Code

Request Type Missing Information
Amendment to Current Code 21.44.010 Signs and Street Graphics
Addition to Code

Rationale for Amendment

The Marymoor Village design districts (MDD1 - MDD5) were not indicated in RZC 21.44.010 Signs and Street Graphics. Because of the unique variety of uses allowed for in Marymoor Village, the current sign code does not provide specificity regarding allowed sign types and associated design standards.

In the interim, staff has relied on the design standards for signs located in the Downtown zones. New development closest to the future light rail station (MDD1) has implemented the standards consistent with the Riverbend zone (RVBD) while development in the remaining Marymoor Village design districts (MDD2, MDD3, MDD4, and MDD5) has implemented the standards consistent with the Anderson Park zone (AP). For consistency of administration and establishing predictability, the proposed amendments align with the operational approach. This issue was identified during the first administration of the Marymoor Village code for a private development (November 14, 2019).

Benefits

The proposed amendment provides predictability for customers of the code and for consistency in staff's administration of the code.

Fiscal Benefits/Impacts

The proposed amendment has potential for reducing time involved in permit review by providing clarity for customers of the code and for staff reviewers. This reduced time can also have a positive fiscal impact on applicant's cost for development.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Comprehensive Plan

Current Code Text

[Refer to attached Signs and Street Graphics](#)

Recommendation

[Refer to attached Signs and Street Graphics with amendments](#)

Staff Contact Kim Dietz

Lot Access

Request Type	Clarification
Amendment to Current Code	21.52.030 Street and Access Standards
Addition to Code	21.52.030 Street and Access Standards

Rationale for Amendment

Developers have expressed their confusion with the code describing more than one public right-of-way.

Benefits

The proposed revision provides clear language and requirements to avoid confusion.

Fiscal Benefits/Impacts

The revised code provides clear language and requirements to avoid confusion. The revision has the potential to reduce staff time involved in resolving such confusion.

Amendment Supports City Plans and Priorities

Community Strategic Plan

Current Code Text

21.52.030 Street and Access Standards ([link](#))

- A. **Purpose.** The purpose of this division is to establish street and access standards to implement:
1. The Redmond Comprehensive Plan;
 2. The City of Redmond Transportation Master Plan; and
 3. The Neighborhood Street Plans found in the Neighborhoods Element of the Redmond Comprehensive Plan or other adopted street plans within the RZC.
- B. **Scope.** The requirements of this division shall apply to all development in the City processed under RMC Chapter 15.08, Building Code; RZC Article I, Zone-Based Regulations, RZC Article II, Citywide Regulations; and RZC Article VI, Review Procedures. No permit shall be issued nor approval granted without compliance with this section.
- C. **Street Classification.** Streets and rights-of-way are classified as freeways, principal arterials, minor arterials, collectors, connectors, local access streets, and alleys. A description of each of these classifications is contained in Appendix D of the City's Transportation Master Plan.
- D. **Street Plan.**
1. Streets shall be designated and located to conform to the Transportation Master Plan and the Neighborhood Street Plans. Where not part of an adopted plan, streets shall be designed to:
 - a. Provide multimodal street improvements according to City standards;
 - b. Complete missing links and improve connections among adjacent neighborhoods;
 - c. Provide access to and from public transportation facilities;
 - d. Maintain continuity of the street pattern;
 - e. Avoid creation of excessively large blocks on local access streets; and
 - f. Manage access to arterials.

2. Where topography or other conditions make achievement of the design objectives in subsection D.1 impractical, street design shall conform to a system approved by the Technical Committee.

E. Access.

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

Where feasible access is available from a property to more than one public right-of-way, the property shall access the lower classification street as defined in RZC 21.52.030.C, *Street Classification*. Access is feasible when it provides a direct connection via easement, private road, or other means to a public right-of-way and when it meets minimum Fire Code access requirements.

1.

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

Recommendation

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

~~Where feasible access is available from a property to more than one~~ Where there is more than one feasible access to public right-of-way, the property shall access the lower ~~classification~~ classification street as defined in RZC 21.52.030.C, *Street Classification*. Access is feasible when it provides a direct connection via easement, private road, or other means to a public right-of-way and when it meets minimum Fire Code access requirements.

Staff Contact Min Luo

Sight Clearance at Intersections

Request Type Typographical Error; Definition; New Conditions
Amendment to Current Code 21.52.040 Sight Clearance at Intersections
Addition to Code

Rationale for Amendment

Clarify the table title and change labels to match the associated figure and to provide clear information for applicants.

Benefits

The proposed amendment is anticipated to reduce staff time involved in resolving a confusing portion of the code.

Fiscal Benefits/Impacts

The proposed amendment is anticipated to reduce time for customers of the code and staff.

Amendment Supports City Plans and Priorities

Community Strategic Plan

Current Code Text

21.52.040 Sight Clearance at Intersections [\(link\)](#)

- A. **Purpose.** The purpose of this section is to ensure adequate sight distance for all users at intersections.
- B. **Sight Distance Triangle.** The sight distance triangle is described by two intersecting lines of a specified length (a) and (b) which correspond to the straight line projections of the pavement edges or curb face and a third line which connects the extremities of the other two, as shown in the table and Figure 21.52.040A below. The location of the pavement edge or curb face shall be for a fully developed street that meets City standards for the classification.

Table 21.52.040 Required Horizontal Sight Clearance		
Type of Intersection	Horizontal Sight Clearance for Intersection Legs Noted	
Controlled by	(a)	(b)
Traffic Signal or Stop <u>Sign</u>		
Intersections that Involve <u>Arterials</u> (30MPH+)	20 feet	100 feet
Others (Local <u>access</u> , <u>driveways</u> , etc.) (25 MPH)	20 feet	65 feet
Uncontrolled or Yield <u>Right-of-Way</u> (Local access – residential)	70 feet	70 feet

Recommendation

Table 21.52.040 Required Horizontal Sight Clearance		
Type of Intersection	Horizontal Sight Clearance for Intersection Legs Noted	
Controlled by	(Aa)	(Bb)
Controlled by Traffic Signal or Stop Sign		
Intersections that Involve <u>Arterials</u> (30MPH+)	20 feet	100 feet
Others (Local <u>access</u> , <u>driveways</u> , etc.) (25 MPH)	20 feet	65 feet
Uncontrolled or Yield on Public Local Access Street Right-of-Way (Local access — residential)	70 feet	70 feet

Staff Contact Min Luo

Use of Water Sense Program as Technique for Nonresidential Development

Request Type Administrative Interpretation
Amendment to Current Code **21.67.040 Techniques and Incentives for Development**
Addition to Code

Rationale for Amendment

An Administrative Interpretation was developed on October 1, 2015 to address whether nonresidential development would be allowed to use the Water Sense Program as a qualifying program technique of the Green Building and Green Infrastructure Incentive Program (GBP). When the Green Building and Green Infrastructure Program was originally adopted, the Environmental Protection Agency's (EPA's) Water Sense Program only applied to residential development. The EPA has since expanded the program to include nonresidential development.

The recommended amendment would codify the allowance as currently provided for residential development. This amendment is consistent with the Community Strategic Plan -- Environmental Sustainability priority by supporting increased preservation of water supplies for healthy stream environments.

Benefits

This amendment would create consistency with the EPA's Water Sense Program that has been made available to both residential and nonresidential developments. It has the potential to enhance predictability of the Code's administration and provide clarity to customers anticipating their ability to utilize the program as provided at the federal level.

Fiscal Benefits/Impacts

The amendment provides additional opportunity for applicants to achieve the required number of points awarded by the Green Building Incentive Program and thereby, created additional incentive for development of non-residential uses where permitted or required by the code.

Amendment Supports City Plans and Priorities

Environmental Sustainability incl. Low Impact Development (LID)

Current Code Text

21.67.040 Techniques and Incentives for Development [\(link\)](#)

Techniques and Incentives Tables. The tables below summarize the sustainable development techniques for which points are awarded and the incentives toward which points may be used based on the type of development proposed. Sections RZC [21.67.050](#), *Techniques Explained*, and RZC [21.67.060](#), *Incentives Explained*, explain the techniques and incentives. Definitions and descriptions of on-site natural stormwater management techniques within Table 21.67.040A can be found in the most recently adopted edition of the Redmond Stormwater Technical Notebook or its successor document.

A.

Green Building Incentive Program Techniques

Table 21.67.040A Green Building Incentive Program Techniques		
Technique	Points Awarded – Residential Development	Points Awarded - Nonresidential Development
1. Green Building Certification		
Demonstrate ability to meet Built Green 4-star/LEED silver	2	N/A
Demonstrate ability to meet Built Green 5-star/LEED gold	3	N/A
2. Drought-tolerant landscaping		
	1	1
3. <u>Native vegetation</u> retention		
20 percent	1	1
30 percent	2	2
50 percent	3	3
4. <u>Green Roofs</u>		
First 10,000 square feet of green roof area proposed under this program	1 point per 1,000 square feet of green roof area	1 point per 1,000 square feet of green roof area
Next 20,000 square feet of green roof area proposed under this program	1 point per 2,000 square feet of green roof area	1 point per 2,000 square feet of green roof area
25 percent of roof area	1	1
50 percent of roof area	2	2
5. Roof rainwater collection		
	1	1
6. Minimal <u>excavation</u> foundation		
First 10 <u>structures</u> constructed under this program using this technique	1 point per structure	1 point per structure
Next 20 structures constructed under this program using this technique	1 point per two structures	1 point per two structures
Thereafter, developments using this technique for all structures	3	3
7. Water Sense Program		
	2	N/A
8. Alternative forms of energy that power 50 percent of the <u>building's</u> energy needs		
	3	3
9. Two <u>Electric Vehicle Charging Stations</u> located on-site or 5 percent of required parking spaces reserved for low-emission <u>vehicles</u>		
	N/A	1
10. Demonstrate ability to meet Salmon Safe Certification Program or equivalent in alternative certification program		
	3	3
11. Demonstrate ability to meet LEED silver standards or equivalent in alternative certification program		
	N/A	3
12. Demonstrate ability to meet LEED Gold standards or equivalent in alternative certification program		
	N/A	5
13. Demonstrate ability to meet LEED Platinum standards or equivalent in alternative certification program		
	N/A	7
14. Demonstrate ability to meet Evergreen Sustainable Development Standard or equivalent in alternative certification program		
	4	N/A

B. Green Building Incentive Program Incentives

Table 21.67.040B Green Building Incentive Program Incentives		
Incentive	Points Required – Residential Development	Points Required – Nonresidential Development
1. Sustainable development award	0	0
2. Priority <u>building permit processing</u>	0	0
3. Online and print recognition	2	2
4. Unit type flexibility		
Duplex	3	N/A
Triplex	4	N/A
Fourplex	5	N/A
5. <u>Lot</u> size reduction		
15 percent	2	N/A
25 percent	3	N/A
30 percent	4	N/A
6. Density bonus		
5 percent	3	N/A
10 percent	5	N/A
7. <u>Clustered node</u>	4	N/A
8. Alternative road standard	2	N/A
9. FAR Bonus*	5	5
10. Building <u>Setback</u> Flexibility*	N/A	3
11. Height Bonus*	N/A	4

TABLE NOTES:
 * Where permitted in the underlying zone and shall be permitted without the purchase of TDR's (see RZC [21.67.050](#), *Techniques Explained*)
 Note: Stormwater infrastructure requirements are based in part on impervious area. Use of the methods in the Techniques Table above is likely to reduce infrastructure costs, an additional incentive.

Recommendation

Table 21.67.040A Green Building Incentive Program Techniques		
Technique	Points Awarded – Residential Development	Points Awarded - Nonresidential Development
1. Green Building <u>Certification</u>		
Demonstrate ability to meet Built Green 4-star/LEED silver	2	N/A
Demonstrate ability to meet Built Green 5-star/LEED gold	3	N/A
2. Drought-tolerant landscaping		
	1	1
3. <u>Native vegetation</u> retention		
20 percent	1	1
30 percent	2	2
50 percent	3	3
4. <u>Green Roofs</u>		
First 10,000 square feet of green roof area proposed under this program	1 point per 1,000 square feet of green roof area	1 point per 1,000 square feet of green roof area
Next 20,000 square feet of green roof area proposed under this program	1 point per 2,000 square feet of green roof area	1 point per 2,000 square feet of green roof area
25 percent of roof area	1	1
50 percent of roof area	2	2
5. Roof rainwater collection		
	1	1
6. Minimal <u>excavation</u> foundation		
First 10 <u>structures</u> constructed under this program using this technique	1 point per structure	1 point per structure
Next 20 structures constructed under this program using this technique	1 point per two structures	1 point per two structures
Thereafter, developments using this technique for all structures	3	3
7. Water Sense Program		
	2	2 N/A
8. Alternative forms of energy that power 50 percent of the <u>building's</u> energy needs		
	3	3
9. Two <u>Electric Vehicle Charging Stations</u> located on-site or 5 percent of required parking spaces reserved for low-emission <u>vehicles</u>		
	N/A	1
10. Demonstrate ability to meet Salmon Safe Certification Program or equivalent in alternative certification program		
	3	3
11. Demonstrate ability to meet LEED silver standards or equivalent in alternative certification program		
	N/A	3
12. Demonstrate ability to meet LEED Gold standards or equivalent in alternative certification program		
	N/A	5
13. Demonstrate ability to meet LEED Platinum standards or equivalent in alternative certification program		
	N/A	7
14. Demonstrate ability to meet Evergreen Sustainable Development Standard or equivalent in alternative certification program		
	4	N/A

Overlake Planned Action

Request Type Typographical Error; Missing Information
Amendment to Current Code 21.70.110.C.3 Overlake SEPA Planned Action
Addition to Code

Rationale for Amendment

During the course of administering code provisions that govern development in the geographic area of the Overlake Planned action, an inconsistency between the code and the analysis contained in the Final Environmental Impact Statement was identified by staff. The existing code language references the amount of non-residential square footage that was added by the Planned Action rather than the total non-residential square footage that was allowed in the Overlake Planned Action area. This has led to considerable confusion for applicants, the staff, and the public. As drafted, the code does not properly reflect the analysis contained in the FEIS and should be changed. Because Microsoft was able to complete its initial phase of redevelopment and not violate the specific language that exists in the current code, it was determined that the code could be changed at a later date. After exploring the 1999 Neighborhood Plan and Planned Action, the 2005 Development Agreement, the 2008 Development Agreement, and their associated implementation ordinances it became clear that the current code was incorrect. Further research by staff revealed more evidence of the code error.

Benefits

A correction to the code reflecting the Overlake Planned Action gross floor area accurately supports nonresidential development within this neighborhood.

Fiscal Benefits/Impacts

The proposed amendment reflects opportunity for private development within this neighborhood, coinciding with the Overlake Planned Action Final Environmental Impact Statement. Any planned increase in demand on utility capacity and other infrastructure can be further evaluated as part of the 2020-2021 Overlake Neighborhood planning process.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Comprehensive Plan; Economic Development

Current Code Text

21.70.110 Overlake SEPA Planned Action [\(link\)](#)

- A. **Purpose.** The purpose of the Overlake SEPA planned action is to make efficient use of the significant investments of time and money by the public, neighborhood residents, businesses, property owners, and the City of Redmond in preparing the Overlake Neighborhood Plan and Implementation Project, and to make development review in the Overlake neighborhood more timely, cost-effective, and predictable.
- B. **Authority.** 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 Update and Implementation Project may be used as the environmental review document for that project and no further environmental review is required.

- C. **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:
1. The project shall be located on land within the Overlake Neighborhood and zoned Overlake Business and Advanced Technology (OBAT), or Overlake Village (OV) zones.
 2. The project shall consist of building(s), and on-site and off-site improvements to support the building(s) that will be occupied by uses that are allowed by the Overlake Business and Advanced Technology (OBAT), or Overlake Village (OV) zones.
 3. For nonresidential projects and the nonresidential component of mixed-use projects, the proposed project together with the projects already approved as planned actions shall not exceed 4.5 million square feet of gross floor area within the Overlake Neighborhood, beginning on October 31, 2009.
 4. For residential projects and the residential component of mixed-use projects, the project and the projects already approved as planned actions shall not exceed 5,494 housing units, beginning on October 31, 2009.
 5. The project shall comply with the Floor Area Ratios (FARs), inclusive of allowable Transfers of Development Rights (TDRs), and density limits set by the Overlake Business and Advanced Technology (OBAT) zone or the Overlake Village (OV) zones.
 6. The application for coverage under the Overlake SEPA planned action must be submitted by June 1, 2030. If the application is approved, the project must vest under the statutes and case law of the State of Washington by December 31, 2030, or the approval shall expire.
 7. The project shall not be an essential public facility. Essential public facilities shall not be covered by the Overlake SEPA planned action.

Recommendation

3. For nonresidential projects and the nonresidential component of mixed-use projects, the proposed project together with the projects already approved as planned actions shall not exceed 4.5 19.9 million square feet of gross floor area within the Overlake Neighborhood, beginning for applications submitted on or after October 31, 2009.

Staff Contact Steve Fischer, Judy Fani, Jeff Churchill

Land Division Application Submittal Requirements

Request Type Typographical Error
 Amendment to Current Code **21.74.030 Decision Criteria and Procedures**
 Addition to Code

Rationale for Amendment

A change to item m. in A. Application Submittal Requirements will clarify and provide consistency with standard operating procedures and permit forms. This item current suggests that the applicant will provide a "Transportation Certificate of Concurrency" - a written document prepared by the Administrator stating that a particular development meets the concurrency requirements of RZC21.52.010, Transportation Concurrency. However, at the time of application, the certificate would not be available. Instead, the submittal requirement involves a "Transportation Concurrency Application".

Benefits

This change has the potential to reduce the number of questions staff receives regarding application submittal requirements. It also has the potential to enhance the customer's experience regarding use of the Code by providing clarity and consistency with permitting forms and the permit review process.

Fiscal Benefits/Impacts

A possible reduction of questions received by staff has the potential to create efficiencies in the permit application and review process.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Transportation Master/Functional Plan

Current Code Text

21.74.030 Decision Criteria and Procedures [\(link\)](#)

A. Application Submittal Requirements.

1. *Scope.* This section sets forth the requirements that must be met in order for applications for approvals governed by this chapter to be considered complete.
2. *Preliminary Subdivisions.* In order to be considered complete, each application for preliminary subdivision approval shall contain the following:
 - a. A completed General Application Form and Project Contact Form;
 - b. The required application fees;
 - c. A small-scale vicinity map (suitable for public notice purposes);
 - d. A completed SEPA/CAO Fee Worksheet;
 - e. A CAO Report, if required in [RZC 21.64](#), *Critical Areas Regulations*, of these regulations;
 - f. For large sites, key plat map showing the entire site on one large sheet;
 - g. A set of preliminary plat plans showing the proposed layout of all lots, tracts, parcels, and streets;
 - h. A Preliminary Storm Water Report;
 - i. A SEPA Application Form, together with a completed City of Redmond SEPA Checklist;
 - j. A traffic study, if required by the Public Works Department;

- k. A title report or plat certificate for all parcels involved;
- l. Density calculations indicating maximum and minimum density requirements for the proposal and including density bonus calculations, if applicable;
- m. A transportation certificate of concurrency or, if no such certificate has been issued at the time of application, all information required for a transportation concurrency determination under RZC [21.17.010](#), *Transportation Concurrency*.
- n. A reduced site plan showing proposed lot layout (suitable for public notice purposes); and
- o. A tree preservation plan if trees are proposed to be removed as part of the proposal.

Recommendation

- m. A transportation certificate of concurrency or, if no such certificate has been issued at the time of application, a transportation concurrency application that contains all information required for a transportation concurrency determination under RZC [21.17.010](#), *Transportation Concurrency*.

Staff Contact Kim Dietz

Fee Exemption Scenarios

Request Type Administrative Interpretation
Amendment to Current Code 21.76.030 Application Requirements
Addition to Code

Rationale for Amendment

An administrative interpretation was developed on September 26, 2012 to clarify staff's administration of the code section: RZC 21.76.030.E.3. The intent of the code section is to exempt certain types of projects from the payment of fees when they meet criteria such as affordable housing, environmental restoration projects, or temporary uses that meet specific criteria. However, the code section also states that any request for fee waiver shall be made in writing.

This caused confusion whether fee exemptions only apply in circumstances specifically stated or if a request for a fee waiver could be made in any situation that does not meet the thresholds listed under RZC 21.76.030.E.3. This amendment would clarify the code section and provide a more streamlined code for customers and staff's administration. This amendment is consistent with the Comprehensive Plan policies including PI-19 Prepare and maintain development regulations that implement Redmond's Comprehensive Plan and include all significant development requirements. Ensure that the development regulations are clearly written, avoid duplicative or inconsistent requirements, and can be efficiently and effectively carried out.

Benefits

The amendment would provide clarity during administration of the code section. This has opportunity to enhance the efficiency of the permit review process.

Fiscal Benefits/Impacts

The proposed amendment clarifying the operational procedure for exemption from fees. This change is anticipated to provide a positive impact on the costs involved in developing certain types of projects that meet the code criteria.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Mayor's Priorities and Goals; Comprehensive Plan

Current Code Text

21.76.030 APPLICATION REQUIREMENTS ([link](#))

- A. **Purpose.** The purpose of this section is to describe the requirements for making application for review, including pre-application conferences, submittal requirements, and fees.
- B. **Where to Apply.** Applications for development permits and other land use actions shall be made to the Redmond Development Services Center.
- C. **Who May Apply.** The property owner or any agent of the owner with authorized proof of agency may apply for a permit or approval under the type of process specified.
- D. **Submittal Requirements.**
 1. The Administrator shall specify submittal requirements needed for an application to be complete. Submittal requirements for each permit application shall be available in the Development Services Center. At a minimum the following shall be submitted:
 - a. General application form, including signature by the property owner, or person having authorization to sign on behalf of the property owner;
 - b. Applicable fees;

- c. Environmental checklist (if not exempt);
 - d. Applicable signatures, stamps or certifications;
 - e. All required items stated in the applicable application submittal requirements handout.
2. Specific submittal requirements may be waived if determined to be unnecessary for review of an application. Alternatively, the Administrator may require additional material when the Administrator determines, after a determination of completeness is issued, that such information is needed to adequately assess the proposed project.
3. Submittal requirements for short subdivision and preliminary plat applications are set forth in RZC [Article V, Land Division](#).

E. Application and Inspection Fees.

1. Fee Schedule.
 - a. The schedule of fees adopted pursuant to this section shall govern assessment of fees to cover costs incurred by the City in considering action on land use and development applications. This schedule is available in the Redmond Development Services Center.
 - b. With respect to land use permit applications, building inspection, electrical, mechanical, and plumbing permit fees, the Administrator (Director of Planning and Community Development) is hereby authorized to promulgate fee schedules and to revise periodically the same as needed in light of costs of administering said permit systems, subject to approval of the City Council by resolution. With respect to clearing and grading, and site construction and inspection permit fees, the Director of the Department of Public Works is hereby authorized to promulgate fee schedules and to revise periodically the same as needed in light of costs of administering said permit systems, subject to approval of the City Council by resolution. Said Directors may alternatively elect to utilize the fee schedule set forth in the applicable uniform code when such code has been adopted by ordinance.
2. Fee Administration.
 - a. An application fee consisting of the appropriate itemized costs from the fee schedule shall be collected from the applicant and receipted by the City prior to taking any action on an application. A final inspection fee, consisting of the appropriate components from the fee schedule, shall be collected from the applicant and receipted by the City prior to undertaking any steps to check plans or construction drawings, inspect improvements, or authorize final project approval or occupancy.
 - b. If at any time an applicant withdraws an application from the approval process prior to final approval, those itemized costs not incurred to any extent by the City shall be refunded as determined by the Administrator.
 - c. In the event that actions of an applicant result in the repetition of the reviews, inspections, and other steps in the approval process, those items repeated shall be charged to and paid by the applicant according to the fee schedule prior to any further processing of the application by the City.
 - d. Applicants seeking approval of multiple applications which are processed simultaneously, whereby single review costs are reduced, shall be charged the larger of the itemized costs from the fee schedule or as determined by the Administrator. The fee for any inspection shall be the larger of the totals computed on a per lot, per acre, or per application basis. The fee for any single application shall be the smaller of the totals computed on a per lot, per acre, or per application basis.
3. Fee Exemptions.

- a. When a City department applies for a permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#), the department shall not be required to pay application fees. Where an application will require substantial review time or expenditures, the Administrator may require that the department applying for the permit reimburse the departments reviewing the application for some or all of the time and costs expended in the review.
- b. For housing projects that meet the requirements of this subsection, application fees shall not be required for any permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#).
 - i. The housing will be ultimately owned by households earning 60 percent of the King County median family income adjusted for household size, nonprofit organizations, or public agencies.
 - ii. The housing will remain affordable to households earning 60 percent or less of the King County median family income adjusted for household size for at least five years. The Administrator may condition the project for a longer period of time if needed to recover the community's investment.
 - iii. The housing will help meet an unfulfilled portion of Redmond's affordable housing targets.
 - iv. The location will meet Redmond's policies and zoning for the proposed housing type and density.
 - v. The proposal will result in a benefit to the community.
 - vi. The waiver will not result in an unacceptable adverse impact on the service providers funded by the fees proposed for a waiver.
- c. For environmental restoration or enhancement projects that meet the requirements of this subsection, application fees shall not be required for any permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#).
 - i. The project will be carried out by nonprofit organizations, volunteer groups, or other persons or groups demonstrating similar intent.
 - ii. The applicant shall demonstrate that the primary purpose of the project is environmental restoration or enhancement.
 - iii. The project will help meet an unfulfilled habitat restoration need identified by the City.
 - iv. The project and its location shall meet all applicable policies and regulations.
 - v. The proposal will result in a benefit to the community.
 - vi. The waiver will not result in an unacceptable adverse impact on the service providers funded by the fees proposed for a waiver.
- d. Temporary use permit applications for off-site construction employee parking are exempt from the payment of application fees if all of the following requirements are met:
 - i. The construction site where the construction employees will be working is located in the Downtown or Overlake neighborhoods.
 - ii. The developer/general contractor is responsible for providing/organizing transportation for construction employees between the parking site and construction site.
 - iii. The developer/general contractor is responsible for obtaining any necessary lease/permission from the property owner to park on the off-site parking location.

- e. Any request for a fee waiver shall be made in writing when the application is filed.
- f. The Administrator may condition a waiver to ensure the project will meet the requirements of this subsection or to lessen impacts on the service providers funded by the fees that are waived.

Recommendation

3. Fee Exemptions.

- a. When a City department applies for a permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#), the department shall not be required to pay application fees. Where an application will require substantial review time or expenditures, the Administrator may require that the department applying for the permit reimburse the departments reviewing the application for some or all of the time and costs expended in the review.
- b. For housing projects **providing all or more than 50 percent of its units** that meet the requirements of this subsection, application fees shall not be required for any permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#).
 - i. The housing will be ultimately owned by households earning 60 percent of the King County median family income adjusted for household size, nonprofit organizations, or public agencies.
 - ii. The housing will remain affordable to households earning 60 percent or less of the King County median family income adjusted for household size for at least five years. The Administrator may condition the project for a longer period of time if needed to recover the community's investment.
 - iii. The housing will help meet an unfulfilled portion of Redmond's affordable housing targets.
 - iv. The location will meet Redmond's policies and zoning for the proposed housing type and density.
 - v. The proposal will result in a benefit to the community.
 - vi. The waiver will not result in an unacceptable adverse impact on the service providers funded by the fees proposed for a waiver.
- c. For environmental restoration or enhancement projects that meet the requirements of this subsection, application fees shall not be required for any permit required by RZC [Article I, Zone-Based Regulations](#); RZC [Article II, Citywide Regulations](#); RMC Chapter 15.08, *Building Code*; and RZC [Article VI, Review Procedures](#).
 - i. The project will be carried out by nonprofit organizations, volunteer groups, or other persons or groups demonstrating similar intent.
 - ii. The applicant shall demonstrate that the primary purpose of the project is environmental restoration or enhancement.
 - iii. The project will help meet an unfulfilled habitat restoration need identified by the City.
 - iv. The project and its location shall meet all applicable policies and regulations.
 - v. The proposal will result in a benefit to the community.
 - vi. The waiver will not result in an unacceptable adverse impact on the service providers funded by the fees proposed for a waiver.

- d. Temporary use permit applications for off-site construction employee parking are exempt from the payment of application fees if all of the following requirements are met:
 - i. The construction site where the construction employees will be working is located in the Downtown or Overlake neighborhoods.
 - ii. The developer/general contractor is responsible for providing/organizing transportation for construction employees between the parking site and construction site.
 - iii. The developer/general contractor is responsible for obtaining any necessary lease/permission from the property owner to park on the off-site parking location.
- e. TheAny request for a fee waiver shall be made in writing when the application is filed.
- f. The Administrator may condition a waiver to ensure the project will meet the requirements of this subsection or to lessen impacts on the service providers funded by the fees that are waived.

Staff Contact Kim Dietz

Resubmittal Date Added to Code

Request Type Missing Information
Amendment to Current Code 21.76.040 Time Frames for Review
Addition to Code

Rationale for Amendment

The City requires that Additional Information letters have a 90-day resubmittal timeframe, however this is not listed in the code. The revision will ensure that operational practices are in line with the code.

Benefits

The City requires that Additional Information letters follow a 90-day resubmittal timeframe. However, this is not currently listed in the code. The revision will ensure Redmond's operational standards are outlined within the Zoning Code for clarity.

The proposed amendment was obtained from the current Short Plat Extension Approval and modified to the current operational practice.

Fiscal Benefits/Impacts

The amendment ensures consistency between the City's operational standards and the Zoning Code. No negative fiscal impacts are anticipated. Staff anticipates the change having potential to reduce a portion of operational cost. The change would address dormant applications that otherwise require significant re-review due to the passing of time and staff changes that might have occurred during the interim.

Amendment Supports City Plans and Priorities

Current Code Text

21.76.040 TIME FRAMES FOR REVIEW ([link](#))

- A. **Purpose.** The purpose of this chapter is to comply with RCW 36.70B.070 and 36.70B.080, which require that a time frame be established to ensure applications are reviewed in a timely and predictable manner. This chapter establishes the time frame and procedures for a determination of completeness and final decision for Type II, III, IV and V reviews, except where the review involves a development agreement or a land use permit for which a development agreement is required. No time frames are established by this chapter for Type I or Type VI reviews or for the review of development agreements or land use permits for which a development agreement is required. See also, RZC [21.68.200](#), *Shoreline Administration and Procedures*.
- B. **Computing Time.** Unless otherwise specified, all time frames are indicated as calendar days, not working days. For the purposes of computing time, the day the determination or decision is rendered shall not be included. The last day of the time period shall be included unless it is a Saturday, Sunday, or a day designated by RCW 1.16.050 or by the City's ordinances as a legal holiday, in which case it also is excluded, and the time period concludes at the end of the next business day.
- C. **Complete Application Review Time Frame.** The following procedures shall be applied to new applications to which this chapter applies, except for Wireless Communication Facilities.
1. Applications shall only be accepted during a scheduled appointment and deemed complete only when all materials are provided in accordance with the applicable application submittal requirements brochure. For applications deemed complete, a determination of completeness shall be issued. For applications deemed incomplete, a determination of incompleteness will be issued identifying the items necessary to complete the application. The applicant has 90 days to submit the required items to the City. While RCW 36.70B.070 requires that a determination of completeness or incompleteness be issued within 28 days after the application is filed, the City makes every effort to issue such determinations sooner than required, and may be able to issue a determination on the same day as the application is filed.

2. If a determination of completeness or a determination of incompleteness is not issued within the 28 days, the application shall be deemed complete at the end of the twenty-eighth (28th) day.
 3. When a determination of incompleteness has been issued advising an applicant that additional items must be submitted before an application can be considered complete, the applicant shall be notified within 14 days after receipt of such additional items whether the application is then complete or whether additional items are still needed.
 4. An application is complete for purposes of this section when it meets the submittal requirements established by the Administrator and is sufficient for continued processing even though additional information may be required or project modifications may be undertaken subsequently. The determination of completeness shall not preclude the Administrator from requesting additional information or studies either at the time of the determination of completeness or subsequently, if new information is required to complete review of the application or substantial changes in the permit application are proposed.
 5. To the extent known by the City, other agencies with jurisdiction over the project permit application shall be identified in the City's determination of completeness required by subsection C.1 of this section.
- D. **Application Review and Decision Time Frame.** The following procedures shall be applied to new applications to which this chapter applies, except for applications for Wireless Communication Facilities.
1. Decisions on Type II, III, IV or V applications, except applications for short plat approval, preliminary plat approval, or final plat approval, applications for development agreements and applications for land use permits for which a development agreement is required, shall not exceed 120 days, unless the Administrator makes written findings that a specified amount of additional time is needed for processing of a specific complete land use application or unless the applicant and the City agree, in writing, to an extension. Decisions on short plat approval and final plat approval shall not exceed 30 days and decisions on preliminary plat approval shall not exceed 90 days. For purposes of calculating timelines and counting days of permit processing, the applicable time period shall begin on the first working day following the date the application is determined to be complete pursuant to RZC 21.76.040.C, *Complete Application Review Time Frame*, and shall only include the time during which the City can proceed with review of the application.
 2. Appeals. The time period for consideration and decision on appeals shall not exceed:
 - a. Ninety (90) days for an open record appeal hearing; and
 - b. Sixty (60) days for a closed record appeal;
 - c. The parties may agree in writing to extend these time periods. Any extension of time must be mutually agreed upon by the applicant and the City in writing.
 3. Exemptions. The time limits established in this title do not apply if a project permit application:
 - a. Requires approval of the siting of an essential public facility as provided in RCW 36.70A.200;
 - b. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete.
 4. See also RZC 21.68.200, *Shoreline Administration and Procedures*.

Recommendation

- D. **Application Review and Decision Time Frame.** The following procedures shall be applied to new applications to which this chapter applies, except for applications for Wireless Communication Facilities.
1. **Additional Information.** When additional information is determined by the Administrator to be necessary:

- a. The applicant shall update and resubmit corrected information within and not exceeding 90 days from the date of the add information notification;
 - b. The period may be extended by the administrator upon showing proper justification. For purpose of this extension, the applicant shall submit a written request no less than 30 days prior to the add information expiration, RZC 21.76.090.C Termination of Approval of Type I, II, and III Permits; and
 - c. Once the time period and any extensions have expired, approval shall terminate; and the application is void and deemed withdrawn.
2. ~~1-~~Decisions on Type II, III, IV or V applications, except applications for short plat approval, preliminary plat approval, or final plat approval, applications for development agreements and applications for land use permits for which a development agreement is required, shall not exceed 120 days, unless the Administrator makes written findings that a specified amount of additional time is needed for processing of a specific complete land use application or unless the applicant and the City agree, in writing, to an extension. Decisions on short plat approval and final plat approval shall not exceed 30 days and decisions on preliminary plat approval shall not exceed 90 days. For purposes of calculating timelines and counting days of permit processing, the applicable time period shall begin on the first working day following the date the application is determined to be complete pursuant to RZC 21.76.040.C, *Complete Application Review Time Frame*, and shall only include the time during which the City can proceed with review of the application.
3. ~~2-~~Appeals. The time period for consideration and decision on appeals shall not exceed:
- a. Ninety (90) days for an open record appeal hearing; and
 - b. Sixty (60) days for a closed record appeal;
 - c. The parties may agree in writing to extend these time periods. Any extension of time must be mutually agreed upon by the applicant and the City in writing.
4. ~~3-~~Exemptions. The time limits established in this title do not apply if a project permit application:
- a. Requires approval of the siting of an essential public facility as provided in RCW 36.70A.200;
 - b. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete.
5. ~~4-~~See also RZC 21.68.200, *Shoreline Administration and Procedures*.

Staff Contact

Scott Reynolds

City Council Decisions on Type VI Reviews

Request Type Typographical Error
Amendment to Current Code 21.76.060 Process Steps and Decision Makers
Addition to Code

Rationale for Amendment

The proposed change addresses an unintended inaccuracy in a reference to another section of code. The change rectifies this error and enhances the codes clarity and predictability. This change is in conformance with the Community Strategic Plan - Housing Choices.

Benefits

The change enhances the accuracy of the code by repairing the intended reference. This improves the customer and staff’s use of the code.

Fiscal Benefits/Impacts

No changes to fiscal conditions are anticipated as a result of this proposed clarification.

Amendment Supports City Plans and Priorities

Community Strategic Plan

Current Code Text

21.76.060 PROCESS STEPS AND DECISION MAKERS [\(link\)](#)

A. **Purpose.** The purpose of this section is to provide an explanation of each of the procedural steps set forth in the process flow charts in RZC [21.76.050](#), *Permit Types and Procedures*.

...
Q. City Council Decisions on Type VI Reviews.

1. Overview. The City Council shall consider and take action on all Planning Commission recommendations on Type VI reviews. The City Council may take action with or without holding its own public hearing. Any action of the City Council to adopt a Type VI proposal shall be by ordinance.
2. City Council Action.
 - a. Notice of City Council Proceeding. Notice shall be provided in accordance with RZC [21.76.080.J](#).
 - b. Initial Consideration by Council. The City Council shall consider at a public proceeding each recommendation transmitted by the Planning Commission. The Council may take one of the following actions:
 - i. Adopt an ordinance adopting the recommendation or adopt the recommendation with modifications; or
 - ii. Adopt a motion denying the proposal; or
 - iii. Refer the proposal back to the Planning Commission for further proceedings, in which case the City Council shall specify the time within which the Planning Commission shall report back to the City Council with a recommendation; or
 - iv. Decide to hold its own public hearing to take further public testimony on the proposal or in order to consider making a modification of the proposal that was not within the scope of the alternatives that could be reasonably foreseen from the notice of the Planning Commission public hearing provided under RZC [21.76.080.F](#).
 - c. Public Hearing and Decision. If the Council determines to hold its own public hearing, notice shall be provided; and the hearing shall be conducted in the same manner as was provided for the Planning Commission hearing on the

proposal. After conducting the public hearing, the City Council shall render a final decision on the proposal as provided in subsection P.2.b.i or P.2.b.ii above.

Recommendation

- c. Public Hearing and Decision. If the Council determines to hold its own public hearing, notice shall be provided; and the hearing shall be conducted in the same manner as was provided for the Planning Commission hearing on the proposal. After conducting the public hearing, the City Council shall render a final decision on the proposal as provided in subsection ~~QP~~.2.b.i or ~~QP~~.2.b.ii above.

Staff Contact Kim Dietz

Terminology Cleanup from Sensitive Area to Critical Area

Request Type Typographical Error
Amendment to Current Code **Multiple Code Sections**
Addition to Code

Rationale for Amendment

The proposed amendment involves changing terminology for accuracy. Prior to 2011, critical and sensitive areas had been used interchangeably to describe what is now called critical areas. Some uses of "sensitive" remain in portions of the code and should be updated for clarity and accuracy.

Benefits

The proposed change is anticipated to enhance the accuracy and clarity of the code. In this manner, customer and staff's use of the code will also be enhanced.

Fiscal Benefits/Impacts

Improvements to the code's clarity has the potential for reducing time involved for applicants to create permit application materials and for staff to review applications for development. This reduction in time can result in a cost savings for applicants.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Environmental Sustainability incl. Low Impact Development (LID)

Current Code Text

[Refer to attached Critical Areas – multiple sections](#)

Recommendation

[Refer to attached Critical Areas – multiple sections with amendments](#)

Staff Contact Kim Dietz

Area Median Income - Terminology

Request Type	Missing Information
Amendment to Current Code	Multiple Code Sections
Addition to Code	Article VII Definitions (21.78) A Definitions

Rationale for Amendment

Area Median Income is not currently defined in the Redmond Zoning Code. It is referenced throughout the Code in several ways including "median income" and "King County median income". The proposal will provide a definition, standardize terminology for this essential aspect of the City's affordable housing program, and create consistency across codes, plans, and City operations.

Benefits

The term "area median income" is a common phrase used to describe an amount of income commonly associated with housing affordability. This amendment will standardize the term throughout the Redmond Zoning and Municipal Codes, ensuring consistency with other City plans and operations as well as with regional, county, and state standards.

Fiscal Benefits/Impacts

Consistent use of terminology has the potential to create positive impacts associated with private development including application and permit review processes. Ensuring use of a single and standardized term will help alleviate unnecessary confusion by applicants and staff.

Amendment Supports City Plans and Priorities

Community Strategic Plan, Comprehensive Plan

Current Code Text

Refer to attached (below).

Recommendation

[Refer to attached Area Median Income current code and with amendments](#)

Staff Contact Kim Dietz, Sarah Stiteler

Critical Areas and SEPA

Request Type Clarification, Reference
Amendment to Current Code **21.70.090 Categorical Exemptions, Threshold Determinations, and Enforcement of Mitigating Measures**
Addition to Code

Rationale for Amendment

There are two elements of this code section needing change:

-- The section requires that land use actions to properties containing critical areas be subject to a SEPA threshold determination. Seismic Hazard Areas and Critical Aquifer Recharge Areas are critical areas. The entire City lies within a Seismic Hazard Area and a good portion of the City lies within Critical Aquifer Recharge Areas. This would not allow for any SEPA exemptions.

-- If a development proposal falls within certain WAC 197-11-800 SEPA exemption criteria, a SEPA threshold determination is required. These specific citations have been updated in the SEPA rules over time. One citation needs to be corrected. WAC 917-11-800(6)(a) should be WAC 197-11-800(6)(d).

Benefits

The amendment provides clarity regarding SEPA exemptions. This benefits applicants and enhances staff's implementation of the code to be consistent with the Washington Administrative Code.

Fiscal Benefits/Impacts

Allowing for SEPA exemptions, consistent with the Washington Administrative Code, provides a positive impact on behalf of applicants whereby, the review and processing time and therefore, costs may be lessened for development applications where development type and site conditions allow for SEPA exemption.

Amendment Supports City Plans and Priorities

Community Strategic Plan

Current Code Text

21.70.090 Categorical Exemptions, Threshold Determinations, and Enforcement of Mitigating Measures ([link](#))

The City of Redmond adopts WAC 197-11-300 through 197-11-390, WAC 197-11-800 through 197-11-890, and WAC 197-11-908 and RCW 43.21C.410 as now existing or hereinafter amended, by reference, subject to the following:

- A. **Establishment of Thresholds for Categorically Exempt Actions.** The following exempt threshold levels are hereby established pursuant to WAC 197-11-800(1)(c) for the exemptions in WAC 197-11-800(1)(b):
1. The construction or location of any single-family residential structures of 30 or fewer dwelling units;
 2. The construction or location of any multifamily residential structures of 60 or fewer units;
 3. The construction of a barn, loafing shed, farm equipment storage building, produce storage or packing structure, or similar agricultural structure, covering 40,000 square feet or less, to be used only by the property owner or his or her agent in the conduct of farming the property. This exemption shall not apply to feed lots;
 4. The construction of an office, school, commercial recreational, service or storage building with 30,000 square feet or less of gross floor area, and with associated parking facilities designed for 90 or fewer automobiles;
 5. The construction of a parking lot designed for 90 or fewer automobiles;

6. Any landfill or excavation of 1,000 cubic yards or less throughout the total lifetime of the fill or excavation; and any fill or excavation classified as a Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder; provided, that the categorical exemption threshold shall be 100 cubic yards for any fill or excavation that is in a critical area.
- B. **Critical Areas.** The Shoreline Environments Map and the Critical Areas Maps adopted pursuant to [RZC 21.64](#), *Critical Areas Regulations*, and the Redmond Comprehensive Plan designate the location of critical areas within the City and are adopted by reference. For each critical area, the exemptions within WAC 197-11-800 that are inapplicable are 1, 2.e, 2.f, 6.a, 23.a through g, and 24.g and h. All other exemptions shall continue to apply within environmentally critical areas of the City.
1. **Lands Covered by Water.** Certain exemptions do not apply on lands covered by water, and this remains true regardless of whether or not lands covered by water are mapped.
 2. **Treatment.** The City shall treat proposals located wholly or partially within a critical area no differently than other proposals under this chapter, making a threshold determination for all such proposals. The City shall not automatically require an EIS for a proposal merely because it is proposed for location in an environmentally critical area.
- C. **Responsibility for Determination of Categorical Exempt Status.** The determination of whether a proposal is categorically exempt shall be made by the Responsible Official.
- D. **Mitigation Measures.** Modifications to a SEPA checklist or other environmental documentation that result in substantive mitigating measures being required shall follow one of the following processes:
1. The Responsible Official may notify the applicant of the requested modifications to the proposal and identify the concerns regarding unmitigated impacts. The applicant may elect to revise or modify the environmental checklist, application, or supporting documentation. The modifications may include different mitigation measures than those requested by the Responsible Official; however, acceptance of the proposed measures is subject to subsequent review and approval by that body.
 2. The Responsible Official may make a Mitigated Determination of Non-Significance (MDNS), identifying mitigating measures. The MDNS may be appealed by the applicant pursuant to [RZC 21.70.190](#), *Appeals*.
 3. The Responsible Official may identify mitigating measures in a letter and mail that letter to the applicant. In writing, the applicant may acknowledge acceptance of these measures as mitigating conditions. The acknowledgement shall be incorporated into the application packet as supporting environmental documentation or as an addendum to the environmental checklist.
- E. **Enforcing Mitigation Measures.** Pursuant to WAC 197-11-350(7), the City hereby adopts the following procedures for the enforcement of mitigation measures:
1. **Incorporation of Representations Made by Applicant into MDNS or (Determination of Non-Significance) DNS and Approval.** Representations made in the environmental checklist and supporting documentation shall be considered as the foundation of any decision or recommendation of approval of the action. As such, the Responsible Official relies on this documentation in making a decision on a proposal. Unless specifically revised by the Responsible Official or applicant, those statements, representations, and mitigating measures contained in the environmental checklist, application, supporting documentation, Environmental Impact Statement (EIS), and MDNS shall be considered

material conditions of any approval. Mitigating measures shall only be included on an MDNS under the following circumstances:

- a. When the Redmond Zoning Code does not provide adequate regulations to mitigate for an identified impact, AND, when any one of the following circumstances or combination of circumstances exists:
 - b. When such conditions are not specifically written in the environmental checklist, application, or supporting information,
OR
 - c. When the Responsible Official determines that the proposed conditions or representations contained within that information do not adequately address impacts from a proposal.
2. Modifications to a Proposal – Responsible Official May Withdraw Threshold Determination. If, at anytime, the proposal or proposed mitigation measures are substantially changed, or if proposed mitigation measures are withdrawn, then the Responsible Official shall review the threshold determination and, if necessary, may withdraw the threshold determination and issue a revised determination, including a Determination of Significance (DS), as deemed appropriate.
 3. Enforcement of Mitigation Measures. Mitigation measures imposed as conditions of approval are enforceable through the enforcement provisions that regulate the proposal.

Recommendation

B. Critical Areas. The Shoreline Environments Map and the Critical Areas Maps adopted pursuant to RZC 21.64, Critical Areas Regulations, and the Redmond Comprehensive Plan designate the location of critical areas within the City and are adopted by reference. For each critical area, other than a seismic hazard and/or critical aquifer recharge area, the exemptions within WAC 197-11-800 that are inapplicable are 1, 2.e, 2.f, 6.a d, 23.a through g, and 24.g and h. All other exemptions shall continue to apply within environmentally critical areas of the City.

Staff Contact Cathy Beam

Accessory Dwelling Unit Legislation

Request Type Federal, State, Regional Regulations
Amendment to Current Code **RZC 21.08.220**
Addition to Code

Rationale for Amendment

Engrossed Substitute Senate Bill 6617, regarding Accessory Dwelling Units - Off-Street Parking became effective June 11, 2020. This requires cities to amend their development regulations by July 1, 2021, removing required provision of off-street parking for accessory dwelling units within one-quarter mile of a major transit stop. The proposed amendment to the Redmond Zoning Code incorporates this update in a timely manner, as set forth by the Bill.

Benefits

The recommended amendment ensures the City's implementation of a required change to development regulations within the time period established by state legislation. The anticipated outcome of the amendment, consistent with state goals, is an increase in the availability and choices for affordable housing options.

Fiscal Benefits/Impacts

The proposal is anticipated to increase opportunities and lessen some costs for property owners and developers to provide essential housing choices, potentially provide support for respective homeowners' housing costs, and provide for a variety of rental housing price points. The respective application and permit review processes will be minimized for locations meeting the criteria of the Bill's provisions – within one-quarter mile of major transit stops.

Amendment Supports City Plans and Priorities

State and Federal Regulations

Current Code Text

21.08.220 Accessory Dwelling Units [\(link\)](#)

A. **Purpose.** The purpose of the accessory dwelling unit (ADU) provisions is to:

1. Provide a housing type that responds to changing needs and lifestyles (e.g., small families, retired couples) and that allows persons of all ages and incomes to live in a neighborhood by promoting diversity in the size, type, and price of new single-family development;
2. Enhance opportunities for ownership housing;
3. Better utilize existing infrastructure and community resources;
4. Add to Redmond's stock of affordable dwelling units; and
5. Protect neighborhood character and stability by ensuring that ADUs are compatible with surrounding land uses according to the conditions of this division and by blending new development with existing residential development.

B. **Applicability.** The provisions of this section apply to all accessory dwelling units.

C. **Requirements.**

1. Number of ADUS. One ADU shall be allowed on each residential lot as in conjunction with any new or existing detached single-family dwelling unit in the City of Redmond.
2. Location.

- a. An ADU may be added to or included within the primary unit, or located in a detached structure on the same lot as the primary dwelling unit.
 - b. Detached ADUs and the primary dwelling unit must each conform to all setback and lot coverage restrictions and any other standards or regulations required of a detached dwelling unit in a residential zone.
 - c. For detached ADUs the maximum height of any portion of the roof, except chimneys or cupolas, shall not exceed 25 feet anywhere on the site. The maximum height for a detached ADU that is contained within an accessory structure is 28 feet.
3. Size/Scale.
- a. The total square footage of a detached ADU shall not exceed 40 percent of the total square footage of the primary dwelling unit and the accessory dwelling unit combined, excluding any garage area, and in no case shall it exceed 1,000 square feet.
 - b. In no case shall the ADU exceed 1,500 square feet in total area. If an ADU occupies an entire single floor, the Technical Committee may allow for an increase in the allowed size of the ADU in order to efficiently use all of the floor area, so long as all other standards of this section are met.
4. Subdivision. An ADU shall not be subdivided or otherwise segregated in ownership from the primary dwelling unit.
5. Occupancy - ADUs. Either the primary dwelling unit or the ADU must be occupied by an owner of the property. The owner-occupied unit shall not be rented to others. A permit authorizing an ADU shall not be issued until the City receives proof of recordation of an instrument requiring owner occupancy, on-site parking, and compliance with the requirements of this section.
6. Parking. One off-street parking space is required for an ADU in addition to the parking required for the primary dwelling unit. Parking spaces must be paved and may include private driveways, garages, carports, or off-street areas reserved for vehicles.
7. Exterior Modification ADUs. Only one entrance on the front of the primary dwelling unit is permitted. Additional entrances are permitted on the side and rear of the primary structure. The Technical Committee may allow both entrances to the primary and accessory units to be located on the front of the structure where design, site layout, and construction considerations significantly hinder other options. Additions to an existing structure or the development of a newly constructed detached ADU shall be designed consistent with the existing facade, roof pitch, siding, and windows of the primary dwelling unit.
8. Home business shall be allowed, subject to existing regulations, in both the ADU and the primary unit.
9. Affordable Requirement. ADUs shall not be used to meet any requirement to provide affordable dwelling units per [RZC 21.20 Affordable Housing](#).
10. Applicable Codes - ADUs. The portion of the single-family dwelling in which the accessory dwelling unit is proposed must comply with all standards for health and safety contained in all applicable codes, with the exception of the ceiling height requirements of the International Building Code. The Building Official may

waive the ceiling height requirements of this chapter if it is determined that the structure was built in compliance with past building code requirements.

- D. **Cancellation.** Cancellation of the ADU approval may be accomplished by the owner recording a document with the King County Department of Public Records and Elections against the title removing the ADU restriction described in subsection C.5 of this section. The cancellation document will confirm that the property has reverted to use as a single dwelling unit and that the former ADU is not to be used as a separate dwelling unit. The property owner shall provide proof of recordation to the Administrator. Cancellation may also occur as a result of an enforcement action.

Recommendation

21.08.220 Accessory Dwelling Units [\(link\)](#)

6. Parking. One off-street parking space is required for an ADU in addition to the parking required for the primary dwelling unit. Parking spaces must be paved and may include private driveways, garages, carports, or off-street areas reserved for vehicles.

a. Off-street parking for an accessory dwelling unit located within one-quarter mile of a major transit stop shall not be required unless the Administrator has determined that the accessory dwelling unit is in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the accessory dwelling unit (Engrossed Substitute Senate Bill 6617, RCW 36.70A).

Staff Contact

Kim Dietz, Tom Mauriss, Sarah Stiteler

Appendix 2 Pavement Requirements Update

Request Type New Condition
Amendment to Current Code RZC Appendix 2. Construction Specification and Design Standards for Street and Access
Addition to Code

Rationale for Amendment

In 2020, Public Works and Planning staff came to differing interpretations of this code. Review of both interpretations and the pavement performance targets of chapter 6 of the TMP led to this proposed revision of the code by staff from both departments. The current code requires a 2” grind and overlay for all PCI (Pavement Condition Index) values less than 70. The revised code will add the requirement of 3” grind and overlay for PCI less than 55, and full reconstruction for PCI less than 40; ensuring the City meets its performance target of maintaining an average PCI above 70.

Bellevue and Kirkland require a grind and overlay with the option for additional restoration at the City’s discretion based on existing damage to the pavement. Our proposed code provides developers the clarity at the start of design to develop accurate cost estimates. Additional information provided in [Attachment](#).

Benefits

This update will clearly state restoration requirements based on PCI, reducing confusion between developers and staff. The City benefits from reduced maintenance costs, while developers have the expense of higher up-front costs for developments along roads with PCI’s less than 55.operations.

Fiscal Benefits/Impacts

Costs for the City will decrease as the City will not have to repair streets as soon or as often. Construction costs will increase for developers that submit a project that is adjacent to a street with a PCI less than 55. The type of repair that is required is clear, so the developer should save costs on coordinating with the City on what repairs are needed.

Amendment Supports City Plans and Priorities

Comprehensive Plan, Transportation Master/Functional Plan

Current Code Text

Appendix 2. Construction Specifications and Design Standards for Streets and Access: A.8. Paving Requirements [\(link\)](#)

- 8. Paving Requirements. All pavement shall be designed by a registered engineer in accordance with City of Redmond Standard Detail 301 for Typical Roadway Sections and Washington State Department of Transportation Design Manual Chapter 620, if design is needed beyond the standard detail then use the following criteria:
 - a. Trip generation based on ITE “Trip Generation” Manual, Current Edition.
 - b. Maximum anticipated traffic loadings with the following minimums:

Zoning	Minimum Truck Traffic
Residential (Single- or Multifamily)	5 percent
All Other	15 percent

- c. Design Life.

Public Streets/Parking Lots	20 years
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Private Streets/Parking Lots	10 years
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d. Minimum Pavement Designs.

* Compaction: Subgrade shall be compacted to 95 percent maximum density as determined by Modified Proctor (ASTM D 1557) HMA – Hot Mix Asphalt PG – Performance Grade Asphalt Binder	
Public Street(Arterial)	4-inch HMA Class ½-inch PG 64-22 5-inch HMA Class 1-inch PG 64-22 *Compaction
Public Street (Connector and Local)	7-inch HMA Class ½-inch PG 64-22 *Compaction
Private Street and Parking Lot	3-inch HMA Class ½-inch PG 64-22 4-inch Crushed Surfacing Base Course *Compaction

- e. Street Overlay. Asphalt streets impacted by construction activity must be planed, overlaid, and/or patched, as determined by the Public Works Department and in accordance with City of Redmond Standard Specifications and Details. At a minimum, all new developments (except for single-family home construction) are required to grind and overlay the entire half street along their project frontage if the Pavement Condition Index (PCI) of the existing pavement is below 70 (as determined by the City's bi-annual pavement survey).
- f. Half street improvements along the project frontage (except for single-family home construction) shall include full-depth asphalt reconstruction from the right-of-way centerline to the new curb line in accordance with City standards for the street classification if the development will generate 20 or more PM peak hour vehicle trips.
- g. In lieu of using the above criteria for paving requirements of private streets and/or parking lots, the geotechnical engineer employed by the developer shall verify and subsequently advise the City that the installation of the paving section(s) conforms to his/her design. The project will not be accepted until the geotechnical engineer provides the City with written documentation of this information.

Recommendation

e. Street Overlay. Asphalt streets impacted by construction activity and post-construction traffic from new developments must be planed, overlaid, and/or patched, as determined by the Public Works Department and in accordance with City of Redmond Standard Specifications and Details. At a minimum, all new developments (except for construction of one single-family home construction) are required to do a 2-inch grind and overlay of the entire half street along their project frontage if the Pavement Condition Index (PCI) of the existing pavement is below 70 (as determined by the City's bi-annual pavement survey).

~~f. Half street improvements along the project frontage (except for single family home construction) shall include full depth asphalt reconstruction from the right-of-way centerline to the new curb line in accordance with City standards for the street classification if the development will generate 20 or more PM peak hour vehicle trips.~~

f. Street Restoration. For new developments (except for construction of one single-family home) that will generate 20 or more PM peak hour vehicle trips, the following street restoration measures shall apply to mitigate the impacts of construction activity and post-construction traffic from the development on pavement conditions, based on the Pavement Condition Index (PCI) of the existing pavement (as determined by the City's bi-annual pavement survey):

<u>PCI 70 and above</u>	<u>An overlay is not required except as mandated by other City Standards and Codes.</u>
<u>PCI between 69- 55</u>	<u>A 2-inch grind and overlay from the right-of-way centerline to the new</u>

	<u>curb line along the entire project frontage.</u>
<u>PCI between 54-40</u>	<u>A 3-inch grind and overlay from the right-of-way centerline to the new curb line along the entire project frontage.</u>
<u>PCI below 40 or pavement depths along project frontage do not meet City Standard for Street Classification:</u>	<u>Full- depth reconstruction from the right-of-way centerline to the new curb line along the entire project frontage.</u>

Staff Contact

Andrew Scales

CRMP Internal Protocol (Non-code, adopted by reference, Ord. 2982)

Request Type	New Conditions
Amendment to Current Code	RZC Appendix 9. Cultural Resources Management Procedures
Addition to Code	RZC Appendix 9. Cultural Resources Management Procedures

Rationale for Amendment

The issue regarding monitoring protocols was identified by staff in response to two separate private applications for development. The primary issue is an absence of information demonstrating the applicant's compliance of permit conditions and the appropriate protection of cultural resources.

The responsibility by inspection staff for confirmation of monitoring activities creates significant demand on staff's time that should be allocated to their primary function of project inspection. Staff considered a variety of alternatives such as delegating the responsibility of confirmation to other staff including the RHPO or Planning Project Manager. However, this also created significant demand on staff time's and limited resources. The responsibility being shifted to the applicant places the procedure at its source - where the private development project manager ensures propose implementation of safety standards on a daily basis. This change is consistent with RCW 27.53 and reflects the Recommendations of an independent investigator of the Bear Creek archaeological discovery and its inadvertent damage. An internal document library and staff training will be necessary to successfully implement this change.

Benefits

The current protocol identifies inspection staff as the lead for ensuring the presence of the on-site monitor when permit conditions apply. Shifting the responsibility to the applicant provides for consistency and predictability through the management of the Planning Project Manager. It alleviates the demand on inspection staff for visiting monitoring sites at specific intervals, supporting the primary focus of the inspection team.

Fiscal Benefits/Impacts

Shifting the responsibility for demonstrating monitoring activities to the applicant requires additional time and process on behalf of the applicant. However, it ensures the appropriate implementation of the monitoring plan per permit conditions and may result in significant cost and time savings in the event of an inadvertent discovery of cultural resources. To mitigate the amount of time required for reporting, submittal intervals have been defined proportionate to the duration of required monitoring activities.

Amendment Supports City Plans and Priorities

Comprehensive Plan; State and/or Federal Regulations

Current Code Text

Protocol for Private Development Cultural Resources Review

Cultural Resources Report Review If a cultural resources report is required, the Project Manager will store the document in the approved, confidential folder and flag EnerGov that the document has been received. The Project Manager will review the report and update the issues matrix, when necessary, with the results of their review. Factors considered in the review include:

- Project description explains project and potential impacts
- Quality of research sources
- Survey adequately covers locations of potential impacts
- Recommendations for National Register of Historic Places eligibility and effects to resources identified meet National Park Service and DAHP standards.
- Adequate supporting documentation (Maps and Photographs, Historic Property Inventory Forms, Isolate Forms, Archaeological Site Forms)

After working with the CR consultant to confirm the accuracy and completeness of the report, the Project Manager will distribute the report to DAHP and the affected Indian tribes for their standard 30-day review. Based on their review, the Project Manager will include requirements for monitoring, avoidance, or protective measures to be implemented by the project applicant during construction in the Issues Matrix. This could also include additional or changed requirements from DAHP and the affected Indian tribes for the CR consultant. The requirements will be noted in the Issues Matrix.

Once the cultural resources survey report is final, staff will update the Cultural Resources Management Map with the interim results of the survey.

Protocol for Cultural Resources Monitoring City of Redmond Funded Projects

Monitoring Inspections of Private Development

For projects requiring more than 5 days of monitoring, the Private Development Inspector will perform random inspections of the work site to ensure that the provisions of the monitoring plan are being met. The inspection will include checking the safety log to verify monitors have been on site. The inspector will complete the Cultural Resources Monitoring Inspection Checklist during each visit.

Monitoring Inspections of COR Development Projects

For COR construction projects, the cultural resources monitor will notify the inspector when they are on site, provide a summary of the monitoring results, and coordinate regarding the next site visit prior to leaving the job site. The inspector will document the monitor's name, company, site activities, and a summary of monitoring activities in the Daily Inspection Report. Copies of the relevant portions of the Daily Inspection Report will be provided to DAHP and the affected Indian tribes.

The cultural resources monitor will provide daily field reports to the Capital Project Manager and the RHPO (the frequency and submittal process will be determined on a project by project basis and established in the scope of work and contract with the cultural resources monitor).

Recommendation

9.D. Cultural Resources Management Recommendations and Standards [\(link\)](#)

Cultural Resources Management Structure and Responsibility

The responsibility implementing the CRMP is primarily with the Executive, Parks, Planning, and Public Works departments. Staff in these departments have the responsibility of working City of Redmond CRMP collaboratively to ensure the CRMP is used to comply with federal, state, and local regulations. The CRMP is maintained by the Planning department, including policies in the Comprehensive Plan and regulations and standards within the RZC, with significant guidance and participation from the other key departments.

Specific management standards:

RZC 21.30.070 Archaeological Sites, RZC Appendix 9. Cultural Resources Management Procedures, and corresponding operations procedures address specific project management standards.

- Consider potential for impacts to cultural resources early in project approval and budget process for Capital Improvement Program (CIP) projects.
- Proactively review projects for potential impacts to cultural resources.
- Implement early review of projects by the COR.

- Require cultural resources surveys, based on recommended requirements from DAHP and affected Indian tribes in areas with a moderate or high probability of containing cultural resources.
- Facilitate early review and comment on potential impacts from projects and the results of cultural resources surveys by the affected Indian tribes and DAHP.
- Implement inspections for private development and COR projects to verify monitoring and other provisions to protect resources approved by DAHP or recommended in the cultural resources report are in place and maintained as necessary for the duration of construction.
 - Daily work and monitoring progress reports could be required based on the scope and scale of the respective project. For example, significant changes to a designated City landmark would require a brief daily work progress report to be provided to the City of Redmond Project Manager and RHPO. Changes such as painting and minor maintenance procedures would not typically require daily reporting.
- Communicate planned maintenance work and other long-range planning actions with consulting parties.
- Notify affected Indian tribes of annual comprehensive plan docket.
- Inform consulting parties immediately of inadvertent discoveries and impacts to cultural resources.

<Transfer the following from the adopted operation protocols and make changes as shown to this section>

Protocol for Private Development Cultural Resources Review Including Project Implementation of Monitoring and Inadvertent Discovery Plan

Cultural Resources Report Review. If a cultural resources report is required, the Project Manager will store the document in the approved, confidential folder and flag EnerGov that the document has been received. The Project Manager and RHPO will review the report and update the issues matrix, when necessary, with the results of their review. Factors considered in the review include:

- Project description explains project and potential impacts
- Quality of research sources
- Survey adequately covers locations of potential impacts
- Recommendations for National Register of Historic Places eligibility and effects to resources identified meet National Park Service and DAHP standards.
- Adequate supporting documentation (Maps and Photographs, Historic Property Inventory Forms, Isolate Forms, Archaeological Site Forms)

After working with the CR consultant to confirm the accuracy and completeness of the report, the Project Manager and RHPO will distribute the report to DAHP and the affected Indian tribes for their standard 30-day review. Based on their review, the Project Manager will include requirements for monitoring, avoidance, or protective measures to be implemented by the project applicant during construction in the Issues Matrix. This could also include additional or changed requirements from DAHP and the affected Indian tribes for the CR consultant. The requirements will be noted in the Issues Matrix.

Project Implementation of Monitoring and Inadvertent Discovery Plan standards:

In addition to any requirement for on-site monitoring, the applicant will be responsible for providing a copy of the safety log, digital on-site monitoring log, or other means acceptable to the City for demonstrating on-site monitoring activities undertaken by a professional archaeologist (RCW 27.53.030(11)). The log, indicating the date and time of monitoring activities, will be provided to the City on a daily basis during the required span of monitoring activities.

Failure to submit the copy of the safety log, monitoring log, or other means acceptable to the City shall be subject to the enforcement and abatement provisions in RMC Chapter 1.14, Enforcement and Penalties.

Proposed changes to the monitoring plan shall be submitted to the City of Redmond Planning Project Manager and the RHPO. The proposal will be directed to the WA DAHP and affected Indian tribes for review and formal concurrence. Project permit conditions concerning monitoring requirements may be amended exclusively through a WA DAHP Letter of Concurrence.

Once the cultural resources survey and monitoring report is final, staff will update the Cultural Resources Management Map with the interim results of the survey and monitoring activities.

Staff Contact Kim Dietz

RMC 3.10.030 (D) Land Use in Transportation Impact Fee Schedule

Request Type	Missing Information; Definition
Amendment to Current Code	RMC Title 3 REVENUE AND FINANCE
Addition to Code	RMC Title 3 REVENUE AND FINANCE

Rationale for Amendment

The definitions of " Dwelling Unit", " Multi-family dwelling unit" and "Single-family dwelling unit" are missing from RMC 3.10.030 (D) Land Uses in Transportation Impact Fee Schedule. These three definitions in RMC 3.10.030 (C) defined for land use categories for fire, park, and school impact fee shall be defined for transportation impact fee schedule in RMC 3.10.030 (D) as well.

Benefits

The addition will provide clear definitions and consistency under the Transportation Impact Fee schedule and alleviate the need to reference definitions from the Fire, Park, and School Impact Fee schedule.

Fiscal Benefits/Impacts

The amendment will alleviate confusion and avoid a need to ask for clarification from administrator if we can apply the definition under Fire, Park, and School Impact fee schedule to the definition under Transportation Impact Fee schedule.

Amendment Supports City Plans and Priorities

Transportation Master and Function Plans

Current Code Text

Title 3 REVENUE AND FINANCE ([link](#))

3.10.030 Definitions. ([link](#))

(A) General Definitions. As used in this chapter, terms that are defined in RCW [82.02.090](#) shall have the meanings set forth in that statute.

(B) Administrator. As used in this chapter, the term "Administrator" means the Director of Planning and Community Development, or designee.

(C) Land Uses in Impact Fee Schedules. The land use categories set forth in the fire, park, and school impact fee schedules adopted in RMC [3.10.080](#) are defined as follows:

(1) "Dwelling unit" means a single unit providing complete, independent living facilities for not more than one family and permitted roomers and boarders, including permanent provisions for living, sleeping, eating, cooking and sanitation. A mobile home, manufactured home, modular home, apartment, condominium, townhouse, single-family attached or detached house, or accessory dwelling unit is considered to be a dwelling unit;

(2) "Multi-family dwelling unit" means a dwelling unit within a building which accommodates two or more families in individual, primary dwelling units. The term includes those dwelling units commonly known as flats, apartments, and condominiums;

(3) “Single-family dwelling unit” means a dwelling unit within a building designed for occupancy by one family on an individually owned lot. The term includes both “attached” dwelling units, i.e., where the building in which the dwelling unit is located abuts one or more lot lines and shares a common wall with an adjacent dwelling unit, and “detached” dwelling units, i.e., dwelling units within detached buildings surrounded by open space and yards;

(4) “Manufacturing” means those facilities or structures that house uses that have 2007 North American Industrial Classification System (NAICS) classifications of Sectors 23, 31-33, 42, and 48-49, and warehouses as defined in the Redmond Zoning Code;

(5) “Office” means:

(a) A structure, room, or series of rooms where the affairs of a business, professional person, or branch of government are carried out; or

(b) Land or structures that house uses that have 2007 NAICS classifications of Sectors 52-56.

(c) Uses which would be primarily classified as one of the other uses defined in this section shall not be classified as office uses.

(6) “Retail” means land or structures that house uses that have 2007 NAICS classifications of Sectors 44-45.

(D) Land Uses in Transportation Impact Fee Schedule. The land use categories set forth in the Transportation Impact Fee Schedule adopted in RMC [3.10.100](#) are defined as follows:

- “Administrative office building” means a building that houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included.
- “Bank/savings and loan” means a freestanding building, with or without a drive-up window, for the custody, loan, or exchange of money; for the extension of credit; and for facilitating the transmission of funds.
- “Car sales (new and used)” means a facility at which cars, trucks and other light vehicles are offered for sale. Such facilities are generally located as strip development along major arterial streets which already have a preponderance of commercial development. Generally included are auto services and parts sales along with a sometimes substantial used-car operation. Some dealerships also include leasing activities and truck sales and servicing.

...

(E) In accordance with RMC [3.10.080](#)(A)(5) and RMC [3.10.100](#)(B)(5), the Administrator may use the definitions in the Redmond Zoning Code 21.78, Definitions, as a guide if the type of use or development activity is not specified on the impact fee schedules or if a term is not defined in this chapter. (Ord. 2865 § 6, 2016; Ord. 2745 § 2, 2014; Ord. 2610 § 1 (part), 2011; Ord. 2587 § 2 (part), 2011).

Recommendation

(D) Land Uses in Transportation Impact Fee Schedule. The land use categories set forth in the Transportation Impact Fee Schedule adopted in RMC [3.10.100](#) are defined as follows:

- **“Dwelling unit” means a single unit providing complete, independent living facilities for not more than one family and permitted roomers and boarders, including permanent provisions for living, sleeping, eating, cooking and sanitation. A mobile home, manufactured home, modular home, apartment, condominium, townhouse, single-family attached or detached house, or accessory dwelling unit is considered to be a dwelling unit;**
- **“Multi-family dwelling unit” means a dwelling unit within a building which accommodates two or more families in individual, primary dwelling units. The term includes those dwelling units commonly known as flats, apartments, and condominiums;**
- **“Single-family dwelling unit” means a dwelling unit within a building designed for occupancy by one family on an individually owned lot. The term includes both “attached” dwelling units, i.e., where the building in which the dwelling unit is located abuts one or more lot lines and shares a common wall with an adjacent dwelling unit, and “detached” dwelling units, i.e., dwelling units within detached buildings surrounded by open space and yards;**
- “Administrative office building” means a building that houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included.
- “Bank/savings and loan” means a freestanding building, with or without a drive-up window, for the custody, loan, or exchange of money; for the extension of credit; and for facilitating the transmission of funds.

Staff Contact

Min Luo

Stormwater Management Code Pollution Prevention Edits

Request Type Typographical Error; Federal, State, Regional Regulation
Amendment to Current Code **RMC Title 13 WATER AND SEWERS (RMC 13.06 Stormwater Management Code)**
Addition to Code

Rationale for Amendment

This request aligns various sections of code with language required by the City's NPDES Municipal Stormwater permit. The corrections provide improved clarity and direction regarding required pollution prevention (also called source control) activities at businesses and other locations that have the potential to pollute Redmond's waters, including surface waters and groundwater. This code amendment request also includes minor additional edits to better align the City's Stormwater Management Code with related stormwater permit requirements.

The NPDES Municipal Stormwater permit requires all municipal stormwater permittees, including the City of Redmond, to adopt such code language. Public Works staff will provide information on appropriate source control activities to business customers who will be contacted through the Source Control program.

Benefits

Benefits include greater clarity to business customers required to implement source control actions and to City staff providing technical assistance and direction to such customers. Existing code can be read to require application of a larger number and broader range of source control actions. The edits allow such actions to be implemented incrementally.

Fiscal Benefits/Impacts

The amendment will provide more efficient, cost-effective application of pollution prevention measures by businesses; clearer regulatory expectations.

Amendment Supports City Plans and Priorities

Community Strategic Plan; Environmental Sustainability incl. Low Impact Development

Current Code Text

[Refer to attached Stormwater Management Code](#)

Recommendation

[Refer to attached Stormwater Management Code with amendments](#)

Staff Contact Anne Dettelbach

Secondary Containment Performance Standards

Request Type Typographical Error; Administrative Interpretation
Amendment to Current Code **RMC 13.07**
Addition to Code

Rationale for Amendment

This request corrects a missed item in RMC 13.07.100.A related to adopted Ordinance 2957, which modified groundwater protection sections of both the Redmond Zoning Code and Redmond Municipal Code.

Benefits

The correction provides clarity for developers and code compliance inspectors on an apparent code conflict for secondary containment standards within critical aquifer recharge areas.

Fiscal Benefits/Impacts

Staff are currently providing guidance through the attached administrative interpretation. The proposed change will reduce time involved in staff's review.

Amendment Supports City Plans and Priorities

Comprehensive Plan

Current Code Text

Title 13 WATER AND SEWERS ([link](#))

13.07.100 Performance standards. ([link](#))

A. General Standards. Any facility or activity within the Critical Aquifer Recharge Areas in which hazardous materials or other deleterious substances are present shall comply with the following general standards.

1. Secondary Containment. The owner or operator of any facility or activity shall provide secondary containment for hazardous materials or other deleterious substances in aggregate quantities equal to or greater than 20 gallons liquid or 200 pounds solid.
2. Property owners shall properly decommission all wells that are abandoned. This may include plugging the abandoned well with an approved inert and impervious substance so that groundwater contamination is not possible in the future. State Department of Ecology regulations describe the requirements for decommissioning in chapter [173-160-381](#) WAC, which is already required by law.
3. Loading and Unloading Areas. Secondary containment or equivalent best management practices, as approved by the City, shall be required at loading and unloading areas that store, handle, treat, use, produce, recycle, or dispose of hazardous materials or other deleterious substances in aggregate quantities equal to or greater than 20 gallons liquid or 200 pounds solid.
4. All businesses that use, store, transport or dispose of hazardous materials shall be required to have a spill kit on-site with spill control materials in quantities needed to counter measure a spill.

Recommendation

1. Secondary Containment. **<Note to Clerk: new paragraph return and sub-bullets as shown>**
 - a. The owner or operator of any facility or activity shall provide secondary containment for hazardous materials or other deleterious substances in aggregate quantities equal to or greater than 20 gallons liquid or 200 pounds solid **or in quantities specified in RMC 15.06, whichever is smaller.**
 - b. **All seams and cracks on Portland cement concrete pad containment or fueling/maintenance areas must be sealed with chemical resistant sealers. Inspect and repair the Portland cement concrete pad annually to ensure the functional integrity of the pad is maintained to prevent fuel and/or chemicals from reaching the ground.**
 - c. **Facilities or activities located in Critical Aquifer Recharge Area II are exempt from secondary containment requirements in item a. above for indoor storage of hazardous materials and deleterious substances. Requirements in RMC 15.06 still apply.**
2. Property owners shall properly decommission all wells that are abandoned. This may include plugging the abandoned well with an approved inert and impervious substance so that groundwater contamination is not possible in the future. State Department of Ecology regulations describe the requirements for decommissioning in chapter [173-160-381](#) WAC, which is already required by law.

Staff Contact

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