



THE CITY OF REDMOND
PLANNING DEPARTMENT

TO: Planning Commission

FROM: Technical Committee

DATE: April 10, 1995

SUBJECT: DGA94-004, Redmond Town Center
Development Guide Amendments

STAFF CONTACTS: Roberta Lewandowski, Planning Director, 556-2447
Jim Roberts, Assistant Planning Director, 556-2424
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RECOMMENDED ACTION: Recommend approval of DGA94-004, amending Sections 20B and 20C of the Redmond Community Development Guide as presented in Exhibit A (20B Amendments) and Exhibit B (20C Amendments), and repealing Ordinance 1416 (dated 5/13/88).

I. BACKGROUND

A. Applicant Information

Applicant: Winmar Company Inc.
700 Fifth Avenue
Suite 2600 Gateway Tower
Seattle WA 98104-5026

Applicant's Representative: Randy Kyte, Winmar Company Inc.

Application Date: September 7, 1994 (Revised January 10, 1995)

Hearing Date: April 19, 1995

B. Technical Committee Proposal

The proposal is for amendments to the Redmond Community Development Guide to enable development of an open-air 1.375 million square foot center consisting of three primary components: a pedestrian-oriented mixed-use retail and office center which may include a hotel and a cinema, up to 745,000 square feet; an office park, up to

430,000 square feet; and a related auto-oriented retail area, up to 200,000 square feet. Included in the proposal is 56 acres of natural and plaza open space, structured parking for 50% of the required parking, a "perimeter road" connecting to Leary Way at 162nd Avenue NE (extended) and to Redmond Way at 170th Avenue NE, a new bridge connecting at West Lake Sammamish Parkway, retention of the Justice White House, and an open-air farmers' market.

An amendment to the City's Sewer Facilities Plan (the Redmond Town Center Sanitary Sewer Basin Study) is also part of this action.

C. Previous Action

1986: Adoption of Ordinance 1328 approved goals and policies for zoning and development of the former Redmond Golf Links and Butler-Walls property as the site for a regional shopping center. Please see Exhibit C - Vicinity Map.

1988: Ordinance 1416 amended the Redmond Community Development Guide (DGA 86-11) and established goals, policies, and development regulations for the 119 acre former Redmond Golf Links site and Butler-Walls property. The ordinance approved 1,375,000 square feet of development for the site including up to 850,000 square feet for an enclosed regional mall, 350,000 square feet of additional retail and services (with a hotel and cinema), and 200,000 square feet of retail and/or office uses on the Butler-Walls portion of the site. The approved Master Plan for the site, which served as the zoning regulations, included four retail anchors (department stores), structured parking for 80% of all parking for the regional mall, an open-air farmers' market, retention of the Justice White House, a new four lane bridge across the Sammamish River to West Lake Sammamish Parkway near SR520, and 60 acres of open space.

D. Site Characteristics

Location/Size: The site is located immediately south of the developed portion of downtown Redmond on the 119-acre former Redmond Golf Links and Butler Walls property. It is separated from downtown to the north (with the exception of one property) by the Burlington Northern Railway right-of-way and is south of Leary Way on its northwestern boundary. The Sammamish River borders the site on the west; Bear Creek marks the southern and eastern borders. Please see Exhibit C - Vicinity Map.

Neighborhood/Zoning/Land Use: The site is part of the Downtown Neighborhood and is zoned Mixed-Use/Shopping Center. With the exception of the Justice White House and the Saturday Market, the site is vacant. Please see Exhibit D - Zoning Map.

Topography/Vegetation: The site is virtually flat and void of any significant natural topographic features. Some tee boxes, greens, and golf hazards remain from its former use as a golf course. Vegetation consists mostly of grasses and native trees. Some naturally occurring and installed trees remain in the former fairways. The northwestern portion of the site contains a large grove of mature evergreens along Leary Way.

Site Access: Vehicle access to the site is from either Leary Way (at the Saturday Market/Justice White House) or 170th Avenue N.E. at Redmond Way. Pedestrian access is also at these points. The site is currently fenced.

E. Environmental Review

Environmental documents providing information relevant to this action include the 1985 Draft and Final Environmental Impact Statements for Redmond Town Center, and The Town Center Site Development and City Center Neighborhood Plan Alternatives Draft and Final Environmental Impact Statements issued in 1987, and the City of Redmond Comprehensive Plan Draft and Final Environmental Impact Statements issued in 1995.

The Washington State Environmental Policy Act (SEPA) allows for an addendum to existing environmental documents to be performed when it has been determined by the local SEPA Responsible Official that subsequent analysis does not substantially change or alter associated impacts that are greater than the previous action considered.

On April 11, 1995, the Technical Committee, as the City's SEPA Responsible Official, issued an addendum to the previously approved environmental documents for the site (noted above) and thereby incorporated them by reference. The statutory 7-day waiting period ended April 19, 1995. Please see Exhibits E - Notice of Adoption.

F. List Of Exhibits

Please note that some of the Exhibits are not consistent with the Technical Committee's proposal for street connections at 162nd Avenue, extended, and a bridge to West Lake Sammamish Parkway. These maps are meant to be illustrative of the subject of the Exhibit and do not suggest an alternative street alignment.

- Exhibit A - Recommended Amendments to 20B.
- Exhibit B - Recommended amendments to 20C.
- Exhibit C - Vicinity Map
- Exhibit D - Zoning Map
- Exhibit E - Notice of Adoption
- Exhibit F - Illustrative Site Plan
- Exhibit G - Redmond City Center Bicycle Plan
- Exhibit H - Existing and Proposed 100-Year FEMA Floodplain
- Exhibit I - Existing and Proposed FEMA Floodway
- Exhibit J - Open Space in Acres
- Exhibit K - City Center Pedestrian Linkage System
- Exhibit L - Bear Creek Parkway Alternative Alignments
- Exhibit M - Redmond City Center Arterial Street Plan

II. ANALYSIS

A. Site Design

The proposed application would amend sections 20B and 20C of the Redmond Community Development Guide to permit a development on this site which differs

somewhat from the currently allowed uses, design concept, and configuration. Although the portion of the site to be developed would remain roughly the same (north of the Bear Creek Parkway), the primary use of this site would change from a regional shopping mall with major department stores as anchors to a mixed-use center comprised of either specialty retail or specialty retail with department stores, along with commercial offices. The design concept is modified from an enclosed mall to an open-air center with private roadways that extend from downtown, storefronts along the private roadways, and curbside parking. The site design is reconfigured into developable "blocks" or parcels with buildings separated by roadways or plazas. The result is intended to produce a pedestrian-friendly complex that mirrors the existing downtown transportation network and the architectural character and scale of the older portion of downtown as well as the design elements of the recently adopted Downtown Neighborhood Plan. The use and character of the Butler-Walls site is not proposed to be changed. It remains as a site for stand-alone stores surrounded by surface parking. Please see Exhibit F - Illustrative Site Plan.

B. Integration

The major design integration element associated with this proposal is the proposed physical alignment of private streets with the downtown public street grid system. Although the on-site (interior) roadways would be privately owned and maintained, this design proposal would provide vehicular entry, pedestrian connections to downtown, and visual corridors to and through the site to the open space south of Bear Creek Parkway. Interior (private) roadways are intended to serve as access within the site and are not designed to carry large amounts of traffic as if they were publicly owned through streets. Sidewalks along Railroad Street connect the main retail core of the site to Leary Way and the Saturday Market and Justice White House. The sidewalk along Railroad Street would also provide a linear connection from Leary Way to 170th Avenue NE. Buildings would be oriented toward the street, similar to those located along Leary Way in the historic section of the existing downtown.

C. Building Height

The existing "City Center Land Use and Site Requirements" chart allows building heights for a hotel to be 6 stories (75 feet) or 8 stories (100 feet) when accompanied with meeting, conference, and banquet facilities. A proposed revision to the chart would allow the hotel to be located throughout the Design Area and permit office buildings to be 5 stories (75 feet). Height limits for the mixed-use (retail) center would remain at 3 stories (60 feet). Existing policies and regulations for the site planned for the tallest structures (6-8 story hotel and 3-4 story office and retail) to be next to downtown. The adjacent Old Town Design Area district of downtown allows 5 story (75 feet) structures.

D. Building Design/Site Requirements

Building design, massing, modulation, and site requirements will be regulated by the proposed and existing development standards and design guidelines in Section 20C of the Redmond Community Development Guide. These are the same rules that govern other development in the Downtown Neighborhood. Many of the design guidelines

have been incorporated from other Design Areas. Proposed development standards and design guidelines address requirements for open space, structured parking, landscaping, and architectural treatment. The Master Plan (to be approved administratively prior to site development) will provide additional definition and detail relative to site design.

E. Site Access

Vehicular: Vehicular access to the site is proposed from several points. Two access points are proposed off of Leary Way at 162nd Avenue NE (extended) and at Railroad Street (south of the Burlington Northern Railroad right-of-way). The northern accesses would include 166th Avenue NE and 170th Avenue NE. The future extension of 164th Avenue NE is also provided by aligning the existing street with the proposed roadway. The proposed Bear Creek Parkway would serve as a "perimeter road" with connections to Leary Way at 162nd Avenue NE, and to Redmond Way at 170th Avenue NE. Connections through the site to Bear Creek Parkway would occur during the first phase of construction at 166th Avenue NE. A connection at 164th Avenue NE may occur in the future.

Non-Motorized: Pedestrians would access the site on sidewalks at the vehicle entries noted above. The pedestrian entry at 164th Avenue NE would not occur until the vehicular connection was made. A multi-use trail system for pedestrians, bicyclists, and equestrians would provide entry to the site near the Leary Way Bridge, and an exit at the eastern portion of the site. The trails, which also serve as a Class I Bikeway, would follow the Sammamish River (Sammamish River Trail) and Bear Creek (Bear/Evans Creek Multi-Use Trail). A bridge for non-motorized users at the site's southwest corner would provide a crossing over Bear Creek, connecting Marymoor Park. A Class III Bicycle Route (shared roadway) is proposed for Railroad Street. Please see Exhibit G - Redmond City Center Bicycle Plan.

F. Natural Features

Sensitive environmental features on the site will be protected by the application of City, State, and Federal laws. A description of these features and laws follows.

Rivers/Streams: The Sammamish River and Bear Creek are defined as Class 1 streams, according to the City's Sensitive Areas Ordinance (SAO). These waters serve as passageways for several species of salmon on their way to spawning grounds upstream. They are also important wildlife corridors which are home to numerous riparian species.

Protection of these resources and the wildlife inhabiting them are essential City goals and will be implemented through application of the SAO. The SAO requires that a 100 to 150 foot buffer from stream/river corridors be provided. Rehabilitation, restoration, or enhancement projects are encouraged in these areas. Stormwater facilities are allowed in the outer half of the buffer; however, any impacts associated with installation and operation must be properly mitigated and closely monitored. The SAO requires comprehensive and detailed studies to determine impacts and appropriate solutions. A minimum 5-year monitoring period and restoration bond are also required.

With the exception of the possibility of a bridge extension to West Lake Sammamish Parkway, no structures or roadways are proposed within 150 feet of the water courses. Bear Creek Parkway is approximately 250 feet from Bear Creek at its nearest point. This distance provides adequate area to allow the "re-meandering" of Bear Creek according to one current concept being evaluated to improve fisheries habitat in Lower Bear Creek. Trails must be located in the outer portion of the buffer.

Wetlands: There are some wetlands on the site associated with Bear Creek. Although they have not been delineated or classified, the wetlands are located in the immediate Bear Creek environs because of the previous channelization. Except for possible stormwater facilities and trails, no construction is allowed within the minimum wetland buffers of 150 feet for high intensity uses and 100 feet for low intensity uses without mitigation. Detailed wetland delineations and classifications are required prior to site plan approval.

Stormwater facilities are allowed within the outer half of wetland buffers. The SAO requires that water quality and quantity entering the wetland must be controlled to avoid adversely affecting the value and function of the wetland.

Wetlands are also located within the overflow channel on the Butler-Walls portion of the site. A 404 permit from the Army Corps of Engineers may be needed to fill the area if wetlands are present. These particular wetlands may be exempt from City rules if they are determined to be man made. With this exception, there are no wetlands on the uplands portion of the site proposed to be developed.

Aquifer Recharge: The site, along with the rest of downtown, is located within a High Significance Aquifer Recharge Area. Therefore, uses or activities that involve significant quantities of hazardous or dangerous materials will be prohibited from locating or storing these materials on the site.

Flood Hazard Areas: A considerable portion of the site, nearest Bear Creek and the Sammamish River, is located within the 100 year floodplain and FEMA floodway. Please see Exhibit H - Existing and proposed 100-Year FEMA Floodplain, and Exhibit I - Existing and Proposed FEMA Floodway.

Floodplain: Under City and Federal regulations, structures will be required to be constructed with a finished floor elevation of 1-foot above the 100-year flood water surface elevation, based on future flows.

The City's Shoreline Master Program (SMP) Shoreline Designation Map characterizes the site's shoreline along Bear Creek to be Urban. However, since the site was in King County when the SMP was adopted, King County's SMP rules govern the use and development of the Shoreline area even though it is within the corporate limits of the City. King County has designated the shoreline as Rural.

King County rules permit development of the site as proposed as long as structures are constructed to allow flood waters to recede to their source -- in this case, Bear Creek. Therefore, Bear Creek Parkway would need to be designed with culverts, flood

protection devices, or other measures so floodwater can return to Bear Creek following a 100-year flood event.

The City's Sensitive Areas Ordinance and King County rules require that shorelines not designated as Urban need to provide compensatory storage for activities that would reduce a site's capacity to store flood waters during a 100-year storm. Because the site holds a non-Urban designation, compensatory storage will be required. Building heights within the floodplain are, however, limited to 30 feet regardless of shoreline designation.

When the site is recognized by the State to be governed by the City's SMP, City rules will direct development of the site. Compensatory storage is not required in the City's or King County's Urban designated shorelines.

The City is making an application to the Washington State Department of Ecology to incorporate the site's shoreline into the City's SMP, consistent with the City's Urban designation.

A Conditional Letter of Map Revision (CLMR) is being processed through FEMA that would relocate the 100-year floodplain. The CLMR would not go into effect until Bear Creek Parkway is constructed (Exhibit H).

FEMA Floodway: FEMA has a floodway designation on part of the site's floodplain (Exhibit I). The floodway is the channel where stormwater would actively flow downstream (as compared to spreading) in a 100-year flood event. Floodway boundaries are based on hydrological models used to calculate channelized flows. These channels are then located on a map in an area of sufficient size to carry the projected flows. Since the floodway is meant to transport large quantities of water, structures are generally prohibited from locating there.

A City application to modify the floodway to reflect current information is being processed by FEMA. (Please see Exhibit I - Existing and Proposed FEMA Floodway.) If approved (by FEMA and the City), Bear Creek Parkway could be located as proposed. Otherwise, the Parkway will need to be relocated to avoid location within the current FEMA designated floodway.

Seismic Hazard Areas: The Sammamish and Bear Creek valleys are designated as Seismic Hazard Areas. The site is located where these two valleys meet, and is, therefore, within a Seismic Hazard Area. Structures and foundations will need to meet appropriate standards to prevent safety hazards related to earthquakes as required by the Uniform Building Code.

Landslide Hazards and Critical Erosion Hazards: The site contains no steep slopes and, therefore, does not present landslide or critical erosion hazards.

G. Utilities

Sanitary Sewer: One element of the Development Guide Amendment is the adoption of the Redmond Town Center Sanitary Sewer Basin Study. This study is a plan for

providing sewer service to the Redmond Town Center Site. Service to the site is available at two connections. The eastern portion of the site would be served by collector sewers which connect to a Metro manhole in 170th Avenue NE. The remainder of the site will be served by collector sewers which connect to a pump station. The station will pump wastewater to an existing 15" trunk sewer in Leary Way. Both City and Metro systems have adequate capacity to serve the site.

Domestic Water: Connections to City mains at Leary Way, 164th Avenue NE, 166th Avenue NE, and 170th Avenue NE would provide domestic water service and adequate fire flow to the site. The 170th Avenue NE connection would connect to existing mains in both Redmond Way and Avondale Way and a new pipe would extend from Avondale Way into the site following the new road alignment of 170th Place NE. The existing water distribution system has adequate capacity to serve the site.

Stormwater: The proposed stormwater system would provide both water quality and quantity controls.

Water quality control will be provided during and after construction. During construction water quality will be provided by silt fencing, sediment ponds and biofiltration; and depending upon weather conditions, a staged or "modular" fill process will occur. After construction, quality control will be provided by oil/water separators, and wetponds for the bulk of the site, and biofiltration swales for Bear Creek Parkway.

Water quantity control will be provided by direct discharge (no detention) and infiltration. Stormwater runoff from most of the site will discharge directly into the Sammamish River. Direct discharge allows flows from the site to discharge to the river ahead of the peak flow in the river. Detention, if provided, would hold the flow on-site to be released later which would add to the peak flow in the river. Infiltration will be provided for flows from Bear Creek Parkway.

The proposed stormwater system is consistent with the City's current stormwater regulations, as well as proposed regulations including those mandated by the Washington State Department of Ecology (DOE). Location of stormwater facilities will depend upon future roadway alignments and will reflect possible enhancement/realignment of Bear Creek.

Impacts due to chemical and sediment loading will be mitigated through the use of DOE required Best Management Practices (BMP's). Water temperature increases due to wet pond (storage) and overland treatment (bioswales) are proposed to be mitigated by using vegetation in these facilities to reduce solar radiation. Additional measures intended to offset temperature and other residual impacts should include the addition of vegetation along Bear Creek and the Sammamish River within the site to provide the maximum shade physically feasible for the channels. The City may require bonding, based on an approved plan, and may defer work along Bear Creek for three years so that actual work is consistent with a rehabilitation plan (re-meandering) for Lower Bear Creek (currently being pursued by King County).

H. Clearing and Grading

Most of the developable portion of the site (north and west of, and including, the Bear Creek Parkway) is proposed to be cleared and graded during the first phase. The eastern portion of the Butler-Walls site (Parcel 8) would be filled during a subsequent phase. Preliminary estimates of up to 250,000 cubic yards of fill may be needed to raise the site approximately two feet. This is necessary to place finished floor elevations 1-foot above the 100-year floodplain (as required by FEMA and SAO regulations), to provide positive drainage, and to place manholes and emergency access roadways at or above the 100-year flood level. Since the initial estimates for fill are preliminary, the SEPA Addendum analyzed impacts associated with filling the site with 500,000 cubic yards.

Location of construction accesses and hauling routes will be determined by the Technical Committee once source sites are known.

It should take approximately 8-12 weeks to fill and grade the site. Blocks where the first phase of site construction will not occur will be stabilized. Temporary erosion control techniques will be practiced for the entire site during all phases of construction.

I. Tree Retention

Green Gateway on Leary Way: Current goals state that 75% of the trees in the cluster along Leary Way should be preserved. It is assumed that these trees are healthy. However, it is not uncommon for mature conifers to suffer from root disease that would make them subject to wind-throw and create a dangerous condition for people and property. It is unknown how many trees would be affected by current tree retention standards that allow for the removal of non-significant trees (less than 6 inches in diameter) and unhealthy or dangerous trees. A comprehensive survey by a licensed arborist would need to be conducted to make this determination. Therefore, the existing goal may not achieve the City's goal of retaining this cluster as a significant and highly desirable design aspect - the "Green Gateway."

An alternate approach is proposed with the DGA. This approach would identify and locate the cluster of trees that need to be retained to meet the City's desired goal (a Green Gateway) and require 100% retention of the cluster - with the exception of right-of-way and utility corridors. Trees removed or damaged due to street or utility construction would be required to be replaced at a 1:1 ratio within or immediately adjacent to the cluster. This approach would eliminate the need to count the trees or determine which are healthy (or not healthy), and would retain the desired cluster. The health of some trees would still need to be assessed by an arborist so unhealthy, dangerous trees that would pose as hazards on City streets or to adjacent buildings can be removed.

Other on-site trees: Clearing and grading of the developed portion of the site would result in the removal of most of the trees in the former fairways. Filling and raising the site approximately two feet to prevent flooding and provide drainage would suffocate any trees not removed and most would not survive.

Some of the medium size trees, 30 to 40 feet, were relocated with limited success; nine of fourteen survived. The gravelly soil type does not allow the creation of a suitable root ball for transplanting. When moved, the root balls disintegrate and greatly reduce the tree's chance for survival. Therefore, no tree moving is proposed in this action.

J. Parks, Recreation, and Open Space

Fifty-six acres of open space would be provided. This compares to 60 acres that was previously required. The 56 acres includes 35 acres of contiguous open space south of Bear Creek Parkway, 11 acres of natural area along Leary Way, and 10 acres of plazas and landscaped walkways. This total represents approximately 47% of the site compared to 50% required in the Development Guide. Please see Exhibit J - Open Space.

The previously approved site plan showed a bridge over the Sammamish River near SR520 to West Lake Sammamish Parkway. That design resulted in a large unbroken area north of the bridge to Leary Way between the Sammamish River and the regional shopping center. The proposed DGA does not alter the currently approved roadway alignments.

K. Parking

The approved Master Plan required that 80% of the parking needed for the regional shopping center be structured, representing approximately 69% of parking for the entire site (including Butler-Walls). The current proposal would require that 50% of the parking be structured. Less parking will be required for the site if more of the square footage is dedicated to offices (5500 anticipated now vs. 6500 spaces anticipated previously). Under current development plans, there could be 735 additional surface lot parking spaces (50% of 5500 vs. 31% of 6500).

A single 735 space surface parking lot would be a significant unattractive feature. However, surface lots will be required to be designed to be broken-up with significant landscape features. Furthermore, the individual parking lots would be screened through the location of buildings and landscaping. The additional surface parking spaces should be able to be integrated into the design scheme without major aesthetic detriment.

L. Linkage System

The "Pedestrian Linkage System" map is being revised which deletes the interior on-site system. Adjacent, off-site pedestrian linkage requirements remain unchanged. The on-site system was removed to allow flexibility for future development of a sidewalk system on the site. The future sidewalk system will be required to be similar in design and compatible with the approved Linkage System. The Linkage System for the proposed public streets consists of a new designation, Type VIII. Please see Exhibit K - City Center Pedestrian Linkage System.

M. Transportation

The majority of the transportation-related issues on the Town Center project have been addressed through the SEPA process and the associated traffic impact analysis report prepared by Entranco Engineers. Based on this analysis, substantial improvements will need to be made to the local street system to accommodate access to the Town Center project while maintaining City level of service standards. As with prior development projects, the specific details regarding the scope and timing of these improvements and the applicant's financial obligations will be determined administratively. The resulting Traffic Mitigation Agreement will be a legal document, and will be recorded with King County against the Town Center property prior to final site plan approval.

In addition to specific street improvements to meet level of service standards, the City of Redmond also requires any new development project that adds 10 or more new vehicle trips in the PM peak hour to a street or intersection listed for improvement in the City of Redmond Transportation Facility Plan (TFP) to contribute a pro rata share to the cost of that improvement. Typically, a new development is eligible for some level of credit towards their pro rata share contribution if they construct improvements listed on the TFP. Again, details of this credit will be determined administratively.

The existing Arterial Street Plan shows a bridge across the Sammamish River to West Lake Sammamish Parkway near Bear Creek, which connects to Bear Creek Parkway. The traffic impact analysis assessed three possible alignments across the western portion of the Town Center site. The three alternatives (not in priority order) are shown on Exhibit L (Bear Creek Parkway Alternative Alignments) and are as follows: 1) connection at the intersection of Leary Way/159th Place NE; 2) connection with West Lake Sammamish Parkway at a new intersection between the on and off ramps of SR 520 (previously approved master plan); 3) connection at the intersection of Leary Way/162nd Avenue NE. Based on the results of the traffic impact analysis, staff has concluded that the best alternative includes the combination of #2 and #3. This hybrid alternative would include a redesignation of Bear Creek Parkway from a major to a minor arterial. Railroad Street would become a collector arterial. Please see Exhibit M - Redmond City Center Arterial Street Plan. Staff's rationale for recommending this alternative is summarized below.

The combination of alternatives #2 and #3 provides the connection of Bear Creek Parkway to Leary Way at 162nd Avenue NE and to West Lake Sammamish Parkway at a new intersection between the on and off-ramps of SR 520. This alternative has two major transportation benefits. First, the connection to West Lake Sammamish Parkway provides an additional connection across the Sammamish River through construction of a new bridge, and eliminates the need to widen Leary Way (Alternative 1). This connection would also help shift some through traffic off of the existing Redmond Way/Cleveland Street one-way couplet and Leary Way to Bear Creek Parkway. Second, the connection at Leary Way/162nd Avenue NE allows for the future connection of Bear Creek Parkway through to 159th Place NE, and shifts a significant portion of through traffic away from the downtown area.

These assumptions regarding the combination of alternatives #2 and #3 are based on the current modeling results for the three alternatives and east-west bypass study completed

in 1992. A confirmation of the traffic benefits needs to be completed by testing the hybrid alternative on the City's Traffic Forecast Model (BKR model).

N. Emergency Services

The need for emergency services will increase to meet current levels of service. Construction, phasing, and operational issues are addressed in the EIS Addendum.

III. ISSUES

The following section lists selected issues identified by the Technical Committee while reviewing this application. Their resolution and rationale is provided for each issue.

- **Does this design concept better meet the City's goals?**

Resolution:

This design concept is more consistent with City goals.

Rationale:

- The pedestrian orientation is more consistent with the existing character of the historic downtown and the Downtown Neighborhood Plan.
- Roadway alignments provide a visual and functional connection to the existing downtown.
- The open-air design concept is more consistent with the character of the downtown.

- **Should Bear Creek Parkway (from 162nd Avenue NE and Leary Way to 170th Avenue NE) be built in sections or all at once?**

Resolution:

Bear Creek Parkway (BCP) should be built all at once.

Rationale:

- Utilities associated with roadway construction need to be built all at once to provide adequate service, construction and inspection efficiency, and avoid damage to installed systems.
- BCP will act as a limited by-pass upon completion.
- BCP will reduce congestion (as a by-pass) in downtown.
- BCP will serve as a major emergency access to and through the site.

- **Should clearing and grading for the site occur as necessary for each phase or all at once?**

Resolution:

Clearing and grading for the site should occur all at once.

Rationale:

- Reduces impacts on downtown due to hauling activities.
 - Provides all permanent facilities (utilities, roadways, hydrants, landscaping) throughout site at once.
 - Provides emergency access throughout site.
 - Closes up site (planted, graded, erosion control).
 - Eliminates need for extensive future filling and grading.
 - Reduces existing fire hazards.
- **Should fairway trees outside of the 15 foot building envelope be retained?**

Resolution:

Extraordinary efforts to retain fairway trees should not occur.

Rationale:

- Tree retention standards for the buildable portion of the site should mirror practices used in all other commercial uses.
 - Tree relocation is marginally successful.
 - Tree replacement program should be required.
- **How should open space be used?**

Resolution:

Limited active uses incidental to the use of the trail should be allowed in the open space. Occasional organized events should also be allowed in the open space.

Rationale:

- The open space should serve as a natural buffer between the Sammamish River and Bear Creek to the Mixed-Use Center.
 - The open space should be kept primarily in its present state to retain as much of its natural character as is possible.
- **Can Stormwater facilities be located within open space?**

Resolution:

Stormwater facilities should be allowed within the open space.

Rationale:

- Stormwater facilities can be designed to be consistent with and integrated into open space using bioswales in natural areas, and water quality ponds in landscape areas.
- This is consistent with current practice and standards.

- **Can the sewage lift station be located in the open space?**

Resolution:

No, it should be part of the RTC development.

Rationale:

- The sole purpose of the lift station is to serve the development of the site.
- Open space should be maximized.

- **Should the direct discharge of stormwater into the Sammamish River or Bear Creek be allowed?**

Resolution:

Yes, direct discharge should be allowed.

Rationale:

- Direct discharge would allow stormwater to be released before Bear Creek or the Sammamish River respond/react to storm events, thereby, not adding to potential flooding.
- Stormwater quality would still be maintained by providing bioswales and/or ponds for a six-month storm event.
- Adequate capacity exists for Bear Creek and the Sammamish River under this option.

- **Should there be a pedestrian access at 164th Avenue NE? What kind of crossing should there be?**

Resolution:

Yes, but not as a condition of approval. Pedestrian access through 164th Avenue NE should be made when the vehicular connection is made to the site. Additionally, there should be strong pedestrian connections at 166th and 170th Avenues, and Leary Way.

Rationale:

- The 166th and 170th connections would provide immediate pedestrian access from downtown to the site.
- Integration between the downtown and Redmond Town Center (RTC) would be further enhanced when a crossing for 164th is obtained.
- These crossings (intersections) would provide important visual and physical connections between downtown and RTC.
- A crossing at 164th cannot be obtained in the near term, and is not essential for mitigation because of the new design.

- **Should all streets be public or could some be private? If some are private, which streets should they be?**

Resolution:

Bear Creek Parkway (including the bridge and connection to Leary Way along 162nd Avenue NE) and Railroad Street should be public. All other roadways within the site can be private.

Rationale:

- Bear Creek Parkway and Railroad Street need to be public to retain routes around the site for emergency access and general circulation.
- The private roads are not meant to serve as general circulation or through roads. Their purpose is to serve the site.
- Private roads within the development will be designed to different standards and will not appear to be public streets.
- Inspections and maintenance of public utilities will still be assured through proper easements over the private roads.

IV. COMPARISON TO DEVELOPMENT GUIDE AMENDMENT CRITERIA

The following is a response to Development Guide and Zoning Map Amendment Criteria.

1. Compliance with title 20B. (RCDG). Goals and policies relevant to this proposal are noted below:

A. 20B.10 - Natural Features

20B.10.020 COMMUNITY GOAL

Establish and maintain a harmonious relationship between the manmade community and its natural environment.

10.020(05) Policy - Preserve Redmond's natural environment by minimizing the alteration of natural land features by methods including strict regulation of grading, filling and clearing.

10.020(15) Policy - Minimize soil erosion and sedimentation.

10.020(20) Policy - Protect against flood hazards by controlling development in the 100-year floodplain.

10.020(25) Policy - Assure the reclamation of land for redevelopment after the completion of gravel and mineral extraction.

10.020(30) Policy - Require landscaping in residential, commercial and industrial developments that emphasizes the use of native plant materials.

10.020(35) Policy - Require development proposals upon land with significant natural features to submit adequate information concerning hydrology, soils and forest characteristics in order to assess impacts.

20B.10.030 COMMUNITY GOAL

Preserve, enhance and protect the quality of the area's natural features for the continued use and enjoyment by both present and future generations.

10.030(10) Policy - Conserve groundwater resources.

10.030(15) Policy - Protect wetlands to enable them to fulfill their natural functions as recipients of floodwater and as habitats for wildlife.

10.030(20) Policy - Maintain high quality water resources.

10.030(30) Policy - Assure the aesthetic compatibility of shoreline developments with their natural settings.

10.030(40) Policy - Conserve significant aquatic and wildlife habitats.

10.030(45) Policy - Retain hazard areas and significant amounts of steep slopes, shorelines and wetlands as open space.

10.030(80) Policy - Encourage improvements to fisheries habitat of watercourses when abutting properties are developed.

10.030(85) Policy - Control the flow of nutrients (especially phosphorus), heavy metals and toxins into streams, and require installation of natural filtering systems where development of public and private property results in outflow into watercourses, the Sammamish River and Lake Sammamish.

10.030(100) Policy - Preserve and enhance natural appearance of stream corridors.

20B.10.040 COMMUNITY GOAL

Restrict development in areas of the City having development limitations.

10.040(05) Policy - Prohibit development on land with very severe development limitations.

Natural Features Discussion: Clearing and grading would occur on the portion of the site that is proposed to be developed. Forty-six acres of the 119-acre site would remain in natural open space. This action would minimize alteration of the site, minimize soil erosion and sedimentation, and provide protection within the 100-year floodplain. Wetlands, groundwater, and surface water quality would be protected and maintained through the use of the City's Sensitive Areas Ordinance. Shorelines and fisheries would be protected by providing significant buffers and vegetative enhancements along Bear Creek and the Sammamish River.

B. 20B.15 - Character and Design

20B.15.020 COMMUNITY GOAL

Maintain the community's natural character through the extensive use of landscaping.

15.020(05) Policy - Retain significant amounts of the community's existing natural vegetation.

15.020(10) Policy - Encourage the use of desirable indigenous plant species and the retention of existing trees in landscape programs.

15.020(15) Policy - Landscape planting should provide design unity to areas of the City, screen or soften parking lots and unsightly areas, and act as a transition between contrasting architectural styles.

20B.15.050 COMMUNITY GOAL

Encourage development of high quality building and site design, which is sensitive to the existing or planned character of the surrounding community.

15.050(05) Policy - Encourage provision of landscape buffers where land uses of distinct character or intensity adjoin.

Character and Design Discussion: Site design and building placement will retain large areas of vegetation along Leary Way, Bear Creek, and the Sammamish River. This will provide significant buffers and provide transitions along the undeveloped portion of the site. Landscaping standards will be enforced during Site Plan Review to assure that parking lots are adequately screened and softened.

C. 20B.30 - Housing

20B.30.030

30.030(25) Policy - Provide for a broad range of multi-family densities in or near employment and commercial centers, and as a transition to lower density neighborhoods.

Housing Discussion: Although a housing element is not analyzed (in the EIS Addendum) as part of this proposal, current zoning regulations allow multiple family development on the site.

D. 20B.40 - Economic Development

20B.40.020 COMMUNITY GOAL

Create opportunities for diverse economic development that will provide a variety of job opportunities and contribute to a sound economic base for the community while maintaining a quality environment.

40.020(15) Policy - Actively support economic development measures that serve to retain and promote the growth of existing businesses and attract new businesses.

40.020(20) Policy - Encourage development of a strong and competitive downtown that provides a variety of goods and services and supports the City's tax revenue base.

40.040(15) Policy - Establish standards for site planning and design that provide for efficient and safe function while contributing to an aesthetically pleasing development.

40.040(25) Policy - Assure that adequate public access to shorelines in areas of commercial and industrial development is provided by dedications or easements and maintenance of view corridors.

Economic Development Discussion: Development of this site as it is zoned will add to the variety of job opportunities, promote business growth, and attract new businesses. Site design and design criteria will contribute to an aesthetically pleasing development. Access to the shoreline will be assured through the retention of open space and granting of a Public Access Open Space easement.

E. 20B.50 - Parks, Recreation and Open Space

20B.50.040 COMMUNITY GOAL

Protect Redmond's natural beauty through a vibrant system of Parks and Open Space.

50.040(10) Policy - Reduce the impacts of development and ensure provisions for open space by encouraging private developments to provide land for parks, trails, walkways, and open space.

50.050(65) Policy - Encourage the acquisition and development of property which will provide access to water resources such as Lake Sammamish, the Sammamish River, and local streams. Promote the creation of open space corridors along these water resources to provide for recreation and wildlife.

50.050(75) Policy - Encourage acquisition and development of a multi-use trail system which will provide for several trail uses in one linear space or right-of-way. These primary trails are incorporated into the equestrian trails plan. The multi-use trail system is not only part of the transportation system but a vital part of the recreational equestrian trails plan (see 20B.60.050(15) Multi-Use Trail Plan).

20B.50.052 COMMUNITY GOAL

Preserve our quality living environment for future generations.

50.052(15) Policy - Use of appropriate acquisition methods to protect natural areas which are sensitive to urban development or represent a significant natural and visual asset.

20B.50.054 COMMUNITY GOAL

Encourage the retention of open space as an important component of Redmond's character.

- (d) Outdoor recreation areas, including passive and resource parks and trails.

Parks, Recreation and Open Space Discussion: Approximately 46 acres of natural open space is proposed to be granted to the City through a Public Access Open Space easement. The Public Access Open Space will include the Leary Way Green Gateway, buffers adjacent to Bear Creek and the Sammamish River, and areas around the Justice White House and the Saturday Market. Pedestrian plazas, trails within the open space, sidewalks, bikeways, and equestrian trails are required for site development. The Public Access Open Space will be reserved for passive recreational activities and will retain much of the site's open space characteristics. Buffers along Bear Creek and the Sammamish River will create open space corridors and provide recreational opportunities, access to these waterways, and protect wildlife resources. These open spaces should represent a significant natural and visual asset.

F. 20B.60 - Transportation

20B.60.030 COMMUNITY GOAL

Provide a circulation system that operates safely and efficiently for vehicles, pedestrians and bicycles.

- (b) Encouraging joint parking facilities for compatible uses to reduce the total number of spaces needed.

60.030 (40) Policy - Provide a safe, coordinated system of bikeways, walkways and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation.

- (a) Require street design where possible that encourages separation of pedestrian and recreational traffic from motorized traffic on circulation facilities to minimize conflicts.
- (b) Eliminate or minimize obstructions within paths and/or pedestrian walkways.
- (c) Provide for safe, well-marked walkways and trails between neighborhoods, commercial and employment centers, parks, schools and community facilities.
- (d) Provide for safe, well-marked pedestrian crossings at all City Center intersections and within neighborhoods.

60.030 (90) Policy - Provide for pedestrian access to the shoreline in all waterfront development.

60.030 (110) Policy - Place high priority on the access needs of public safety vehicles.

60.030 (115) Policy - Ensure that the circulation system is safe and convenient to special mobility needs.

Transportation Discussion: Most of the policies in this section refer to site planning requirements which will be addressed during Site Plan Review. Bikeways, walkways, and trails will be provided on the site. Access to the shoreline, as discussed, will also be provided. The City Center Arterial Street Plan is proposed to amend the street classification of Bear Creek Parkway from a major arterial to a minor arterial and designate Railroad Street as a collector arterial. The roadway alignment, which includes a bridge over the Sammamish River to West Lake Sammamish Parkway, will remain unchanged. The City Center Bicycle Plan is proposed to designate the bikeway along Railroad Street as a Class III bike route.

The "LOS D Policy", 20B.60.30(05), is not proposed to be amended. However, an amendment to Policy 20B.85.130(80)(a) would set a LOS standard for the initial phase. This amendment is consistent with the LOS requirements for the Redmond Gateway site. Under this provision, intersections that will operate at LOS D or above under future conditions without the project, could not drop below LOS D. Intersections that will operate at LOS E or below without the development would need to be brought up to pre-existing levels of service.

G. 20B.70 - Community Facilities, Services, Institutions

20B.70.030 COMMUNITY GOAL

Provide sewer facilities commensurate with the City's need.

70.030(05) Policy - Require sewer hookup for all significant development.

70.030(20) Policy - Place the primary financial responsibility for providing sewer facilities on the user.

70.042(15) Policy - New developments shall construct water system improvements necessary to serve the development and to provide a reliable, integrated distribution system.

20B.70.050 COMMUNITY GOAL

Control storm water runoff in a way that approximates natural conditions.

70.050(05) Policy - Ensure high quality water runoff at the point of introduction into major watercourses.

70.050(25) Policy - Control runoff during construction to limit erosion, siltation, and stream channel scouring.

Community Facilities, Services, Institutions Discussion: Sewer, water, and storm drainage facilities will be provided in accordance with the above goals and policies to assure coordination of capacities associated with needs.

An amendment to the Sewer Facilities Plan will be the proposed adoption of the Redmond Town Center Sewer Basin Study. This study was conducted to assure the provision of sewer service to the site and will be incorporated into the plan.

H. 20B.85 - Neighborhoods

20B.85.130 CITY CENTER GOALS AND POLICIES:

85.130(05) City Center Goal - Promote the development of Downtown Redmond as the primary commercial activity center and destination location for the City and greater Redmond area.

(a) Policy - Provide a location for a variety of office, service, retail, residential, and cultural opportunities.

(b) Policy - Encourage and promote the City Center as a location for both large and small business which are compatible with the long term economic health of the community.

(c) Policy - Encourage the development of a major comparison center area in downtown Redmond which would expand business opportunities, provide additional revenue and be a positive influence in the development of the City.

(d) Policy - Require comparison shopping center proposals to integrate the shopping facilities visually, functionally, and through pedestrian connections into the City Center.

(g) Policy - Encourage clustering of associated business uses to reduce conflict among uses and to increase convenience for businesses and users as follows:

- o Encourage comparison retail and associated uses at the center of the downtown area to promote development of a concentrated shopping area which provides a wide variety of goods and services, and serves as an active, people-oriented focus to the downtown and City.

85.130(10) City Center Goal - Encourage development of a unique, attractive and economically healthy downtown that reflects Redmond's history and natural setting and offers a variety of service, office, retail, residential, cultural and recreational opportunities.

85.130(20) City Center Goal - Increase transportation mobility within the downtown and provide for convenient transit, pedestrian and bicycle routes to and from Downtown.

(a) Policy - Encourage commuter traffic to use bypass opportunities which will reduce traffic on City Center streets and allow easy access to businesses.

Neighborhoods Discussion: The Mixed-Use Shopping Center Design District is part of the City Center Neighborhood. Most of the neighborhood goals and policies refer to promoting the downtown as the primary commercial center for the City. A variety of commercial and retail uses are encouraged, and a major comparison center is envisioned to provide additional revenue and a positive influence in the development of the City. Clustering businesses and having a people-oriented focus is also desirable.

A variety of comparison retail, office, and a focus on people-oriented design guidelines are proposed for the Mixed-Use Shopping Design Area.

Section 20B.130(75)-(90) - Mixed-Use Shopping Center Design Area has been amended to further the goals and policies of 20B.130 and to accommodate development of the Design Area. The proposed amendments are contained in Exhibit A.

I. 20B.95 - Shoreline Master Program

Shoreline Master Program Discussion: Although the site is within the City of Redmond, it has not been incorporated into the City's Shoreline Master Program. It is, however, part of King County's Shoreline Master Program (please see section on Shorelines). Therefore, this chapter is not applicable.

2. Change In Conditions Which Would Warrant The Amendment

The City Center Neighborhood Plan provides clearer definition of the downtown. It includes goals, policies, development regulations, and design standards and guidelines that were not present when the zoning and development standards for the site were adopted.

Adoption of the Plan and changing market conditions provide an opportunity to amend zoning and site development conditions consistent and compatible with each other.

3. Mistake In Map Designation

Not applicable.

4. Comparison to Surrounding Zoning Land Uses

Allowed uses are compatible with the existing zoning and land uses to the north in downtown. The open spaces along Bear Creek and the Sammamish River provide adequate buffers to those environs. Marymoor Park, to the south, is separated by SR520.

5. The Demonstrated need for Additional Zoning as the Type Proposed

Although site standards and design criteria are proposed to be amended, the zoning designation and allowed uses will not change.

Not applicable.

6. Conformance of Proposed Development, if any, with Applicable Goals, Policies, Plans and Regulations

Although an application to develop the Design Area can be presumed, these amendments do not propose development. However, any subsequent development of the site will need to be consistent with the proposed amendments and current standards.

V. RECOMMENDATION

Prior to hearing public testimony, the City of Redmond Technical Committee recommends that the Planning Commission forward a recommendation of approval to the Redmond City Council of the proposed Amendments to the Redmond Community Development Guide (File No. DGA94-004), as described in Exhibits A and B.

VI. ALTERNATIVES

Staff has identified four alternatives that the Planning Commission may recommend to the City Council.

- A. Approve the Development Guide Amendments as proposed by the Technical Committee (Exhibits A and B).
- B. Approve the Development Guide Amendments as proposed by the Applicant.
- C. Modify the Development Guide Amendments of the Technical Committee and/or Applicant.
- D. Deny the proposal and do not change the Development Guide.

VII. CONCLUSIONS IN SUPPORT OF RECOMMENDATION

- A. The proposal is consistent with applicable land use goals, and environmental policies contained in the Redmond Community Development Guide, title 20B. (RCDG).
- B. The proposed amendments would help to achieve the adopted City goal to have a 1.375 million square foot mixed use/shopping center on the proposed site.
- C. The proposal is consistent with the goals and policies that encourage comparison shopping and additional retail opportunities for Redmond.
- D. The proposal is consistent with the City of Redmond Downtown Neighborhood Plan.

E. This action complies with the process and procedures of the Washington State Environmental Policy Act (SEPA). Impacts to the environment as a result of the proposal have been disclosed along with mitigating measures.


FOR ROBERTA LEWANDOWSKI, Director
Department of Planning and
Community Development


for CAROL OSBORNE, Director
Public Works Department

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EXHIBIT A

DEVELOPMENT GUIDE AMENDMENTS Technical Committee Recommendation

SECTION 20B. of the Redmond Community Development Guide (RCDG)

Changes to Existing RCDG Goals and Policies	Recommended Policies for RCDG
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RCDG Section 20B.60

The following language would amend the Transportation Plan:

- Downgraded "parkway" (including 162nd Avenue connection) from major to minor arterial.
- 170th should line up with Bear Creek Parkway.
- Railroad Street becomes a collector arterial.
- 164th and 166th Avenues become collector arterials south to Railroad Street.
- Modified to reflect changes to Arterial Street Plan (above).

Section 20B.60.060(05), Arterial Street Plan. The map entitled "Redmond City Center Arterial Street Plan" shall be replaced with a new map entitled "City Center Arterial Street Plan" attached hereto as Attachment 1A and incorporated herein by this reference.

Section 20B.60.060(05), Arterial Street Plan, page B-48e, shall be modified by incorporating the modifications to the "Functional Arterial Classification Summary for Long Range Transportation Plan" attached hereto as Attachment 2A and incorporated herein by this reference.

- Railroad Street is designated a Class 3 bicycle route.

Section B.60.060(10), Bike Plan, shall be modified by substituting the new map entitled "City Center Bike Plan" attached hereto as Attachment 3A and incorporated herein by this reference, for the existing map entitled "Redmond City Center Bike Plan."

RCDG Section 20B.70

The following language would be added to the Sewer Facility Plan:

- New section.
- Adopts the Redmond Town Center Sanitary Sewer Basin Plan improvements necessary to serve the site.

Section 20B.70.085(05)
The Redmond Town Center Sanitary Sewer Basin Study prepared by KPFF Consulting Engineers dated March 30, 1995 identifies proposed sewer system improvements including gravity collector and lateral sewers and a sanitary sewer pump station for an area generally enclosed by the Burlington Northern Railroad tracks on the north, Bear Creek on the east and south, the Sammamish River on the west, and Leary Way on the northwest. The recommended improvements within this report are hereby incorporated into the City Sewer Facility Plan.

RCDG Section 20B.85

The following section replaces 20B.85.130(75)-(90).

- Deleted reference to "shopping" and "regional shopping center." Replaced with "mixed use."
- Adds "retail, office, and residential" to provide clearer intent of "mixed-use".

20B.85.130(75) Mixed Use Center Design Area Goal - Encourage the development of a mixed-use retail, office, and residential complex that will provide a focus for the existing downtown and contribute to the social and economic base of the City.

- Deleted "transitional", "business", and "along with a shopping center."
 - Added "mixed use" center.
- (a) Policy** - The development should include a mix of uses such as residential, office, hotel, cinema, open space and recreational activities along with a mixed use center.
- Changes maximum "buildable" area to "leasable" area to reflect previously approved language.
 - Changes reference from "regional shopping center" to "mixed-use center".
 - Adds maximum GLA for "office" and "other retail".
- (b) Policy** - This Design Area shall have a maximum commercial building area of not more than 1,375,000 square feet of gross leasable area (GLA) including a mixed-use center of 600,000 to 745,000 square feet of GLA, an office park of up to 430,000 square feet of GLA and other retail up to 200,000 square feet of GLA.
- Adds policy that sets a minimum square footage of GLA for retail use.
- (c) Policy** - This Design Area shall have a minimum of 600,000 square feet of Gross Leasable Area dedicated to retail uses at build-out.
- No change.
- (d) Policy** - Retail uses should be directly linked visually and functionally to other retail uses in the City Center.
- No change.
- (e) Policy** - Encourage development of a compact center which minimizes use of land area and generates a high level of pedestrian activity between the center and existing downtown.
- New language provides basis for and inclusion of structured parking.
 - Deletes numeric requirement for structured parking in policy, but allows for numeric requirement in 20C.30.
- (f) Policy** - To minimize visual impacts, structured parking shall be incorporated into the development.
- No change.
- (g) Policy** - Provide for circulation, land use and parking linkages with the existing downtown which will attract or encourage shoppers into the downtown.

- Adds reference to Saturday Market and features of "community" significance.
 - No change.
 - Deletes reference to "shopping."
 - Adds mobility concept.
 - Replaces LOS D standard with proposed new standard consistent with proposed Comprehensive Plan.
 - Deletes provision for a "landscaped" "trail" system.
 - Pedestrians and bicyclists will have use of all streets and sidewalks.
 - Deletes reference to design area "regulations" for clarification.
- (h) Policy** - The Justice White House, the Saturday Market and other features of community and historic significance should be preserved.
- (i) Policy** - Assure that the size and scale of the center are compatible with the scale of the City Center and that economic activities are interrelated.
- 20B.85.130(80) Mixed Use Center Design Area Goal** - Provide transportation facilities that will maintain acceptable levels of mobility, minimize impacts on the existing system from new development, integrate the area with the City Center and improve traffic circulation.
- (a) Policy** - Traffic related improvements which are consistent with Section 20B.60.030(05) shall be made to provide access to the project site and meet City Level of Service standards (LOS). Improvements are required at specific intersections in accordance with City standards. The project will contribute, on a pro-rata basis, toward short and long term street improvement projects planned by the City.
- (b) Policy** - Provide a continuous pedestrian/bicycle transportation system constructed through the design area which is linked with the regional trail system, downtown and Marymoor Park.
- (c) Policy** - Incorporate a transportation program for the design area which addresses bicycle, pedestrian, truck and automobile circulation, including construction traffic.

- New policy to require a Transportation Demand Management Program. **(d) Policy** - Provide a Transportation Demand Management Program that is consistent and complies with State mandated standards.
- New policy to describe desired intent of on-site street design. **(e) Policy** - Provide an on-site street design that is similar to adopted pedestrian linkage system requirements and is pedestrian oriented, contains visual and functional sidewalk amenities, street trees, and has distinctive pedestrian crossings while maintaining functional on-site traffic circulation.
- Deletes reference to "Shopping Center" in title. **20B.85.130(85) - Mixed Use/Design Area Goal** - Assure that a site plan retains the site's significant natural and aesthetic features and protects the natural environment.
- Edits language to broaden intent to retain significant aesthetic and natural features.
- No change. **(a) Policy** - Retain indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River.
- Adoption of "healthy" focuses on preservation of certain trees (consistent with RCDG). **(b) Policy** - Preserve existing natural features, particularly healthy mature trees and stream courses.
- Added policy to assure protection of Bear Creek and Sammamish River environs. **(c) Policy** - Assure that significant areas of natural open space (approximately 46% of the site) are provided to protect and maintain the sensitive natural systems along Bear Creek and the Sammamish River. This natural area shall be preserved by easement to the City that would permanently assure the open space on the site.

- Deletion removes provision that "eliminates direct discharge to streams."
- Consistent with revisions to Stormwater regulations.

- Deleted reference to "shopping."

- Reduces required "recreation" open space from 60 to 55 acres.
- Provides for 46 acres of open space (including the floodway), up from 25 acres (exclusive of the floodway).
- Proposes preservation by easement rather than dedication.
- Redefines "park" as "Public Access Open Space" (less active connotation).

- Deletes reference to inclusion of a "facility for public recreation".
- Replaced "retail" with "mixed use."

- Added policy similar to existing City Center policy.
- Emphasizes desire for future residential development on the site.

(d) Policy - Assure that a monitored and maintained storm water disposal system adequately controls runoff, and removes pollutants prior to discharge, consistent with requirements of Chapter 20E.75 of the Redmond Community Development Guide - "Storm Water Management."

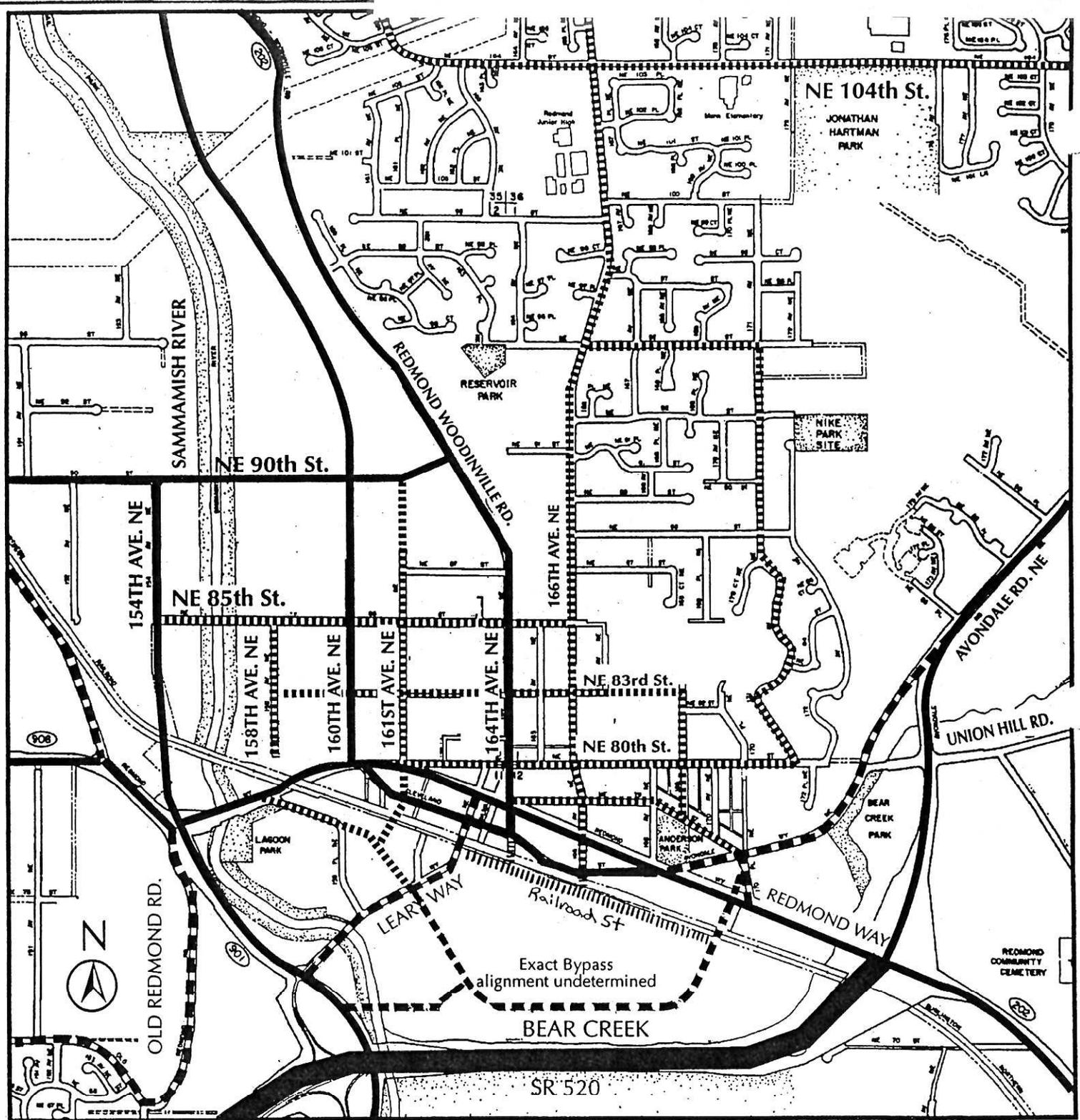
20B.85.130(90) Mixed Use Center Design Area Goal - Create opportunities for recreation and leisure activities that complement other uses in the City Center and generate pedestrian activity.

(a) Policy - A minimum of 55 acres of open space shall be retained in this Design Area. In addition to 46 acres of natural areas, this open space will include the floodway, significant on-site landscaping, significant plaza areas, and linkages. At least 46 acres shall be preserved by easement to the City or controlled by other methods that would permanently assure the open space on the site. This downtown Public Access Open Space shall serve as visual amenities, passive recreational opportunities, open space plazas, and natural areas.

(b) Policy - Encourage development of plazas, pedestrian malls and other amenity open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the mixed use center and the balance of the City Center area.

(e) Policy - Encourage residential development on the mixed-use center site by providing for housing square footage in addition to the maximum commercial building area allowed.

ATTACHMENT 1A



REDMOND CITY CENTER ARTERIAL STREET PLAN

-  FREEWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR ARTERIAL

EFFECTIVE 12/93

ATTACHMENT 2A

Functional Arterial Classification Summary for the Long Range Transportation Plan

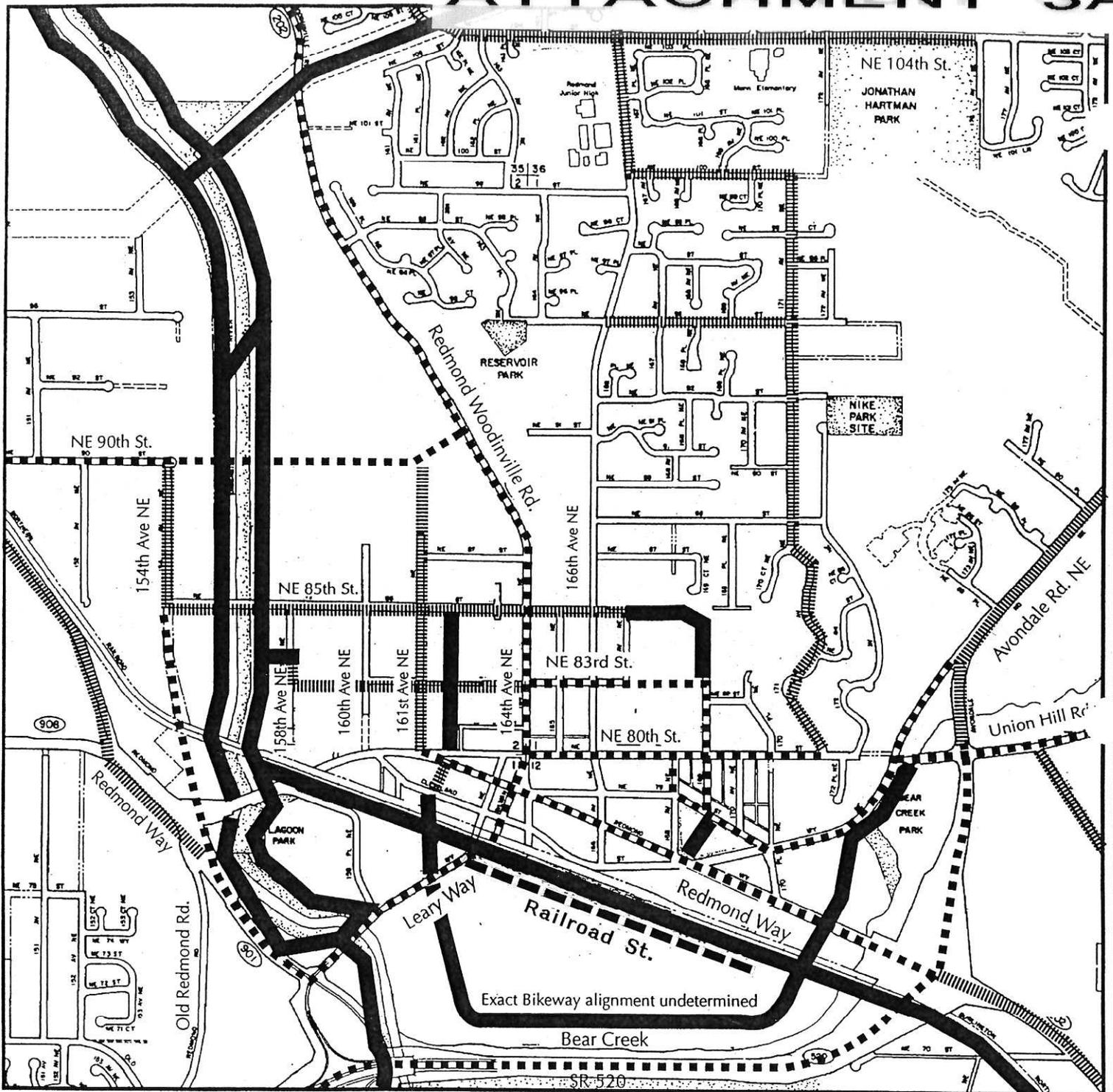
STREET	TRAFFIC LANES*		SIDEWALKS		BICYCLE FACILITIES**	
	BUILT	PLANNED	BUILT	PLANNED	BUILT	PLANNED
<u>PRINCIPAL ARTERIALS:</u>						
AVONDALE RD. N.E.	2	4	0	2	1	2
REDMOND WAY (except couplet)	4/5	4/5	0-2	2	0	0
REDMOND WAY (couplet)	2-3	2-3	2	2	0	2
CLEVELAND ST. (couplet)	2-3	2-3	2	2	0	0
REDMOND-WOODINVILLE RD./ 164TH AVE. N.E. - north of NE 90TH ST.	2-4	2-4	0-2	1	0	1
REDMOND-WOODINVILLE RD./ 164TH AVE. N.E. - south of NE 90TH ST.	2-4	3-4	0-2	2	0	2
SR 520	2-4	4	0	0	2	2
SR 901 EXTENSION/W. LK. SAMMAMISH PKWY. N.E. EXTENSION	0	4/5	0	0	0	0
W. LK. SAMMAMISH PKWY. N.E. (BELLVUE-REDMOND RD. TO REDMOND WAY)	2	4	0	2	0-2	2
N.E. 24TH ST. (148TH TO 156TH AVE. N.E.)	4	4	2	2	0	0
N.E. 90TH ST. (WILLOWS RD. TO SR 202)	0-2	3-4	0	2	0	2
N.E. 124TH ST.	2	2-4	0	0-2	0	2
148TH AVE. N.E.	4	4	2	2	0	0
148TH AVE. N.E. EXTENSION	0	4	0	2	0	0
160TH AVE. N.E.	2	2-4	0	2	0	0
<u>MINOR ARTERIALS:</u>						
BELLEVUE-REDMOND RD.	2-4	4	0-2	2	0	2
E. LK. SAMMAMISH PKWY. N.E.	2	4	0	0	0	2
LEARY WAY N.E.	2	3	0-2	1-2	0	2
N.E. UNION HILL RD.	2-4	2-4	0-2	0-2	0	0-2
NOVELTY HILL RD.	2	2	0	0	0	1-2
OLD REDMOND RD.	2	2-4	0-2	2	0-2	1
W. LK. SAMMAMISH PKWY. N.E.	2	2	0	0	1	1-2
WILLOWS RD.	2	2	0-2	1-2	1-2	2
N.E. 24TH ST. (156TH TO W. LK. SAMMAMISH PKWY. N.E.)	2	2	2	2	1	2
N.E. 40TH ST.	2-4	2-4	0-2	2	0-2	2
N.E. 51ST ST.	2-4	2-4	1-2	2	0	0-2
N.E. 72ND ST.	0	4	0	1	0	0
N.E. 85TH ST.	4	3	1-2	2	2	2
132ND AVE. N.E.	2	2	0-2	1-2	0	1-2
140TH AVE. N.E.	2	2	0	2	0-1	1
156TH AVE. N.E. (N.E. 20TH to N.E. 51ST ST.)	4	4	2	2	2	2
170TH PL./AVE. N.E.	2	3-4	0-2	2	0	0
BEAR CREEK PARKWAY	0	3-5	0	1-2	0	0
162ND AVE. N.E.	0	3-5	0	1-2	0	0

(Continued):

STREET	TRAFFIC LANES*		SIDEWALKS		BICYCLE FACILITIES**	
	BUILT	PLANNED	BUILT	PLANNED	BUILT	PLANNED
<u>COLLECTOR ARTERIALS:</u>						
AVONDALE WAY N.E.	4	4	2	2	0	0
N.E. 20TH ST.	4	4	0-1	2	0	0
N.E. 80TH ST. (132ND TO 140TH AVE. N.E.)	2	2	1	2	1	1
N.E. 80TH ST. (REDMOND WAY TO 171ST AVE. N.E.)	2	2-4	0-2	2	0	2
N.E. 83RD ST.	0-2	2-3	0-2	2	0	2
N.E. 95TH ST.	2	2	1	2	0	1
N.E. 100TH ST.	2	2	2	2	0	2
N.E. 104TH ST.	2	2	2	2	1	1
N.E. 116TH ST.	2	2	0	1	0	2
156TH AVE. N.E. (N.E. 51ST ST. TO OLD REDMOND RD.)	2	2	0-2	2	0	1
158TH AVE. N.E. (N.E. 86TH ST. TO REDMOND WAY)	0-2	4/5	0-1	2	0	0
159TH AVE. N.E.	2	2	-	0-2	0	0
161ST AVE. N.E. (N.E. 90TH ST. TO CLEVELAND ST.)	0-4	3	0-1	2	0	2
166TH AVE. N.E.	2-4	2-4	2	2	0-2	0-2
169TH AVE. N.E.	2	2-3	0-2	2	0	2
171ST AVE. N.E.	2	2	1-2	1-2	1	1
172ND AVE. N.E.	2	2	2	2	1	1
180TH AVE. N.E. (SOUTH OF N.E. UNION HILL RD.)	2	2	0	2	2	2
164TH AVE. N.E. (CLEVELAND ST. TO RAILROAD ST.)	0	3-4	0	2	0	0

* May include left turn lanes or two-way left-turn lanes except as noted by 2/3 or 4/5.

** A Class I, II or III bicycle designation is planned on or near the arterial as indicated. See the bicycle plan maps.



REDMOND CITY CENTER BICYCLE PLAN



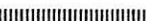
- 
BIKEWAY (Class I): A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 ft. for one-way travel and 8 ft. for two-way travel. The minimum width when shared with pedestrians is 12 ft.
- 
BICYCLE LANE (Class II): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of cyclists. Bicycle lanes are one-way facilities. The minimum width when abutting the curb is 5.5 feet. When adjacent to parking, the minimum width is 5 feet.
- 
BICYCLE ROUTE (Class III): A roadway shared by bicycles and motor vehicles with a wide shared curb lane or paved shoulder, and signage. The desirable width of a curb lane is 12 to 14 feet.

EXHIBIT B

SECTION 20C.10

Changes to Existing Language	Recommended Language
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Section 20C.10.

Section 20C.10.230(05), City Center

Permitted Land Use. Footnote number 5 of the table entitled "City Center Permitted Land Use Chart" shall be revised to read as follows:

- Changes reference in "City Center Land Use and Site Requirements" chart (footnote 5) from building footprints to "sites". De-emphasizes reliance on specific building size, shape and location.
- Revises content of conceptual Master Plan to include "building frontages and plazas".
- Deletes requirement that Master Plan is approved by the Council.

- Deletes language in "City Center Land Use and Site Requirements" chart (footnote 8) which limits building heights for uses not in "Town Square" (no longer a part of the proposal).
- Added language permits 5 story office structures (75 feet) which is the same as the adjacent Old Town Design Area.
- Allows location of hotel and office anywhere on site.

Prior to approval of any clearing, segregation or development permits; a conceptual Master Plan which shows, at a minimum, the building sites, streets, open space, required building frontages and plazas of the proposed development shall be approved by the Technical Committee and/or Design Review Board.

Footnote number 8 of the chart entitled "City Center Land Use and Site Requirements" shall be modified to read as follows:

Mixed-Use Retail Center - 3 stories (60 feet); hotel - 6 stories (75 feet) or 8 stories (100 feet) with meeting, conference and banquet facilities in hotel; and office, 5 stories (75 feet).

- New map deletes linkage requirements for on-site linkage system.
- On-site sidewalk requirements will be regulated by the standards contained in the Master Plan.
- Creates new category for proposed public streets (Bear Creek parkway and Railroad Street)
- Off-site linkage requirements remain the same.

Section 20C.10.230(25)(a)

The map entitled "City Center Pedestrian System" shall be replaced with a new map. (Please see Attachment 1B.)

SECTION 20C.20

Section 20C.20.230(30) Sign Requirements per Zoning District. The chart entitled "A Part of Subsection 20C.20.230(30) Sign Requirements per Zoning District", second column (labeled "...CC-2) of the row entitled "Maximum Area (Square Feet)", shall be modified as follows:

- Modifies sign requirements chart to increase the maximum sign face from 100 square feet to 300 square feet.
- Size is more consistent with uses and signage requirements in districts CC3 and CC5.

The larger of 15% of the facade to which the sign attached or 30 sq. feet up to a maximum of 300 sq. feet.

Changes to Existing Ordinance	Recommended Code Language for Redmond Community Development Guide (RCDG)
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The following will replace Sections 20C.30.050(30) of the RCDG.

**SECTION 20C.30
20C.30.050(30) Mixed-Use Retail
Center Design Area**

- Replaces reference to "shopping" center with "retail" center.

(a) Urban Design

- New section defining design intent of design area.

1. General Design Concept - The mixed-use retail center design area design concept stresses a pedestrian oriented, open-air complex that mirrors the existing downtown transportation network and the architectural character and scale of the historic portion of the downtown neighborhood. Primary design features for the mixed-use center include storefronts along roadways, curbside parking, pedestrian plazas, and sidewalk designs that integrate into building architecture.

- Replaces reference to "shopping" center with "retail" center.

2. Gateway to Downtown - the Design Area classified Mixed-Use Retail Center functions as a gateway to the City from SR 520. Development in this area should complement the other components of this gateway, Marymoor Park and Bear Creek, by providing attractive, interesting urban activity. Development should be consistent with the natural environment by minimizing glare, providing indirect lighting, avoiding intense signage, and providing a soft edge where the urban and natural environments meet.

- **Illustrations will be added to this section.**

- Replaces reference to "shopping" center with "retail" center.
- Changes "townscape" to "streetscape".

- Revised and consolidated.

- Changed "retailing" to "building" frontages to recognize possibility of a hotel.

- Revised language acknowledges distinction between private on-site roadways and public streets north of BNR R-O-W.

- Minor editing.

- Adds language to establish function and visual continuity, and compatibility of character with the Downtown.

3. Downtown Integration - Connection to existing roads including landscape treatment, road surface, sidewalk size and placement should respect and extend the existing grid system, streetscape and character consistent with current standards and regulations. Development in the Design Area classified Mixed-Use Retail Center should further City goals for the following subareas:

a. Leary Way - Leary Way between the Sammamish River and the Burlington Northern railroad tracks should remain as a "green gateway" to the City of Redmond.

b. Northern Boundary - Leary Way to 164th - Building siting should maintain continuity of building frontage in order to integrate new development with Old Town Design District.

c. Northern Boundary - Leary Way to 170th Avenue - This area should provide linkage capability between existing public roadways north of Burlington Northern RR and private roadways south of same. These new alignments should provide extension of the established visual corridors.

New connections on the site to existing north/south roads in this area should be compatible with the character of the existing older improvements.

Retail buildings located at the northern edge of the site will establish functional and visual continuity with the downtown. The character of the new buildings will be compatible with older existing buildings.

- No change.

d. Bear Creek - The edge along Bear Creek should be kept as a natural area, with uses limited to passive activity and trail/pathway connections.

Signage in this area should be limited to traffic, safety and directional information, or be consistent with the public recreational use of the area.

Structures consistent with and supporting passive use of this area may be allowed, but should be kept to a minimum.

- No change.

e. Sammamish River - The edge along the Sammamish River should serve as an extension of existing activity on the Sammamish River Trail just north of this Design Area. Uses should include trail and pathway activities.

Signage should be limited to traffic, safety and directional information or be consistent with the public recreational use of the area.

Structures consistent with and supporting trail/pathway activities may be allowed, but should be kept to a minimum.

- No change.

- No change.

f. Railroad - Pedestrian Crossings: Design and construct City approved architectural/urban design features, walkways and landscaping on Leary Way, 164th, 166th Avenue N.E. and other locations as determined to be necessary as the result of traffic studies. This may include a pedestrian crossing. The connection at 164th will be made when the vehicular access to the site is constructed.

- Deletes requirement for a pedestrian overpass at 164th.
- Adds timing for 164th crossing.

- No change.
- **Illustrations will be added to this section.**

- Minor edits to provide clarification.
- **Illustrations will be added to this section.**

- No change.

- No change.

- No change.

- No change.

- Moved from Sammamish Trail and Town Square Design Areas.

- Moved from Sammamish Trail and Town Square Design Areas.

(b) Architectural Guidelines

1. Siting of Buildings - Buildings should be sited to enclose either a common space or provide enclosure to the street. Consideration should be given to the relationship between buildings and adjacent open space areas. All design should appear as an integrated part of an over-all site plan.

2. Building Form - The roofline of buildings should be modulated to avoid large areas of flat roof and should include interesting architectural features. Consideration should be given to the appearance from nearby hillsides.

Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.

The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged.

Large buildings should avoid continuous, flat facades.

Avoid the use of false fronts and large blank walls.

Facades should be divided into increments through the use of architectural features such as bay windows, offsets, recesses and other devices which break or minimize scale.

Allow for varieties of shapes, angles and reliefs in the upper stories of structures over four stories.

- Moved from Sammamish Trail and Town Square Design Areas. Column and bay spacing along street fronts should be provided no greater than 30 feet apart in order to maintain a pedestrian oriented scale and rhythm.
- Edited and moved from Old Town Design Area. Building Design should complement the character of adjoining Old Town.



- Moved from Old Town Design Area. Building Design must relate in material, colors, scale and form, which are harmonious with the surrounding environment in Old Town.
- Edited and moved from Old Town Design Area. Buildings and facades should be brick or combinations of brick and smooth finished concrete. In all design there should be emphasis upon the quality of detail and special form in: window treatments, columns, eaves, cornices, lighting, signing, etc. Building facades should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels.

- Moved from Old Town Design Area.

Buildings and the spaces between them should relate easily and openly to the external public areas or plazas.
- Edited and moved from Old Town Design Area.

The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories in the retail core. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged.
- Edited and moved from Old Town Design Area.

The development of ground level view points on each building level which take advantage of solar access and views of the site's open spaces is encouraged.
- Moved from Old Town Design Area.

The integrity of a building as an individual structure or as part of a series of buildings should be respected.
- Moved from Old Town Design Area.

Buildings as a whole should be seen as significant architectural elements.
- Moved from Old Town Design Area.

Exterior building surfaces above the first level and the primary architectural elements below the marquee such as columns, arches, rails shall be considered in the building design and entry areas.
- Moved from Old Town Design Area.

Store fronts should not depart from the character of the building facade of which they are a part.

- Adds option to highlight building entrances using "architectural" features.
 - **Illustrations will be added to this section.**
-
- Deletes language relative to "regional shopping" and "Town Square".
 - No change.
 - Moved from 20B.
 - **Illustrations will be added to this section.**
-
- Moved from Sammamish Trail and Town Square Design Areas.

3. Building Entry - Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entry ways. Highlight building entrances through landscape or architectural design features. Building entries should be designed in conjunction with the landscape treatment of pedestrian ways in the parking areas that directly relate to the entry.

4. Public Art - Encourage public art in public areas of the design area particularly in and around the mixed-use retail center.

5. Building Orientation - Uses in the center should be oriented externally as well as internally (as is applicable) by using outward facing building facades, malls, entrances and other design techniques.

Buildings should abut the sidewalks on at least one side and orient the primary entrance, or entrances, toward the street.



- Moved from Master Plan.
- Revised to be more comprehensive.

6. Building Colors and Materials - Building colors and materials shall be selected to integrate with each other, other buildings in the Old Town, and other adjacent commercial areas, while allowing a richness of architectural expression for the various buildings.

- Moved from Sammamish Trail and Town Square Design Areas.

Buildings should be constructed of materials that minimize light reflection and glare.

- Edited and moved from Old Town Design Area.

Store fronts should be brick, or a combination of brick and smooth finished concrete where glass is not used. Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.

- Moved from Master Plan.
- No change.

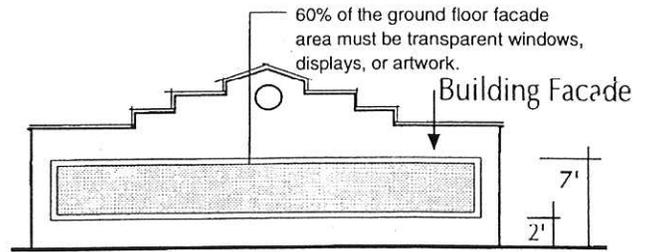
7. Windows and Displays - Windows and display areas shall be located along pedestrian routes to enhance the pedestrian experience.

- Moved from Old Town Design Area.

Store fronts should be visually open wherever practical. Stores should use enough glass so that the activity inside the store is obvious to the passerby. In all cases merchandise should be easily visible to pedestrians.

- Moved from Sammamish Trail and Town Square Design Areas.

Windows shall be provided on the street level rather than blank walls to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60% of ground floor facades facing streets shall be in non-reflective, transparent glazing. Where windows cannot be provided, art work in window boxes may be used with Site Plan Review approval.



- Moved from Master Plan.

- Moved from Master Plan.
- Old language.
- Pertained to development of major tenant department store.
- Still applicable design criteria.

- Moved from Master Plan.
- No change.

- Moved from Master Plan.
- No change.

- Moved from Sammamish Trail and Town Square Design Areas.

8. Future Development Pads - Future development pads shall be designed to relate to the rest of the project's architecture and will provide pedestrian scale exterior features.

9. Design Consistency - Each phase of the development shall be designed to be consistent with, but not necessarily the same as, the balance of the project architecture, including materials, colors, general style.

10. Pedestrian Features - Provide pedestrian scale external features including such items as window and glass display cases, street furniture, covered walkways, and avoid large blank walls.

11. Outdoor Pedestrian Areas - The outdoor pedestrian areas shall include special paving treatments, landscaping and seating areas.

Outdoor and ground floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities and other features of interest to pedestrians.

- Moved from Master Plan.
 - Moved from Master Plan.
 - Was language that required this improvement prior to occupancy of fourth department store which is no longer applicable.
 - Remains a desired integration feature.
 - Moved from Master Plan.
 - No change.
 - Moved from Sammamish Trail and Town Square Design Areas.
 - Minor editions to clarify intent.
 - Modified language changes emphasis on individual trees to groups of significant, healthy trees.
 - No change.
 - Moved from 20B.
12. Site Entrances - Entrances to Town Center development shall be emphasize with landscape treatments to strongly indicate the pedestrian orientation of these areas.
- Architectural/urban design treatment of 166th shall encourage pedestrian circulation from the project to Cleveland Street retail area.
13. Rooftop Mechanical Equipment - Rooftop mechanical equipment will be screened in a manner which enhances the overall architectural design and roof tops will be of a color that reduces glare and other types of visual impact on the adjacent residentially developed hillsides.
- Rooftops should incorporate features which soften rectilinear forms and effectively screen mechanical equipment from view.
- (c) Transportation Guidelines
1. VEHICULAR
- a. Roadway Configurations - Roadways that are above existing-grade should be designed in a manner to reduce visual impact of pavement area such as using landscaping or bermings.
- Encourage alignment of all roadways to minimize the removal of groups of existing significant, healthy trees.
- Streets should not be wider than 3 to 4 travel lanes and 5 lanes at intersections between the design area, and areas targeted for integration with the downtown.

- Moved from Sammamish Trail and Town Square Design Areas.
 - Minor editing. No substantive change.
 - Addition of "location" of parking areas to become factor relative to building groups.
 - "Size" remains as a relevant design element.
 - Minor editing to clarify.
 - No change.
 - Moved from Master Plan.
 - Moved from Valley View, Bear Creek, and Trestle District.
 - Moved from Valley View, Bear Creek, and Trestle District.
- Vehicular circulation shall relate the various uses on the site to each other. Roads shall be designed to enhance viability of the project components.
- Vehicle access should be designed to minimize interaction of vehicles with pedestrians.
- b. Parking - Surface - Where possible, locate parking behind buildings and away from areas of high public visibility. Landscape and screen surface parking areas visible to the public.
- Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size and location of parking areas should be minimized and related to the group of buildings served.
- Parking areas should include a clear circulation network to guide pedestrians to the building entrances.
- Visual impact of surface parking areas should be minimized from the SR 520 corridor.
- Landscaping shall be provided to screen surface parking areas and provide transition between the project and surrounding areas particularly when viewed from SR 520, Leary Way and Adjacent hillsides.
- Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.
- Pedestrian access from parking areas should be safe and clearly defined.

- Moved from Valley View, Bear Creek, and Trestle District.

Landscaped medians should be provided where access and traffic movements allow.
- Moved from Valley View, Bear Creek, and Trestle District.

Conflict between pedestrians and automobiles should be avoided by minimizing vehicle crossings of pedestrian access ways.
- Moved from Sammamish Trail and Town Square Design Areas.

Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.
- Revised language deletes reference to structured parking and adds language that emphasizes reduction of visual impact.

To minimize visual impacts where surface parking is utilized, project design should incorporate screening and landscape treatment of surface parking areas.
- Revised language emphasizes designing parking areas to reduce visual impact.

Design and locate parking areas in a manner that will break up large areas of parking and encourage shared parking with existing downtown uses
- Moved from 20B.

Patrons of the retail center shall be allowed to utilize mixed-use center parking while patronizing other businesses in City Center. No rules, signage or penalties shall be enacted by Town Center to preclude this parking allowance.
- Replaces reference to "shopping" center with "retail" center.

c. Parking - Structured - Structured parking should be designed to avoid undifferentiated planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade, where the water table allows, to reduce total height.
- Minor editing better defines design intent for structured parking.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR520 corridor.
- Recognizes impact water table could have on lowering first level of parking structure in some areas.
- No change.

- New language.

Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Landscaping shall include a combination of shade trees; evergreen trees, shrubs and groundcovers; and deciduous native and ornamental shrubs and vines to further screen the structures.

- Makes landscape screening a design alternatives instead of a requirement so as not to limit screening opportunities.
- Edited for unity.

The top floor of parking structures should include landscape screening in areas such as along the cornice and on the deck, either by trees or a screening trellis treatment.

- No change.

Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.

- No change.

For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.

- Amends numeric requirement for structured parking from 80% required for the "regional shopping center" to 50% for the entire site.
- Numeric change represents a real percentage change for the entire site from 69% to 50%.
- Deletes language referencing "shopping center/town square".
- Moved from 20B.

At least 50% of the parking provided for the entire site should occur in parking structures. The ratio of minimum structured parking shall be maintained for all phases of development of the mixed-use center and the office park.

- No change.
- Moved from 20B.

Parking structures should be enclosed with retail or office uses on the exterior or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening.

- No change.

2. Pedestrian

a. Linkages - Link proposed development to walkway, trail, bicycle systems in the surrounding area by connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as railroad, Bear Creek and driveways) with special design treatment, minimizing barriers, designing with consistent materials, widths and locations and providing safe, easy and clearly identifiable access to and along the linkages. Safe, convenient and attractive connections to Marymoor Park, Sammamish River Trail and the Bear Creek trail system should be provided.

The sidewalk system shall be emphasized with landscape treatments to provide readily perceived pedestrian pathways through and around the mixed use center design area.

- Clarifies language to note that sidewalks are to be constructed to current standards "where there is sufficient right-of-way".

b. Sidewalks - When extending an existing sidewalk, the new walkway should meet current standards and regulations where there is sufficient right-of-way, and should be constructed of a material and dimension which is compatible with and improves upon the existing character.

- New language requiring sidewalk system to be similar to approved Linkage System.

Sidewalks should meet similar standards to those of the approved Pedestrian Linkage System.

- Moved from Old Town Design Area.

Paving of sidewalks and pedestrian crossings should be safe and constructed of a uniform material that is compatible with the character of the design district. The private use of sidewalk rights-of-way areas may be appropriate for seasonal cafe seating or special displays.

- Adds language that is consistent with City practice to retain healthy groups of trees.

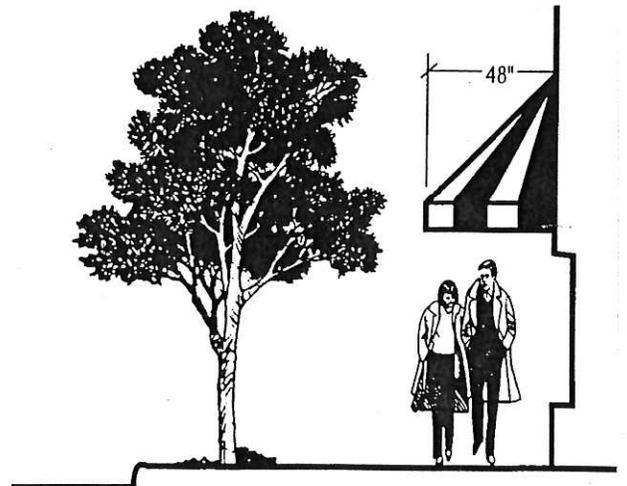
Encourage alignment of new sidewalks to minimize the removal of groups of existing significant, healthy trees.

- No change.

c. Arcades, Colonnades, Canopies - In areas of high pedestrian activity, devices for protection from weather are encouraged. Consistent treatment within a single area is also encouraged in order to provide a strong identity of space.

- Moved from Sammamish Trail and Town Square Design Areas.

Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting sidewalks should provide pedestrian weather protection by way of awnings, overhangs, a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements on adjoining buildings. Materials and design should engender qualities of permanence and appeal.



- Moved from Old Town Design Area.
 - Deletes "mall", adds retail center.
 - Consistent with proposed language.
 - Deletes language for avoiding pedestrian/vehicular intersections.
 - Adds provision for using "appropriate safety features" - "at public rights-of-way."
 - Consistent with design intent.
 - No change.
 - Adds language that ties the construction of equestrian trails to the timing of off-site connections.
 - Implements 20B. policy.
- Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the character of the building. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.
- d. Enclosed Malls - The design of enclosed malls should allow pedestrians through access during hours of retail center operation while still maintaining security.
- e. Trails - Pedestrian - Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public rights-of-way and at the Burlington Northern railroad tracks.
- f. Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.
- g. Trails - Equestrian - Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails. Equestrian trails do not have to be constructed until offsite linkage is constructed to the proposed development.
- h. Plazas/Pedestrian Malls - Plazas, pedestrian malls and other amenity open spaces shall be developed that promote outdoor activity and encourage pedestrian circulation between the mixed use center and the balance of the City Center area.

(d) Landscape Guidelines

- Makes plantings as options, not requirements.
 - No change.
 - New language adds provision for landscape transition.
 - Moved from Valley View, Bear Creek, and Trestle District.
 - Moved from Old Town Design Area.
1. Urban Landscape Treatment - Building entries, primary vehicular entries and building perimeters should be enhanced with landscaping which could include ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation.
 2. Site Furnishings - Benches, kiosks, signs, bollards, waste receptacles, water fountains, lighting standards, perch walls, sidewalks, pathways, trail and special water features should be designed to be compatible elements of like materials and design.
 3. Perimeter Landscaping - Landscaping on the perimeter of the site will create a transition between the project and the surrounding area.
 4. Landscaping on Streets - Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.
 5. Trees, plants and flowers - The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.

(e) Open Space Guidelines

1. Tree Retention and Open Space Landscaping - Preserve existing natural features, particularly healthy mature trees and stream courses.

- Identifies the cluster necessary to retain the "Green Gateway".
- Requires 100% preservation (retention of cluster except as required for streets and utilities).
- Requires 1:1 replacement ratio.
- Contains all of the trees within the Public Access Open Space including the trees along Bear Creek and the cluster along Leary Way.

Preserve a minimum of 100 percent of all significant trees within the Public Access Open Space which includes the cluster along the east side of Leary Way at the northwest corner of the Design Area to preserve the green gateway image and those significant healthy trees along Bear Creek and the Sammamish River as identified in Attachment 2B. Trees that cannot be retained due to approved street and/or utility construction shall be replaced with native nursery stock at a 1:1 ratio, with tree sizes in accordance with Section 20C.20.090(25d), pursuant to a landscape plan approved in conjunction with Site Plan Review.

- Deletes reference to minimize grading for "overland storm water treatment."
- Revised language still minimizes grading.

Minimize new grading in this area.

- Added language clarifies "landscape" screening.

Install landscape screening between this open space area and adjacent parking areas.

- Deletes reference to "shopping", adds "mixed use" center.

Encourage passive recreation including a walking trail, bicycle trail, seating and rest areas, pedestrian lighting, and site furnishings. Connections should be provided to the White House, mixed-use center, Marymoor Park, Sammamish River trail system and other open space areas.

The "soft edge" landscape treatment to the south of Town Center along Bear Creek shall provide for a true transition between the natural, riparian area of the creek to the more urban mixed-use center area.

The informal nature of the west, south and east portion of the site should be maintained by retaining native materials and random planting of compatible plant materials consistent with the City Center Neighborhood Program.

- Adds retention of Justice White House.
- Adds language re-defining open space as "public access" area.
- Deletes "shopping."

- No change.

- No change.

- No change.

- No change.

- Adds recreation "areas" to "activities".

- Deletes language "limiting stormwater treatment swales and recharge areas" in natural and passive recreation areas, and deletes restriction of stormwater treatment structures in these areas.

2. White House/Saturday Market - The areas around the Saturday Market and Justice White House shall be retained as open space. Areas at the Justice White House should encourage active and passive recreation. These areas should connect to other open spaces, trails and the mixed-use retail center.

3. Sammamish River - Open space should be retained along the Sammamish River and enhanced by:

a. Providing grade separation for trails at all appropriate and feasible locations.

b. Making connections to other open space zones.

4. Bear Creek. Open space along Bear Creek should be retained and enhanced by:

a. Encouraging passive recreation areas and activities and discouraging active recreation.

b. All storm water swales and recharge areas should be integrated with the natural environment.

- Deletes provision that would not allow the establishment of trails and facilities inside of the floodway. Riparian vegetation should be preserved along Bear Creek corridor. Deletion of language does not hinder that concept.
 - Deletes "shopping mall".
 - Adds "mixed-use retail center".
 - Adds language referring to the timing of the equestrian trail ("when required").
 - Consistent with previous timing language regarding construction of the equestrian trail.
 - Defines open space as Public Access Open Space.
 - Provides for 46 acres of open space (including the floodway), up from 25 acres (exclusive of the floodway).
 - Proposes preservation by easement rather than dedication.
 - Redefines "park" as "Public Access Open Space" (less active connotation).
 - Revised language includes the "floodway" and "significant plaza areas and linkages" as open space.
 - Reduction of 4 acres of open space.
 - Approved Master Plan did not have 60 acres of open space without the floodway.
- c. Protecting vegetation of the riparian habitat in this zone by limiting access to the creek to designated access points.
 - d. Providing connections to Marymoor Park, the Sammamish River, mixed-use retail center and other open spaces.
 - e. Facilities within this area should include a pedestrian pathway, bicycle path, equestrian trail when required, passive water access area, seating, and site furnishings.
5. Public Access Open Space - Public Access Open Space should be retained, enhanced and made available for public use in this design area as shown on Attachment 3B.
- At least 46 acres shall be preserved by easement to the City or controlled by other methods that would permanently assure the open space to the City. This downtown Public Access Open Space shall serve as a visual amenity and passive recreation open space.
6. Open Space Acreage - Total open space as shown on Attachment 3B shall include a minimum of 56 acres. This will include building entryways and miscellaneous building and parking lot landscaping, natural areas inclusive of the floodway, significant plaza areas and linkages, the Justice White House, and the Saturday Market.

- Changes title to signage.
- Better defined kiosks as "directional" signs.

(f) Signage Guidelines

1. Sign kiosks - Sign kiosks, which provide direction to groups of tenants are encouraged as a means for discouraging numerous individual directional tenant signs and providing clear directions. These kiosks shall be located in high traffic areas and be consistent with the design theme of the development.

- No change.

2. Symbols and colors - International symbols and colors should be used whenever applicable.

- Moved from Master Plan.
- No change.

3. SR 520 Signage - Signage for the subject proposal shall comply with the SR 520 Corridor Signage Policy adopted by the City Council.

- Moved from Old Town Design Area.

Signs will be evaluated according to the overall impact, size, shape, texture, lettering style, method of attachment, color, and lighting in relation to use, the building and street where the sign will be located, and the relation of the sign to other signs and other buildings in the vicinity. Adherence to or enhancement of sight lines both parallel and perpendicular to the sidewalks will be considered. The primary reference will be to the average pedestrian's eye-level view, although views into or down the street from adjacent buildings should be an integral feature of any review.

- Moved from Old Town Design Area.

Signs should be simple, clear and direct. Generally, single-faced, flat-surfaced, painted signs are preferred. Extruded aluminum or plastic signs may not be appropriate. Careful use of neon may be acceptable. One of the many standard lettering styles should be used.

- Moved from Old Town Design Area.

Signs should not hide or obscure the architectural elements of the building.

- Moved from Old Town Design Area.

Exterior signs should be flat against the building, painted on it, or hung from the underside of the marquee, perpendicular to the sidewalk. Signs attached to the edge of the marquee should not extend above the marquee's upper edge.

- Moved from Old Town Design Area.

Projecting, double-faced or three-dimensional signs may be allowed if they are integrated into the overall streetscape and do not destroy sight lines. Symbolic three-dimensional signs such as a shaving mug, barber pole, pawn shop symbol, or other symbols illustrating the product being sold on the premises, are acceptable provided they meet other sign guidelines. When possible, signs should reflect the character and the use within the structure.

- Moved from Old Town Design Area.

Sign lighting should be energy efficient.

- No change.
- Moved from Master Plan.

(g) Lighting Plan - A lighting plan shall be provided and approved, which encourages night time pedestrian movement between the adjacent commercial areas, particularly Leary Way and 166th Avenue NE.

- Moved from Old Town Design Area.

Parking lot and security lighting shall be screened by buildings and other means to avoid light intrusion onto the adjacent river.

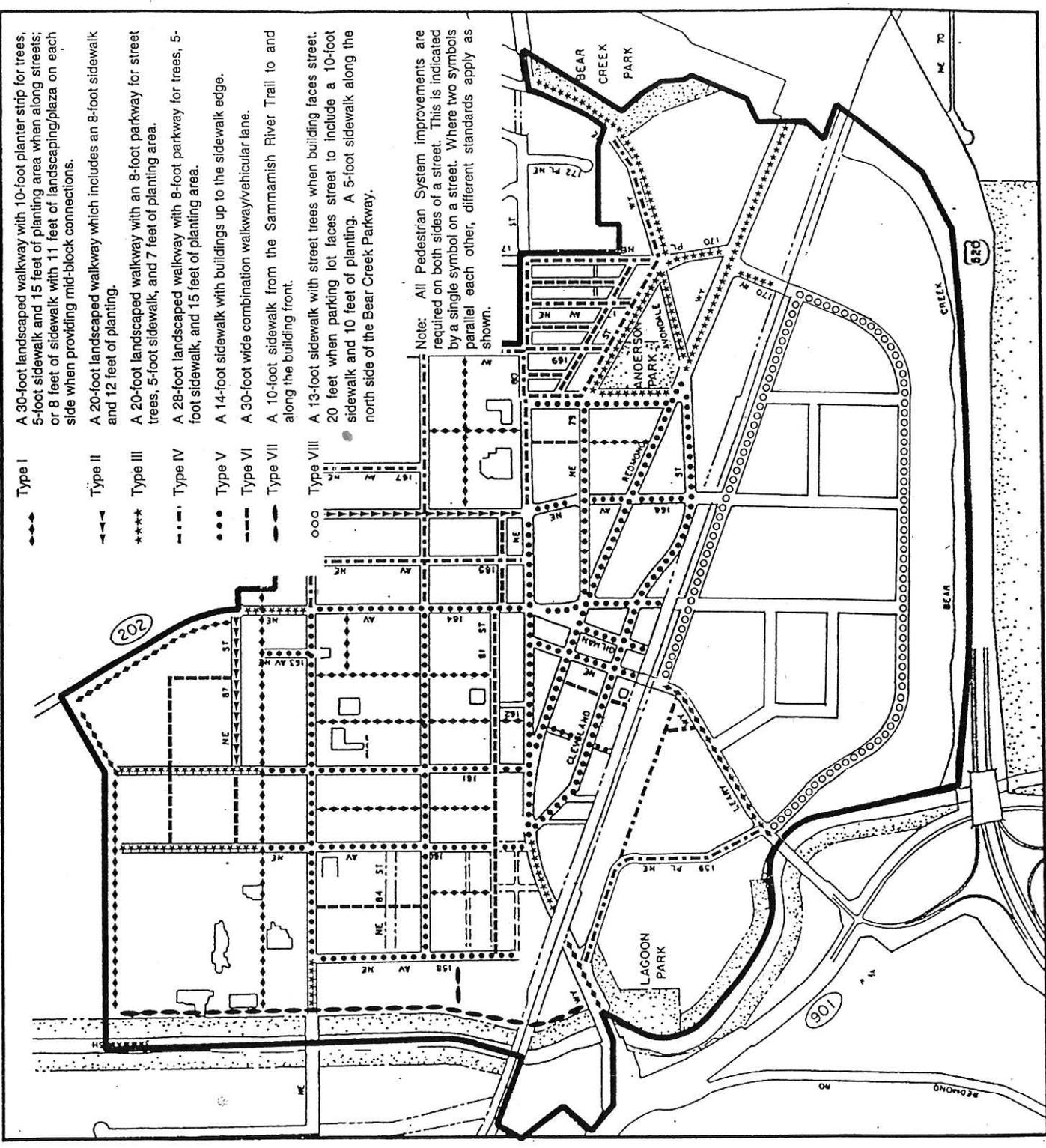
- Moved from Old Town Design Area.

Street lighting should relate in scale to the pedestrian characters of the area. The design of the light standards and luminaries should enhance the design theme.

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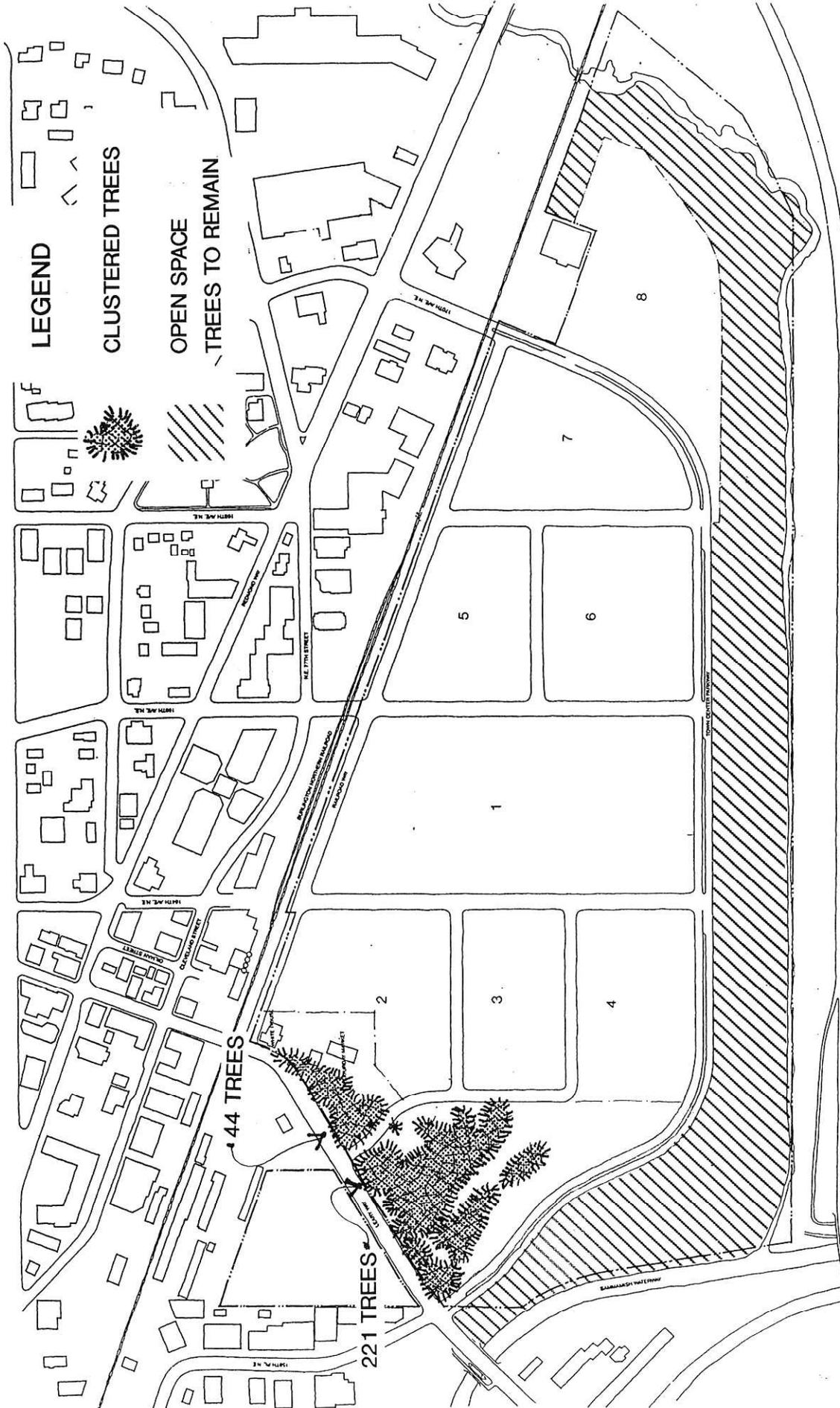
- Type I A 30-foot landscaped walkway with 10-foot planter strip for trees, 5-foot sidewalk and 15 feet of planting area when along streets; or 8 feet of sidewalk with 11 feet of landscaping/plaza on each side when providing mid-block connections.
- Type II A 20-foot landscaped walkway which includes an 8-foot sidewalk and 12 feet of planting.
- Type III A 20-foot landscaped walkway with an 8-foot parkway for street trees, 5-foot sidewalk, and 7 feet of planting area.
- Type IV A 28-foot landscaped walkway with 8-foot parkway for trees, 5-foot sidewalk, and 15 feet of planting area.
- Type V A 14-foot sidewalk with buildings up to the sidewalk edge.
- Type VI A 30-foot wide combination walkway/vehicular lane.
- Type VII A 10-foot sidewalk from the Sammamish River Trail to and along the building front.
- Type VIII A 13-foot sidewalk with street trees when building faces street. 20 feet when parking lot faces street to include a 10-foot sidewalk and 10 feet of planting. A 5-foot sidewalk along the north side of the Bear Creek Parkway.

Note: All Pedestrian System improvements are required on both sides of a street. This is indicated by a single symbol on a street. Where two symbols parallel each other, different standards apply as shown.



CITY CENTER PEDESTRIAN SYSTEM

PROPOSED PLAN



LEGEND

CLUSTERED TREES

OPEN SPACE
TREES TO REMAIN

WINMAR
ARCHITECTS

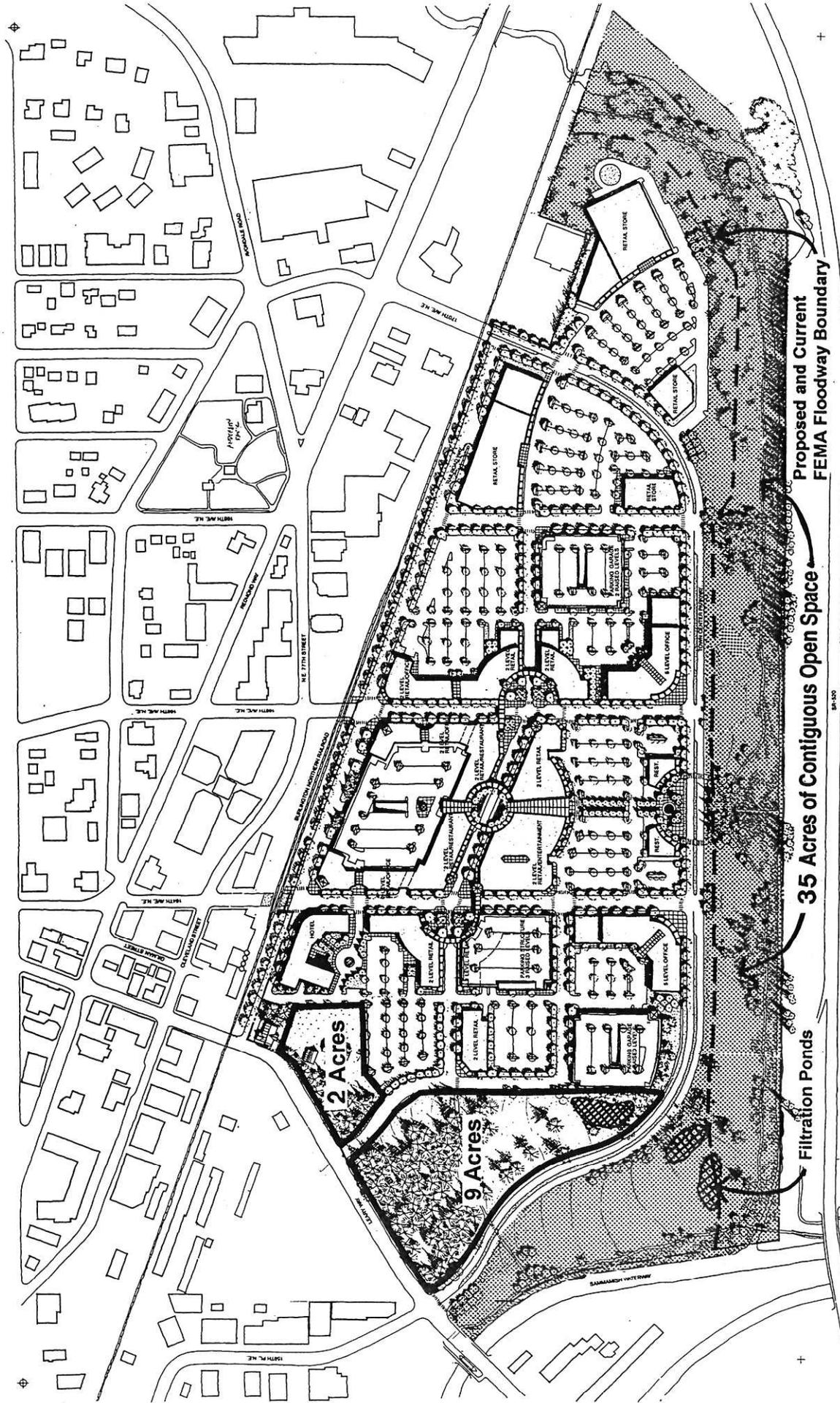


TREE PRESERVATION EXHIBIT

REDMOND

TOWN CENTER

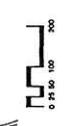
LMN
LOSCHE
MARGUARDT
& NISKOLM



WINMAR
CORPORATION, LLC
18 AUGUST, 1994



REDMOND TOWN CENTER



LMN
LOS ANGELES
MARQUARDT
& HESHOLM

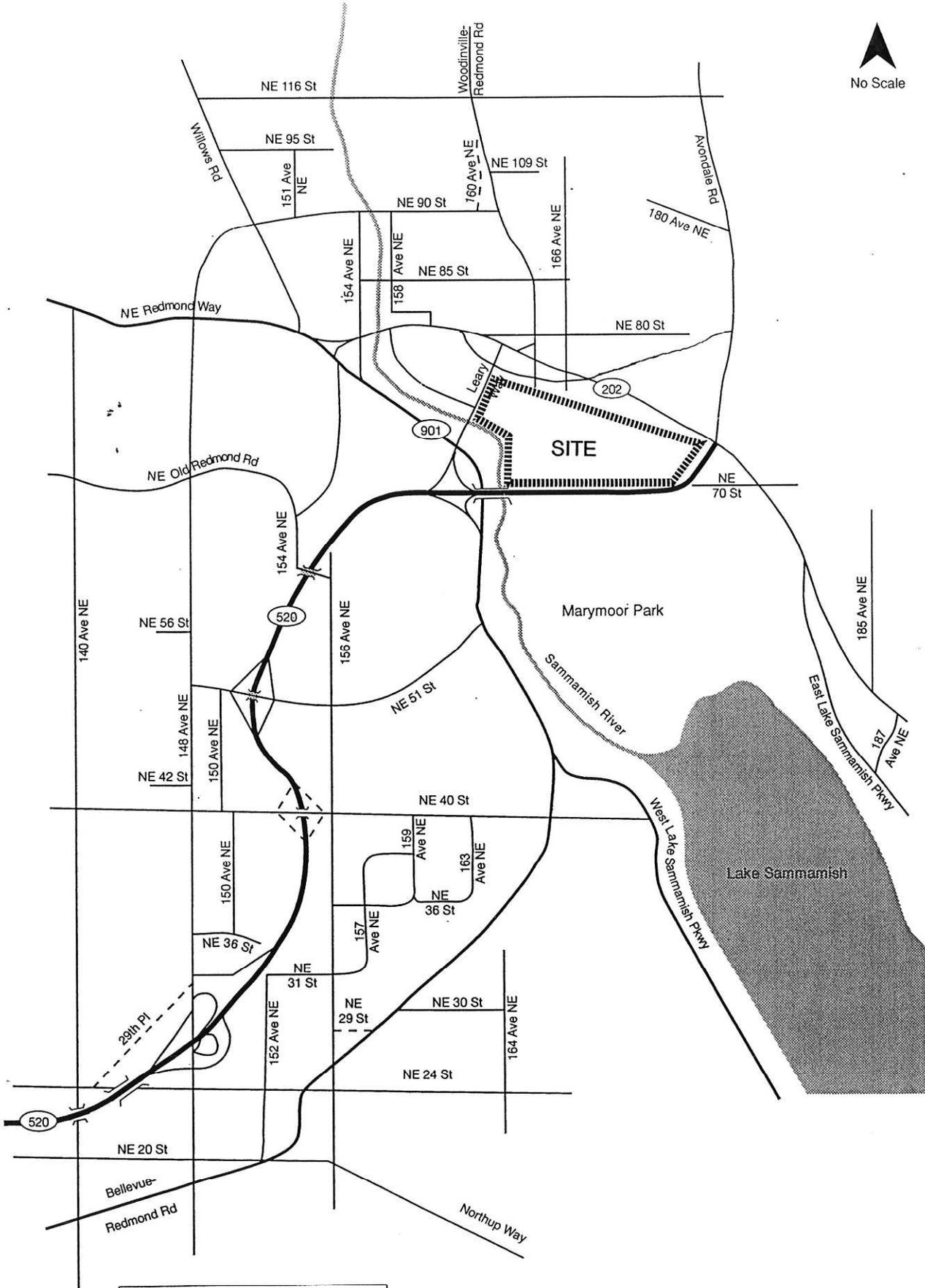
Proposed Master Plan Open Space

Proposed and Current
FEMA Floodway Boundary

35 Acres of Contiguous Open Space

Filtration Ponds

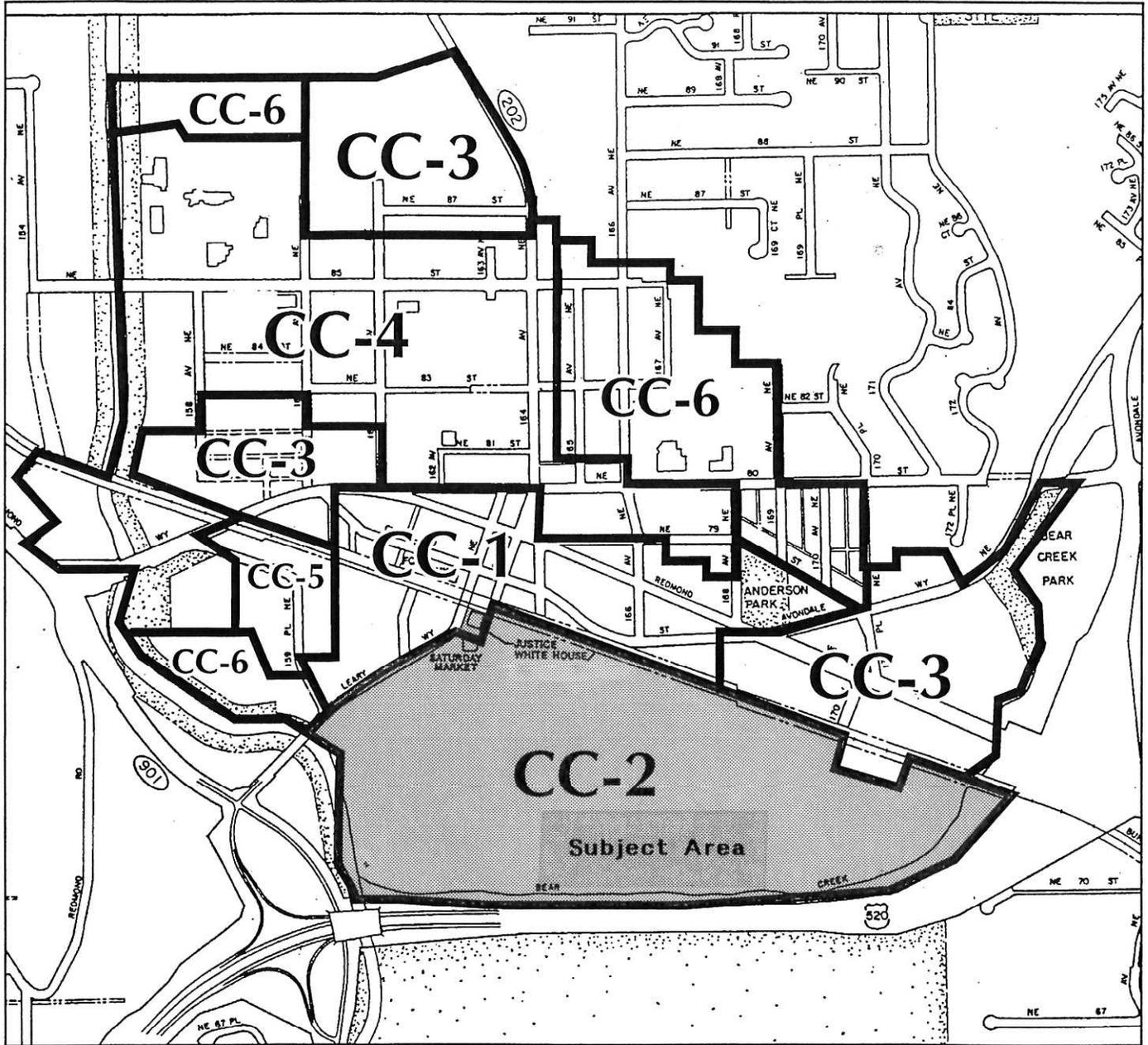
EXHIBIT C



92029-61 8/25/94 AGH

Legend:
- - - - Proposed Roadway

VICINITY MAP



CITY CENTER ZONING DISTRICTS

20C. 10. 230 (O5)

Effective 12/21/93

CITY OF REDMOND
DETERMINATION OF SIGNIFICANCE AND
ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT
AND
NOTICE OF AVAILABILITY

Description of current proposal: Amendments to the Redmond Community Development Guide that include revisions to the Arterial Street Plan, Bike Plan, Sewer Facilities Plan, and various site development standards and design guidelines relative to the Redmond Town Center Development Guide Amendments and revised Master Plan revisions for a 1.375 million square foot mixed-use center.

Proponent: Winmar Company, Inc.

Location of current proposal: South of downtown Redmond and Leary Way, north of Bear Creek, east of the Sammamish River, on the former Redmond Golf Links and Butler-Walls property.

Title of document(s) being adopted: Draft and Final EIS for Redmond Town Center (1985), Draft and Final EIS for Town Center Site Development and City Center Neighborhood Plan (1987); and Draft and Final EIS for the City of Redmond Comprehensive Plan.

Agency that prepared document(s) being adopted: City of Redmond

Date adopted document(s) were prepared: 1985, 1987, and 1995 respectively

Description of document(s) (or portion) being adopted: All

If the document(s) being adopted has been challenged (197-11-630), please describe: N/A

Relationship of current document to adopted document:

Addendum (to 1985 and 1987 EIS's only, 1995 adopted by reference)

Supplement

Title of current document: EIS Addendum, Redmond Town Center, Proposed Master Plan and Development Guide Amendments.

The current document is available to be read at (place/time): Redmond City Hall, Permit Center, 15670 NE 85th Street, Redmond, WA 98052 (MON - FRI, 8:00 am - 5:00 pm).

EIS REQUIRED: The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. To meet the requirements of RCW 43.21C.030(2)(c) the lead agency is adopting the document described above. Under WAC 197-11-630, there will be no scoping process for this EIS.

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting document City of Redmond

Contact person, if other than responsible official Judd Black, Senior Planner Phone 556-2426

Responsible official Roberta Lewandowski

Position/Title Director of Planning and Community Development Phone 556-2447

Address 15670 NE 85th Street, Redmond, WA 98052

Date 4/11/95 Signature James Z. Roberts

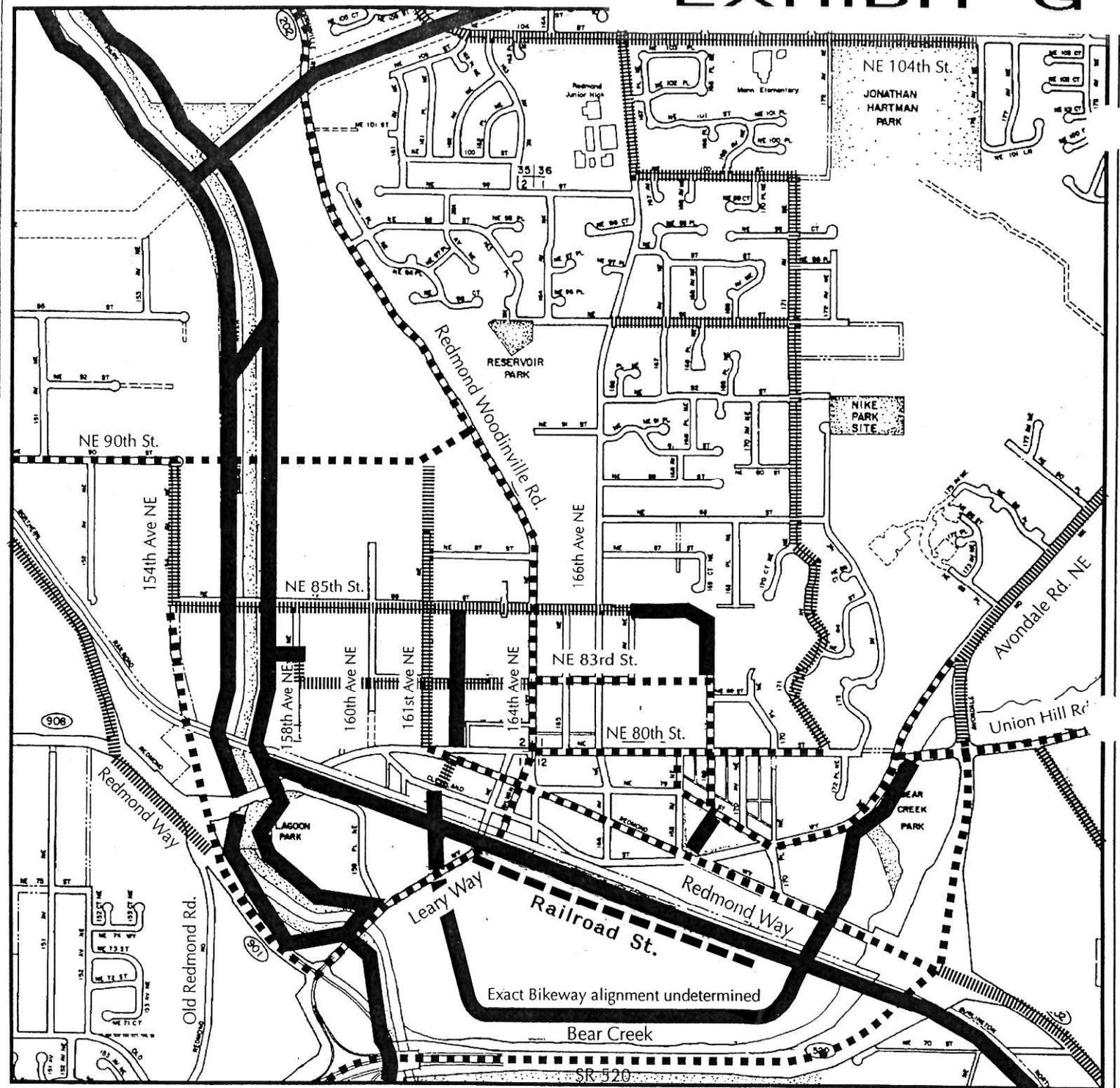
Responsible official Carol Osborne

Position/title Public Works Director Phone 556-2705

Address 15670 NE 85th Street, Redmond WA 98052

Date 4/11/95 Signature Carol Osborne

EXHIBIT G

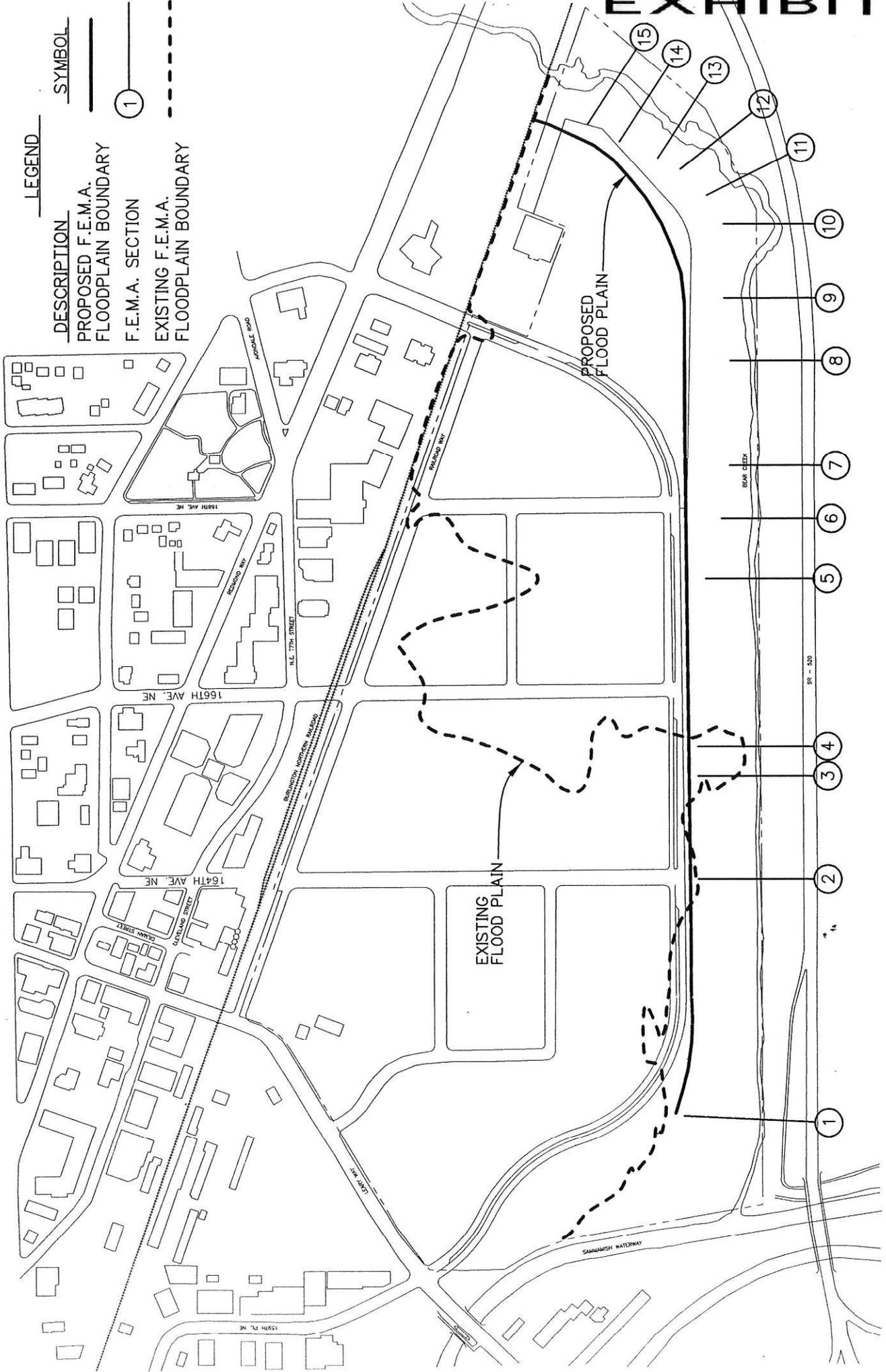


REDMOND CITY CENTER BICYCLE PLAN

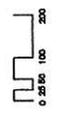


- 
BIKEWAY (Class I): A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 ft. for one-way travel and 8 ft. for two-way travel. The minimum width when shared with pedestrians is 12 ft.
- 
BICYCLE LANE (Class II): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of cyclists. Bicycle lanes are one-way facilities. The minimum width when abutting the curb is 5.5 feet. When adjacent to parking, the minimum width is 5 feet.
- 
BICYCLE ROUTE (Class III): A roadway shared by bicycles and motor vehicles with a wide shared curb lane or paved shoulder, and signage. The desirable width of a curb lane is 12 to 14 feet.

DESCRIPTION	SYMBOL
PROPOSED F.E.M.A. FLOODPLAIN BOUNDARY	
F.E.M.A. SECTION	
EXISTING F.E.M.A. FLOODPLAIN BOUNDARY	

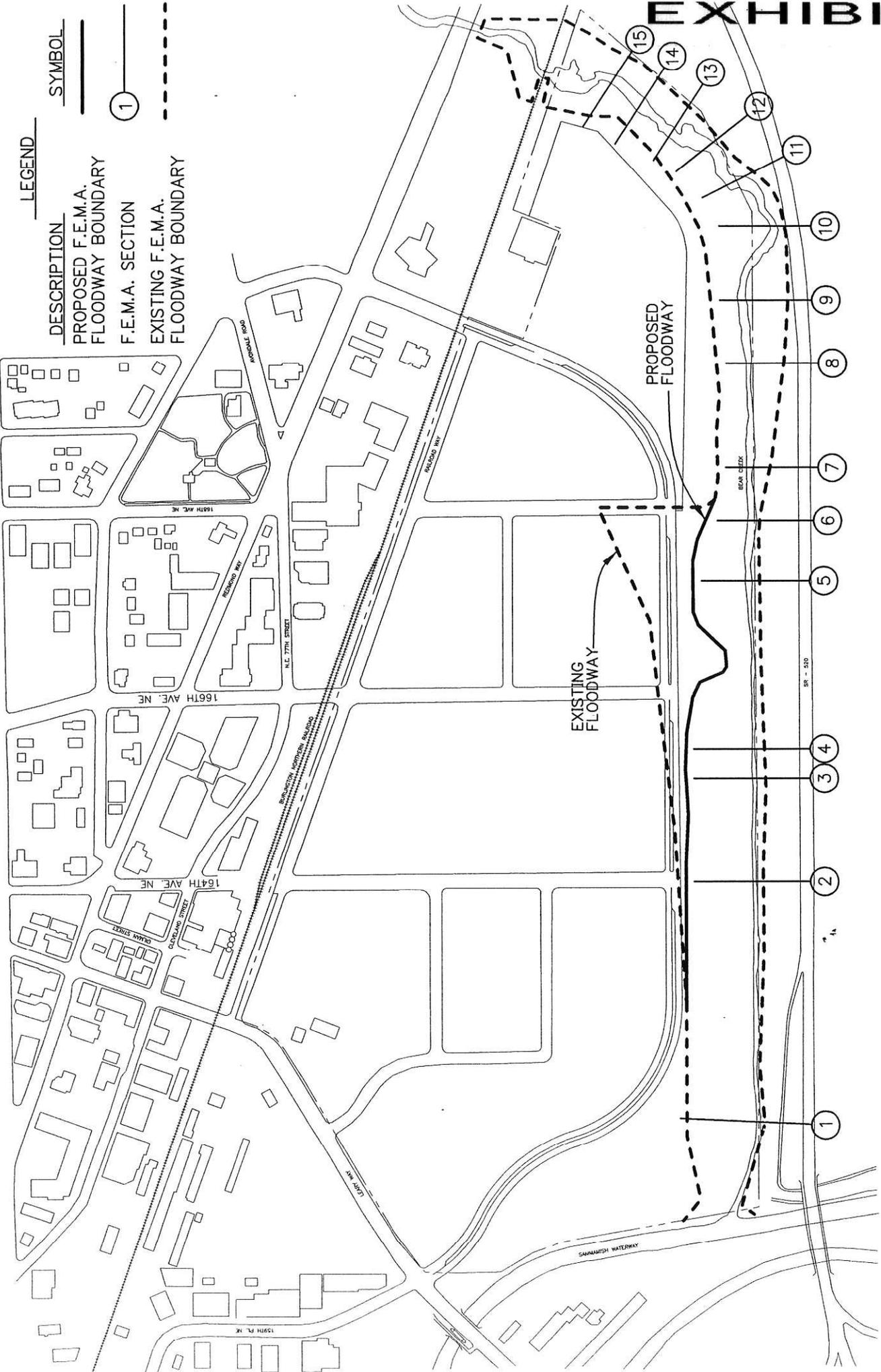


F.E.M.A. FLOODPLAIN
REDMOND TOWN CENTER



LEGEND

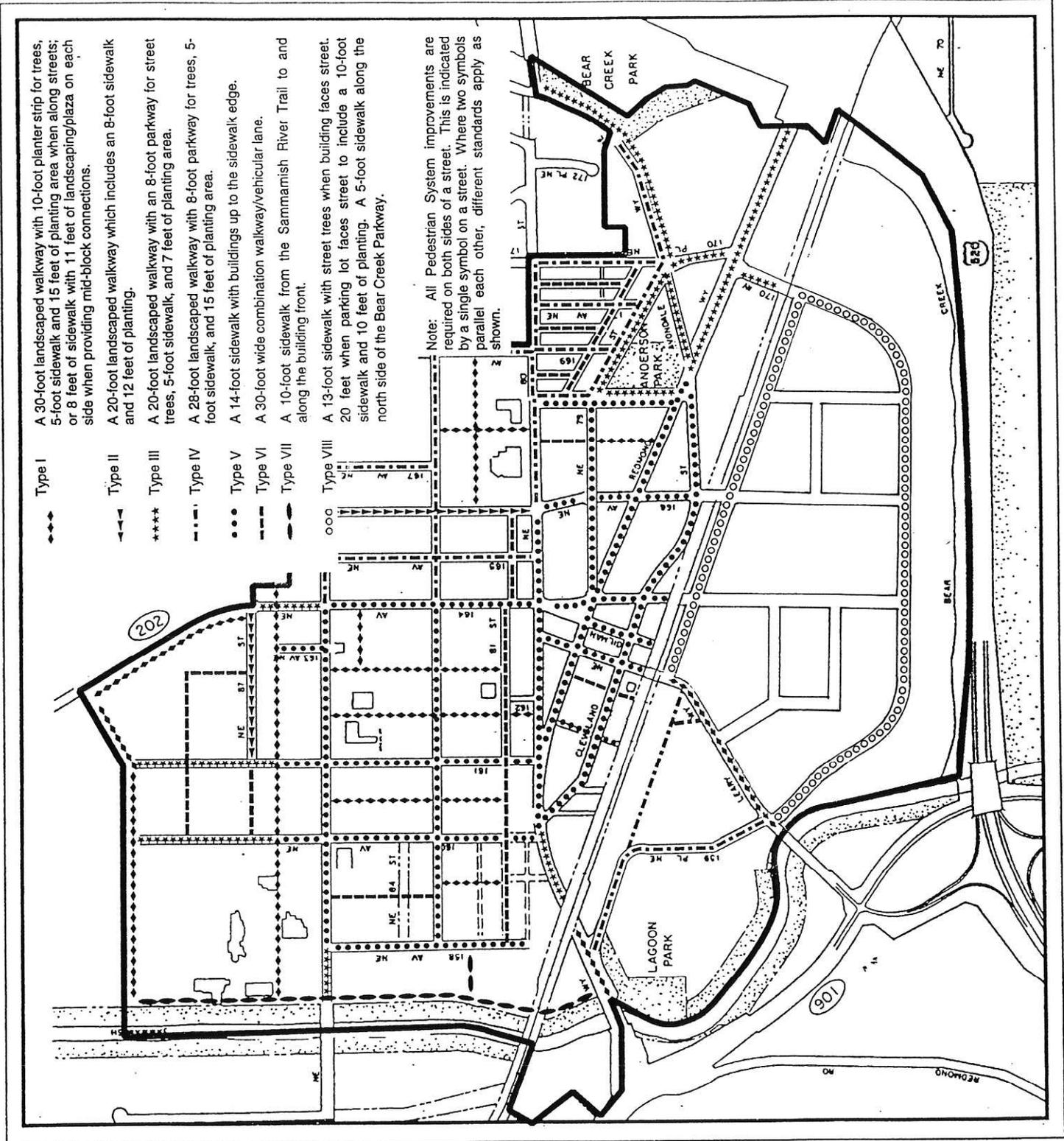
DESCRIPTION	SYMBOL
PROPOSED F.E.M.A. FLOODWAY BOUNDARY	
F.E.M.A. SECTION	
EXISTING F.E.M.A. FLOODWAY BOUNDARY	



F.E.M.A. FLOODWAY

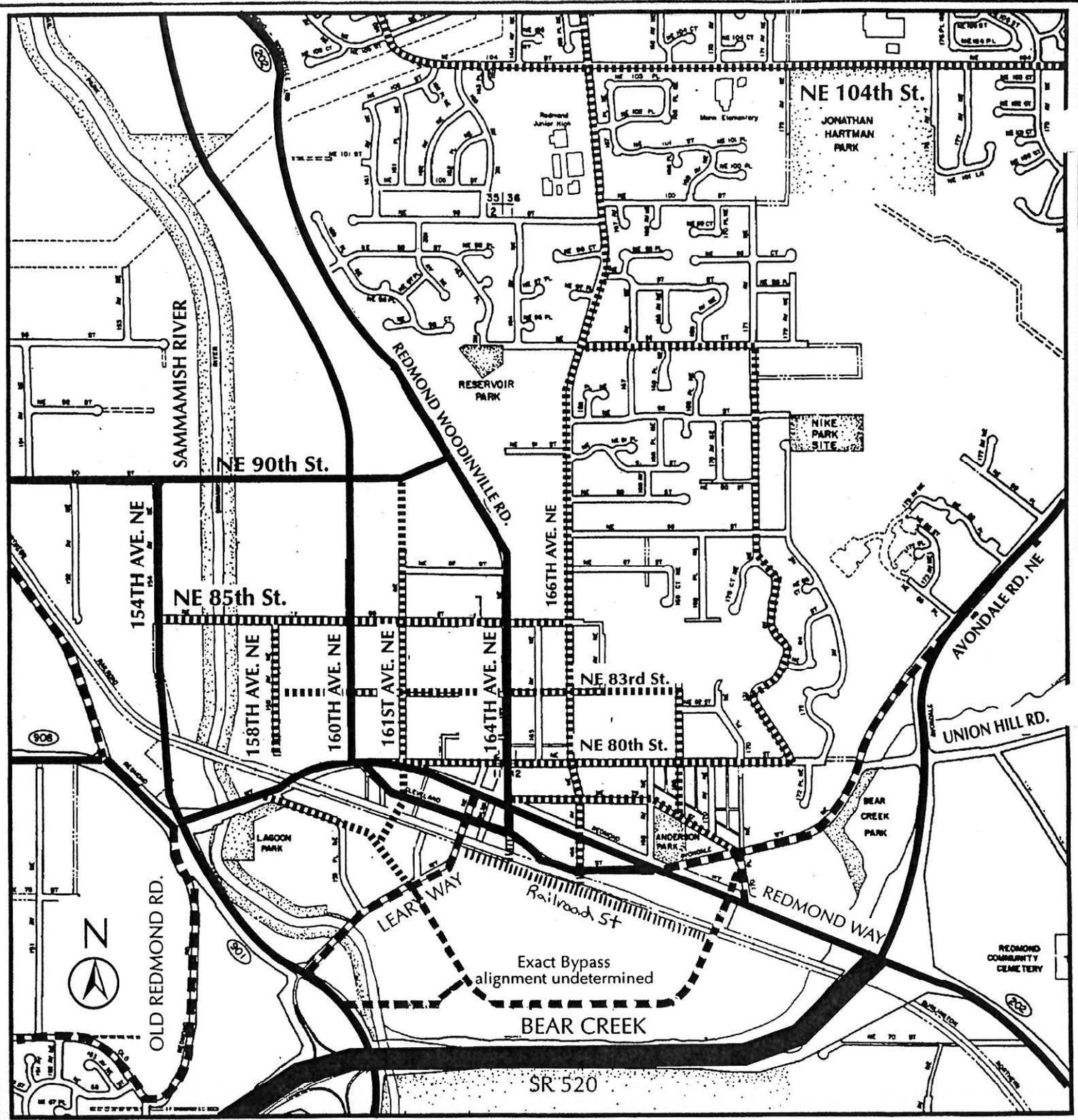
REDMOND TOWN CENTER

0 25 50 100 200



CITY CENTER PEDESTRIAN SYSTEM

PROPOSED PLAN



REDMOND CITY CENTER ARTERIAL STREET PLAN

-  FREEWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR ARTERIAL

EFFECTIVE 12/93



THE CITY OF REDMOND
PLANNING DEPARTMENT

MEMO TO: City Council
FROM: Planning Commission
DATE: June 15, 1995
SUBJECT: **DGA94-004, Redmond Town Center
Development Guide Amendments**

I. RECOMMENDED ACTION

Approval of DGA94-004, amending Chapters 20B and 20C of the Redmond Community Development Guide as presented in Exhibit A (20B Amendments) and Exhibit B (20C Amendments) and amending Sections 16 and 18 of Ordinance 1416 (dated 5/13/88) and Section 2 of Ordinance 1551 (dated 3/31/90) by deleting all references to Master Plan, Master Plan Conditions of Approval, and City File DGA 86-11.

II. DEPARTMENT CONTACT PERSONS

Roberta Lewandowski, Planning Director, 556-2447
Jim Roberts, Assistant Planning Director, 556-2424
Judd Black, Senior Planner, 556-2426

III. PROPOSED ACTION

This action, as recommended by the Planning Commission, would amend the Redmond Community Development Guide to enable development of a 1.375 million square foot open-air mixed-use complex on the former Redmond Golf Links (90 acres) and the Butler-Walls (29 acres) properties (totaling 119 acres).

The mixed-use complex would consist of three design sub-areas: Mixed-Use Retail, Office Park, and Bear Creek Retail (please see Attachment 4A of Exhibit A). The Mixed-Use retail sub-area would allow up to 745,000 square feet of gross leasable area (GLA) and consist of a mixture of pedestrian-oriented retail and offices, a cinema, and may include a hotel. The Office Park sub-area would include up to 430,000 square feet GLA primarily of office with some restaurant use. The Bear Creek retail sub-area would contain up to 200,000 square feet of GLA planned for auto-oriented retail.

The recommended action also includes the preservation of approximately 47 acres of natural open space along Leary Way and the Bear Creek and Sammamish River corridors (please see Attachment 5A of Exhibit A), structured parking for 50% of the required parking, a 3-lane "perimeter road" (Bear Creek Parkway) connecting to Leary Way at 162nd Avenue NE (extended) and to Redmond Way at 170th Avenue NE, and retention of the Justice White House and Saturday Market.

Amendments are recommended to the City Center Arterial Street Plan Map (Attachment 1A of Exhibit A), Arterial Street Functional Classification Chart (Attachment 2A of Exhibit A), Redmond City Center Bicycle Plan (Attachment 3A of Exhibit A), and City Center Pedestrian Plan (Attachment 2B of Exhibit B). An amended Circulator Service Map is also proposed.

The amendments to the City Center Arterial Street Plan and Arterial Street Functional Classification Chart, as recommended by the Planning Commission, would delete provisions for, and right-of-way requirements of, future roadway alignments for connections from West Lake Sammamish Parkway to Bear Creek Parkway, 159th Avenue NE to 162nd Avenue NE, and 162nd Avenue NE to 161st Avenue NE. Bear Creek Parkway would become a 3-lane minor arterial.

Amendments to the City Center Bicycle Plan would make Railroad Street a Class III bicycle route.

On-site pedestrian linkages are recommended to be deleted and replaced with a new pedestrian linkage type (Attachment 2B of Exhibit B) on Railroad Street and Bear Creek Parkway.

Recommended site standards would modify height and signage requirements.

Amended design criteria assure pedestrian-oriented design features, consistency of design, and compatibility with desired downtown architecture.

IV. DECISION

The Planning Commission voted 5-2 to recommend that the City Council adopt the attached DGA94-004 as described above.

V. RATIONALE FOR VOTE

In favor of the DGA as recommended:

- A. Is consistent with applicable goals and policies contained in the Redmond Community Development Guide and, therefore, meets the criteria for a Community Development Guide Amendment. For example, the proposal addresses the following:

- 1. NATURAL FEATURES - 20B.10

- Clearing and grading would occur on the portion of the site that is proposed to be developed. Approximately forty-seven acres of the 119-acre site would

remain in natural open space. This action would minimize alteration of the site, minimize soil erosion and sedimentation, and provide protection from possible flooding within the 100-year floodplain. Wetlands, groundwater, and surface water quality would be protected and maintained through the use of the City's Sensitive Areas Ordinance and Clearing and Grading standards. Shorelines and fisheries would be protected by providing significant buffers and vegetative enhancements along Bear Creek and the Sammamish River.

2. CHARACTER AND DESIGN - 20B.15

Site design and building placement will retain large areas of open space and natural vegetation along Leary Way, Bear Creek, and the Sammamish River. This design will provide significant buffers and provide transitions along the undeveloped portion of the site. Recommended design criteria assures that parking lots are adequately screened and softened.

3. HOUSING - 20B.30

Current and recommended zoning regulations allow multiple family development on the site. This could help meet the housing needs generated by development on the site.

4. ECONOMIC DEVELOPMENT - 20B.40

Development of this site is consistent with the proposed amendments and will add to the variety of job opportunities, promote business growth, and attract new businesses. Site design and design criteria will contribute to an aesthetically pleasing development. Access to the shoreline will be assured through the retention of open space and granting of a Public Access Open Space easement.

5. PARKS, RECREATION AND OPEN SPACE - 20B.50

Approximately 47 acres of natural open space would be granted to the City through a Public Access Open Space easement. The Public Access Open Space will include the Leary Way Green Gateway, buffers adjacent to Bear Creek and the Sammamish River, and areas around the Justice White House and the Saturday Market. Trails within the open space, pedestrian plazas, sidewalks, bikeways, and equestrian trails are required for site development. The Public Access Open Space will be reserved for passive recreational activities and will retain much of the site's open space characteristics. Buffers along Bear Creek and the Sammamish River will create open space corridors and provide recreational opportunities, access to these waterways, and protect wildlife resources. These open spaces would represent a significant natural and visual asset.

6. TRANSPORTATION - 20B.60

Deletion of future roadway connections mentioned above will prevent Bear Creek Parkway from becoming a "by-pass." Bear Creek Parkway should be used as an accessway to serve the site. The use of Bear Creek Parkway as a "by-pass" in the future should not be considered. This principle is consistent with the Commission's recommendation on Transportation goals and policies contained in the Comprehensive Plan as forwarded to the City Council. The recommended level of service standard is consistent with current practice.

7. COMMUNITY FACILITIES, SERVICES, INSTITUTIONS - 20C.70

Recommended goals and policies assure coordination of capacities associated with needs relative to sewer, water, and storm drainage facilities. The amendment to the Sewer Facilities Plan (Redmond Town Center Sewer Basin Study) will assure the provision of sewer service to the site and will be incorporated into the plan.

8. NEIGHBORHOODS - 20B.85

The proposed amendments are consistent with the City Center Neighborhood goals and policies which refer to promoting the downtown as the primary commercial center for the City such as providing a variety of commercial and retail uses and a major comparison center to provide additional revenue and a positive influence in the development of the City. Clustering businesses and having a people-oriented focus will also be accomplished.

B. In addition to the above, the Commission noted the following rationale in support of the recommendation:

1. The proposed amendments allow development of the site that fits into the downtown area and gives it vitality.
2. The proposed amendments allow development that will enhance the character and economic viability of Redmond.
3. This proposal meets the need to provide additional shopping opportunities within the City.
4. This proposal is more consistent with the character of Redmond than the existing plans.
5. This proposal provides superior design guidelines relative to integration, materials, and architectural character.

6. The open space required for the site will provide adequate protection of the site's natural features, and provide visual amenities and recreational opportunities - supportive of Redmond's character.
- C. This action complies with the process and procedures of the Washington State Environmental Policy Act (SEPA). Impacts to the environment as a result of the proposal have been disclosed along with mitigating measures.

Not in favor of the DGA:

- A. Development of the site as proposed has major impacts on what people want to see for Redmond.
- B. The proposed development is not consistent with the character of Redmond. It does not include elements that reflect the City's sense of place.
- C. The applicant did not make a case to develop this site as proposed.
- D. The proposal does not reflect current technology and shopping patterns.
- E. Site design as proposed, does not retain enough trees and wildlife habitat.
- F. The proposal is just another shopping center.
- G. With the other development currently under construction, there is no need for the development.
- H. (Please see attached letter from Commissioner Plackett - Exhibit C.)

VI. PRIOR ACTIONS

- 1986: Adoption of Ordinance 1328 approved goals and policies for zoning and development of the former Redmond Golf Links and Butler-Walls property as the site for a regional shopping center.
- 1988: Ordinance 1416 amended the Redmond Community Development Guide (DGA86-11) and established goals, policies, and development regulations for the 119 acre former Redmond Golf Links site and Butler-Walls property including 1,375,000 square feet of development for the site with an enclosed regional mall.
- 1995: April 11 - An EIS addendum is issued providing information relevant to the proposed DGA for Redmond Town Center.
April 12 - June 6 - Planning Commission holds public hearings and study sessions on the proposed DGA.
June 6 - Planning Commission recommends approval of DGA94-004.

VII. ISSUES RAISED BY THE PUBLIC AND PLANNING COMMISSION

The Planning Commission met eight times on this matter. There were five public hearings/study sessions, and three study sessions. Approximately 500 notices were given for the initial public hearing. A number of people testified on the proposal, and the applicant had the opportunity to testify and give rebuttal testimony.

The issues raised by the public or Planning Commission can be grouped into five categories: Transportation, Open Space/Tree Retention, Aesthetics, Natural Features, and Housing.

Transportation

The Technical Committee forwarded a recommendation to the Planning Commission that retained roadway connections from West Lake Sammamish Parkway to Bear Creek Parkway, from 159th Avenue NE to 162nd Avenue NE, and from 162nd Avenue NE to 161st Avenue NE. The purpose of these roadways is to retain the option to construct these roadways in the future to relieve congestion in the downtown traffic corridors. The Planning Commission disagreed with this principal. The Commission concluded that traffic congestion is a more viable method to get people out of their cars than accommodating traffic by building more lanes and that Bear Creek Parkway should be used as access to the site only. These connections, along with the additional fourth and fifth lanes, might encourage people to use Bear Creek Parkway as a by-pass instead of SR520. Therefore, these connections and the fourth and fifth lanes for Bear Creek Parkway were deleted. The right-of-way reserved for the fourth and fifth lanes intended for Bear Creek Parkway would become part of the open space.

The public asked about traffic volumes, level of service, impacts on Leary Way and the Leary Way Bridge, access to the site, and off-site improvements. The Commission discussed all of these issues and concluded that appropriate study had been done and did not recommend any changes in access, except as noted above, or off-site improvements.

Open Space/Tree Retention

Considerable discussion occurred around the provision of open space and the retention and replacement of trees.

The amount of open space was the primary focus of this issue. The spatial relationship of the open space, along Leary Way and the Bear Creek and Sammamish River corridors, was not an issue. The original definition of open space was abandoned for a more accurate description. The previous inclusions of plazas, sidewalks, and some roadways were deleted from the recommended definition. This enabled a better comparison of open space. The revised definition included only the areas of natural open space, approximately 47 acres, along the site's western and southern edges.

Tree retention and replacement was also considered. Rather than counting all of the trees and determining a percentage of retention, as was done previously, the Commission concluded that a different methodology for tree retention appropriately met City goals. It was concluded that 100% of the trees in the natural open space should be preserved. This includes the area necessary to maintain the "Leary Green Gateway", and along the Bear Creek and Sammamish River corridors. Trees that need to be removed to construct Bear Creek Parkway and associated utilities will be replaced at a 1:1 ratio. Other trees meant to be saved which are removed would be replaced in accordance with the City's tree placement standards (minimum 3:1 ratio).

Some citizens testified that this proposal should not be approved because not enough open space was retained.

Aesthetics

There were three issues relative to aesthetics: Building heights, percent of structured parking, and sign size.

Initially, height of the hotel was a concern (8 stories, 100 feet). However, this was consistent with the previous proposal and heights allowed in portions of the downtown (8 stories, 120 feet). The Commission concluded that the location of the hotel should be close to the downtown and in context (in terms of height) to the trees along Leary Way. Therefore, the Commission determined that the hotel should be located in the northwestern portion of the site. This issue was also raised by the public.

Building heights within the Office Park Design Area would be limited to 5 stories, consistent with other similarly zoned areas in the Downtown Neighborhood. Other buildings within the Mixed-Use Retail and Bear Creek Design Areas would have a maximum height of 3 stories (except the hotel in the Mixed-Use Retail area).

The percent of structured parking was discussed as it pertained to additional surface parking, the associated impervious area, and the relative impact on open space. Since the amount of open space was being increased, the Commission concluded that 50% of structured parking was appropriate.

The maximum allowable size for wall signs was increased from 100 square feet to 300 square feet. This was determined to be appropriate because of the sight distances from SR520, driving speeds on SR520, and the need for identification of some of the projected uses (hotel and cinema). This would only apply to users with large walls. Most uses would be limited to the minimum 30 foot signs since the area is based on 15% of the wall area, typically a 36'x10' facade.

Natural Features

Protection of the site's natural features specifically Bear Creek and the Sammamish River, along with their associate floodways, fisheries, and riparian habitat was a factor in the Commission's decision. Proposed development on the site meets minimum or exceeds maximum standards for buffer widths for Bear Creek and the Sammamish River. Additionally, no development will occur within the revised FEMA floodway.

There was testimony regarding retention of the songbird habitat along Bear Creek, near Redmond Way. This was discussed by the Commission. It was pointed out by the Planning staff that these particular songbirds were not a protected species according to the City's Sensitive Areas Ordinance. The Commission decided that tree retention in this area was not warranted.

VIII. LIST OF ATTACHMENTS

Planning Commission Recommendation

Exhibit A - Section 20B (Goals and Policies), Redmond Community Development Guide

Exhibit B - Section 20C (Site Standards and Design Criteria), Redmond Community Development Guide

Exhibit C - Memorandum from Commissioner Plackett

Roberta Lewandowski

Roberta Lewandowski, Planning Director

6/16/95

Date

Bertha A. Eades

Bertha Eades, Planning Commission Chairperson

6/16/95

Date